

Draft Alternatives Comments

I-15 Environmental Impact Statement Farmington to Salt Lake City

Lead agency:
Utah Department of Transportation

January 2023

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1.0 I-15 EIS Draft Alternatives Comments by Email

The second public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held November 10, 2022, through January 13, 2023. This appendix includes 659 public comments received by the project team through email. Personal address and contact information were redacted.

Table 1. I-15 EIS Draft Alternatives Comments Emailed during the Public Comment Period

Date	Name	Comment
11/10/2022	Ethan Wagstaff	<p>I really like Option B mainly because of the diverging diamond interchange exit from I-15 onto Glover's Lane. This will help out a lot with the Davis School District bus compound near the high school with the added freeway access. This will help the buses get out to their route faster. This will also reduce traffic at Park Lane for the mall as there will now be an alternative route to Station Park Mall. So people commuting to Farmington whether it is for the mall or whether they live there will be very nice with these two fully functioning exits off of I-15.</p> <p>Thank you for allowing me to comment and have a nice day!</p>
11/10/2022	Ethan Wagstaff	<p>I almost beg you to pick option B or option B-R for one reason. Parrish Lane desperately NEEDS a diverging diamond intersection with I-15. The flow of traffic on that small bridge is atrocious. You can't even fit a sidewalk on both sides of that bridge let alone two left turn lanes for getting on the freeway. A diverging diamond at the Parrish Lane/I-15 intersection will probably be the best use of the budget in my opinion for this entire project. This will help reduce the number of crashes and confusion which I have seen on this bridge for many years. With the construction of a diverging diamond intersection here, the number of crashes and confusion with the reduced lanes will be reduced greatly!</p> <p>Thank you for letting me comment and have a nice day!</p>
11/10/2022	Ethan Wagstaff	<p>I think Option B is the best for this area because of the added off-ramp for 400 North in West Bountiful. The reason for this is because 400 North goes OVER the train tracks that run through the area. And for someone like me who lives west of the track, it would be nice to not have to risk getting stuck behind a train after exit I-15 on 500 south in Bountiful, 2600 South in Woods Cross, and even Center Street in NSL. This will provide an option to eliminate track crossing without having to go through the 500-west area. Plus it keeps the 500-west on-ramp which people still use to get on the freeway frequently enough that we shouldn't divert them to turn left at 400 North and then get on the freeway (going straight is better than turning left).</p>
11/10/2022	Ethan Wagstaff	<p>Please choose Option B for this section of I-15. 2600 South I-15 interchange in Woods Cross is the interchange I use the MOST! And although it is better than it was before it was a diverging diamond kind of thing, I think the option proposed will work much better! One reason is that it will eliminate people coming from the north wanting to use 2600 South from using two traffic lights to get there! Also, the underpass for 800 west connecting to Wildcat way will be very useful for residents to access the Smiths for grocery shopping as well as commuters to the High School! This diverging diamond solution for 2600 South will reduce confusion as well as congestion, especially with residents traveling from the west and getting onto I-15 Northbound. I have seen so many backups at the Northbound left turn lane plus there is only 1 lane for that and it's not big enough. Plus there are a lot of trucks that come from the west from the FedEx and the gasoline facility wanting to get onto northbound I-15. I also like the</p>

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		US-89 and I-215 interchange. I don't use it very often but I think people who live in North Salt Lake will love it! Overall I think Option B will reduce traffic and confusion all around!
11/10/2022	Alessandro Rigolon	<p>I am writing to provide feedback on the proposed widening of I-15.</p> <p>As a resident of Salt Lake City, I strongly oppose any alternatives that widen I-15. Years of research have shown that we can't build ourselves out of congestion by widening highways. The concept of induced demand should be familiar to traffic engineers and planners, so I am confused about why UDOT keeps proposing widened freeways. In summary, I am opposed to this proposal because:</p> <ul style="list-style-type: none"> - It won't solve the issue of congestion. Traffic will eventually catch up and get worse. - It's a waste of taxpayer money given its lack of benefits for congestion reduction. - It creates further air pollution by incentivizing additional driving. As such, it will harm the health of communities near I-15 and worsen winter inversions and summer ozone. - It will further disconnect communities located east and west of the corridor. - The mitigation strategies related to noise are very limited. <p>Please stop widening roads and redirect money to real solutions: public transit and active transportation. One idea could be building a light rail or bus rapid transit along I-15.</p>
11/10/2022	Ethan Wagstaff	I think both options are equally as good, but I think option B will be nice for commuters traveling in and out of downtown Salt Lake City. There are a lot of exits going into salt lake valley, but I know that a lot of people use US-89 and I-15 to get back home. I think having the 1800 North I-15 interchange will allow people to choose more effectively on what road to use if there is an accident or other potential road hazards. I think this added intersection will allow a better channeling of the flow of traffic into the city and especially out of the city.
11/10/2022	Cameron Fowler	<p>These solutions presented are all insane. Adding more lanes doesn't solve the problem: too many cars, on too small of surface streets, with too crowded parking. You can't widen every street so widening the free way isn't going to work.</p> <p>Invest in solutions that integrates bike paths, public transit, and other alternatives. Maybe a motorcycle specific lane for the freeway. But o overall, these miss the mark</p>
11/10/2022	John Visser	<p>I drive this stretch of I-15 from Davis county to SLC every day, and I have to say that the freeway is perfectly fine the way it is.</p> <p>The thing that I want is to be able to take public transit from near my home to my workplace downtown. Right now the public transit route takes an hour and a half, which is simply too long for such a short distance.</p> <p>The other thing that UDOT needs to consider is that much of the traffic is thru traffic for trucking. I-15 needs a bypass around I-15 on the other side of the lake.</p>
11/11/2022	Kammy Aston	I love Farmington option C which provides full access to the I15.
11/12/2022	Andrew Pixton	I hope we can be humble and wise enough to learn from our own mistakes as well as the successes of others. I'll just speak from my experience living in parts of South America where it's buses and taxis everywhere, and trains in select places. Nobody owns a car because nobody needs to. You can walk to just about any street corner for buses that turn up every 3-10 minutes, at most 20 depending on the line, and get to anywhere else in the valley in 30 minutes, and then outside the valley on other buses or colectivos (group taxis). It was paradise. Even the few people that do own cars will sometimes take a bus to avoid parking downtown. And even with their older cars and buses that lack good exhaust filters, the air

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		<p>pollution is way way less than ours. They don't have as bad rush hour traffic and accidents are almost non-existent. Would you like to exponentially increase road rage and accidents and smog and noise? What will we do when population growth once again catches up to the extra lanes?</p> <p>I'm currently biking to work and take Trax to visit family, but I wouldn't in that dystopia. Who would? I definitely won't bring kids into that world. I understand we have a liberty fetish here that somehow extends to the autonomy of driving huge trucks downtown but in real life we don't get everything we want. We can't have a healthy and safe community and one with more car traffic, to say nothing of climate change or the housing crisis. You can't have your cake and eat it at the same time. Liberty in Latin America looks like mobility without needing a car. I'm tired of traffic and pollution in SLC as it is, and if either of these expansion death traps move forward I'm definitely leaving the state again. I'm not dying for your car addiction, or whatever fantasy of economic growth you're entertaining right now. Be realistic with your voters and lobbyists who want the I-15 expansion, be a real leader.</p> <p>Please and thank you for your time,</p> <p>Andrew J Pixton Salt Lake City & Sandy resident, social worker, author, taxpayer and voter</p>
11/12/2022	Brent Biesinger	I think having some lanes that goes south in the morning and north in the evening or probably a good idea that would be my suggestion
11/12/2022	Amy G	<p>Please add more access to North Salt Lake. I love having the Center Street exit from I -15 southbound, but we also desperately need a northbound onramp to I-15 at Center Street. The closest northbound onramp is at 2600 S. in Woods Cross/Bountiful. We have to drive quite a way to get there and that street is much too congested, especially during peak commuting hours.</p> <p>Thanks for asking for input.</p>
11/14/2022	Taunya Brandon	<p>When driving I-15 I think there is one simple way to improve the flow.</p> <p>In Europe they will often have a minimum speed limit for each lane. Applied here, the right lane would be 65 mph and lower, next would be 70 mph, next 75 mph, then 80 mph for the express lane. Then there would be a camera for the 2 left lanes that would take pictures of those going under the minimum unless there is a traffic slowing.</p> <p>So many times we have had to pass someone on the right, which is a practice that is discouraged , but what are you going to do when drivers going 68 mph are loitering in the passing lanes?</p> <p>These people are impeding the flow of traffic, frustrate other drivers which leads to angry driving and lane changing, which leads to more accidents, which really slows things down.</p> <p>It's time to crack down on these lane blockers. A driver should be able to get into one lane and stay there and not need to "get around". Making minimum speeds for each lane and reinforcing it would lead to more respectful driving which is less stressful and safer.</p>
11/14/2022	Alex Pitts	I suggest we have a separate trax line that can connect to the Frontrunner. There is the Denver Rio trail that can be converted into that purpose. I know there is some abandoned wear houses along the way that can be stations.

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11/15/2022	Nate Meyers	https://www.youtube.com/shorts/0dKrUE_O0VE
11/16/2022	Vean Woodbrey	Extend I 215 further west from I 15. Onto Roy and the Great Salt Lake. This will take some traffic away from I 15.
11/14/2022	Marlene Little	<p>It concerns me having lanes that can change direction. I am heading the other direction. I go from Salt Lake to Hill AFB in the morning and back at night. I do get on the front runner sometimes at Woods Cross I see family in Farmington at times.</p> <p>All I say is just don't make it too confusing. I changing on ramps to different sides can be a problem. I am 57. I may work 14 more years. So senior friendly would be good for driving.</p>
11/14/2022	Barbara Lentz	<p>I have reviewed the options for I-15 and believe that the best option is option A. Option B would require more equipment and logistical support going forward, so I think it best to have A.</p> <p>I also reviewed the three options for Farmington and I believe that option B is best for the long term traffic flow. It shunts a lot of the west side traffic away from downtown Farmington, and the spui formation will be the most efficient way to move high volume traffic, and use the least amount of land to do it.</p> <p>Thanks for welcoming input. Feel free to contact me with any questions about my view of the topic.</p>
11/15/2022	Jake Williams	<p>Congestion pricing.</p> <p>Duh.</p>
11/15/2022	Tyler Peterson	<p>My name is Tyler Peterson. I live near the 600 N freeway entrance.</p> <p>My input would be, Please consider additional traffic calming measures to lower speeds into the neighborhood. The neighborhood is very dangerous for pedestrian traffic on 600 N to 300 W.</p>
11/15/2022	Noah Patton	<p>How in 2022 are we still trying to add more lanes to interstates? It is proven time, and time again that widening roads do nothing. Please invest in public transportation. Double-track and electrify Fronrunner. Literally do anything other than widen I-15. Please, please listen to the people that live in the Salt Lake Valley, that widening the roads will only add more air pollution to an already polluted area, add more congestion via induced demand, and instead invest in public transit. Please don't widen I-15</p>
11/15/2022	Alex Gilvarry	<p>I-405 was widened in the early 2010's and ultimately made traffic worse.</p> <p>In this article about fronrunner double tracking Carlos said, "If our population is going to almost double in the next 35 to 40 years [as predicted], we don't have the room, the money ... to double the lane miles that we have out there"</p> <p>Why do all of the currently proposed alternatives widen I-15?</p> <p>In the Scoping Report there were comments asking UDOT to "Improve transit frequency and extent and don't widen I-15."</p>

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		<p>As far as I can tell all of the options being considered to widen I-15 and do not do anything to improve transit capacity. Why is there no BRT being considered as part of this project?</p> <p>State money would be better spent in the long run removing cars from I-15, not adding capacity so more people can sit in traffic.</p> <p>I hope the UDOT course corrects and does something better for the people you're trying to serve.</p>
11/15/2022	David Scheer	<p>The proposed widening of I-15 through Salt Lake City will ultimately not relieve the congestion- the service level will remain the same or decline due to induced demand. The highway will carry more traffic and add more pollution to the air of neighborhoods surrounding it. The convenience of Davis County commuters and increasing their number should not be accomplished by worsening the already unacceptable air quality of Salt Lake City neighborhoods.</p> <p>This project needs to be thoroughly rethought.</p> <p>David Scheer Architect and Planner</p>
11/15/2022	Andra Ghent	<p>It's very hard for me to evaluate the alternatives without knowing how much each one will cost.</p> <p>Overall, it's hard for me to take seriously the idea of paying over \$1B to expand the I15 when the UTA is so saddled with debt that it cannot pay its bus drivers enough such that we are cutting routes. The first priority for state transportation funding needs to be to pay off enough of the UTA's debt that we can raise pay for bus drivers to \$22-\$30 such that we can restore service to pre-pandemic levels and hopefully even expand it. My guess is that this will only take \$300-\$500 million (the UTA's total debt is approximately \$2.2B). It would be helpful if UDOT would cost this out so we can compare return on our tax dollars.</p> <p>Any expansion of the I15 needs to be self-financing, we should not be spending more taxpayer money on highways. It's fiscally irresponsible. To make it self-financing, we likely need a combination of higher gas taxes and congestion pricing, i.e., tolls at peak hours of the day.</p> <p>The bicycle and pedestrian underpasses are necessary and helpful. While it's good to add bicycle connectivity surrounding Rose Park, I don't know that we need to have bicycle lanes all the way up to Farmington given that there is already good bicycle connectivity from SLC to Farmington through the JRT which connects directly to Legacy Parkway. These may need some restrooms added and lights but the JRT and Legacy Parkway are excellent existing infrastructure that are a little underutilized right now.</p> <p>Andra Ghent Professor of Finance and Ivory-Boyer Chair in Real Estate Academic Director, Ivory-Boyer Real Estate Center University of Utah</p>
11/15/2022	Ryan Pitt	<p>I just wanted to include all of my preferences in this email for your consideration. Thanks for allowing for public input! *I-15 Option B (Two reversible HOT lanes)</p>

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		<p>Seems like this option would help reduce traffic congestion during peak traffic times</p> <p>*Farmington Option B I would LOVE to have easier access to I-15 via Glovers Lane and look forward to how that would reduce traffic on Parrish Lane.</p> <p>*Centerville Option B-R Less congestion is top priority in my opinion</p> <p>*Bountiful Option C-R</p> <p>*NSL/WC Option B-R</p>
11/15/2022	Nate Meyers	<p>I'm begging you to please not widen the freeway. That money could go towards public transportation that would actually reduce congestion and not require me to own a car to take advantage of the 1.6 Billion dollars we spent.</p> <p>I own a home here and plan on living here the rest of my life, I would love for us to put money towards useful projects instead of becoming a hellscape of wide freeways and induced demand.</p>
11/15/2022	Richard Davies	<p>Firstly, a thank you for a well-designed website explaining the plans.</p> <ol style="list-style-type: none"> 1. A plea for asphalt and no concrete. Concrete creates so much tire noise, with its drainage slots. And I believe it is a more renewable surface and easier to repair. The state of I-15 north between Bountiful and Farmington was so bad in the winter and spring of 2022 we joked it was a test ground for suspension and tires to see what damage they could take. 2. Lane Lines - must be very visible. Yellow seems much more visible than white. (In certain sunny conditions the white lines on concrete can be almost invisible if not newly maintained. Yellow on asphalt would be far more visible. 3. Cameras - I know they cannot be used for traffic violations but could there be more to observe poor driving for future safety improvements. With greater coverage, UDOT could monitor areas that are trouble spots and send UHP to be a force in place. 4. SPUI interchanges. they are puzzling to those not familiar with them - visitors, new drivers, people who rarely use the interstate. I'd like to see large signs - perhaps on the over-bridges - that show the exact route of the lanes. The lane lines need to be in great condition all the time, particularly in snowy conditions. The large sign showing exact route of the lanes will be particularly helpful in bad weather. 5. There are several situations where "Wrong Way/ No entry" signs are situated at places where entry and exit ramps are almost adjacent to each other. It is not always clear which ramp they apply to. Why not put an arrow under "Wrong Way/No entry signs pointing towards the lane it applies to. 6. I like the reversible lanes. They work well in Seattle and I suppose Utah drivers will get the hang of them eventually, but what a better use of space to move the traffic. Great idea. 7. Biking and walking - Do everything you can to make walking and biking safer, including

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		<p>much better lighting.</p> <p>8. The level of lighting in Utah is far below what I have experienced in Europe. Even if you cannot afford to add extra lighting now, at least run the cables for future use during construction.</p> <p>9. Build lots of noise absorbing walls to protect the people unfortunate enough to live close to I-15. If the drives cannot see the mountains - too bad. The effect of noise and pollution on those close to eh freeway is far more important.</p> <p>10. In the UK, speed is monitored by camera ticketing. I know that is very unlikely in Utah but one amazing advantage of it is for freeway merges. e.g. On the motorways just north of Birmingham UK, where big signs across all lanes of the motorway tell the people in each lane what speed to keep. When followed, it makes the merge of traffic from two motorways into one far more efficient since it uses queuing theory via computers to get the traffic to merge at the same speed. Wouldn't that be nice in Utah!</p> <p>9. Asphalt - another friendly reminder to use it and not concrete for the road surfaces.</p> <p>Thank you for reading.</p>
11/16/2022	Cameron Blu White	Subject says it all. Public transportation!
11/16/2022	Robyn Stine	<p>I'm writing to let you know that I do not support the widening project of I-15 from SLC to Farmington. This will not make the highway safer especially when you can't see the lane stripes at night and during the winter months when it's raining or snowing. I would much prefer UDOT spend this money on actually making it safer to drive on the freeways by investing in methods to define the lane lines so drivers can see which lane they are in. Utah highways are the scariest I've ever driven on and I feel unsafe on them. Other states that get snow define their lanes in ways that drivers can determine where they are while driving.</p> <p>Thank you for your attention to this matter.</p>
11/16/2022	Kellie Henderson	<p>I'm a SLC resident who lives on the west side and I am strongly opposed to the widening of I-15. Expanding public transit options is the only way to truly affect traffic as communities grow, without falling into the trap of induced demand. I know you've said that transit is part of the overall plan, but it's vastly underutilized and needs to be the primary way forward, not an afterthought.</p> <p>Expanding the I-15 in this way will disproportionately affect west side communities, that will bear the brunt of lowered air quality, pollution from air/noise/and light, reduced quality of life, and reduced safety from incesased traffic accidents.</p> <p>This is a misstep</p>
11/16/2022	Matthew Morriss	<p>Hello,</p> <p>I wanted to leave a comment regarding the proposed widening of I-15. While I appreciate the enhanced bike and pedestrian infrastructure associated with these plans, it seems that the expansion of I-15 will only continue to enhance the East West divides that communities like Salt Lake City have struggled with for decades. Moreover, the fact that the expansion will be impacting communities like Rose Park that have historically been a lower income community of color is particularly concerning.</p>

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		<p>There is a definite need for more enhanced EW connections highlighted in these plans, I'm curious about the ability for the UTA to offset the need for additional lanes on a highway by putting in more infrastructure - perhaps at a similar cost - to expanding the Front Runner train system and setting up more frequent train service.</p> <p>Expansions of highways rarely solve traffic congestion problems. In fact, the opposite is a well documented phenomenon known as Braess' paradox (https://en.wikipedia.org/wiki/Braess's_paradox). Another term often applied is Induced Demand. As UDOT tries to continue to keep up with growing populations along the Wasatch front, the solutions are solely focused on expanding access to cars - which also contribute to the air quality concerns in the region.</p> <p>If adding lanes, perhaps adding dedicated bus lanes to promote public transit over one person one car traffic?</p> <p>I hope you can take the time to review my comments thoroughly.</p> <p>Best Wishes, Matthew Morriss SLC Bicycle Advisory Committee</p>
11/15/2022	Kae Schwalber	<p>As a citizen of Salt Lake City 84105, I have major concerns with any widening of the existing highway. All options presented widen the highway, none offer any public transportation. This is the exact opposite of a progressive strategy that has been implemented around the world with great success. The air quality in Salt Lake is already unhealthy and this would only further perpetuate this. The housing shortage in Salt Lake would only be further exacerbated by the removal of historical neighbors and neighborhoods. Absolutely no changes should be allowed without a high-speed train access from Provo to Orem with the addition of a trolley system very similar to the 1920's lay out.</p> <p>Please, I am truly begging for the people in charge to look at robust transport like Toronto, Shanghai, or Tokyo for large city public transport. As for Public transport up into the Canyons, instead of using degradative and slow techniques such as the gondola, look to Zermatt, Jungfrau Region, Serfaus, Oberlech am Arlberg, Pfelders, and Valmorel which use train systems or trolley systems. On top of a public method up the canyon, there must be an easy and reliable public method to the base of the Canyon.</p> <p>I know you are all good at your job, and you care about your community, that's what makes it especially confusing when the public does not see options that are readily available outside the massive highway typology. I have lived so many places in my life, from Texas and St. Louis to Shanghai and Tokyo. I can not emphasize enough how much safer the public feels when there are fewer cars, and more pedestrian friendly options. Crime goes down, the safety I feel as a woman on the street goes up, health markers improve, and people feel more involved in their community.</p> <p>Wishing you the best, Kae Schwalber</p>
11/14/2022	Tariq Abou-Bakr	<p>What a total waste of money. Just invest in transit and alternative transportation, it's wide enough, this is the worst possible solution.</p>

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11/16/2022	Julio Fierro	<p>Hello, my name is Julio Fierro Morales and I'm a Utah resident who has lived in SLC since 2000. I'm reaching out to express concerns regarding some of the plans that have been mentioned regarding I-15 alternative plans.</p> <p>First, it has been shown that merely adding more lanes to an interstate to expand it will not relieve congestion but will instead lead to increased traffic and decreased rush hour speeds. With this in mind, simply expanding the interstate would just lead to even more traffic and a need to expand the interstate even further, leading to more projects down the road without an actual solution in sight, a nefarious cycle that leads to more public unrest and unhappiness.</p> <p>Furthermore, simply expanding the interstate will lead to an increase in greenhouse gas emissions and negative environmental impacts, as has been documented extensively. While some may argue that less congestion = less cars sitting in traffic and producing emissions, the first point I bring up counters this argument as there will just be more and more cars on the highway than before, leading to more traffic and congestion with a greater number of cars (known as "induced traffic demand") and, thus, a greater number of emissions.</p> <p>Just as important on the environmental impact is the impact on local people. One thing that has been ignored so far in town-halls is the number of houses and businesses that will be demolished and, with it, the amount of people that will be displaced. This is true for all proposed alternatives and there needs to be full transparency about 1) how many people will be displaced due to this project and 2) what feasible and equitable solution will be provided to allow this people to find a new home while minimizing impact on their job status, earnings, etc. This is especially pivotal given that the majority of people who live in the impacted neighborhoods tend to be low-income people of color and they tend to be the groups impacted the most. Quite frankly, not taking into this account and developing an alternative to avoid this is simply entrenching the history of perpetuating racist systems of oppression via infrastructure such as highways.</p> <p>I strongly urge shifting the priority to a project much akin to the one Colorado adopted last December which pushes transportation planning to deviate from highway expansion and instead focus on improving access and reach of other transit options such as bikes, buses etc. while cutting down on car use. Utah has a strong foundation given the UTA bus, TRAX and Frontrunner systems and expanding these systems across the state can go a long way to mitigate our carbon footprint while also expanding transit options to neighborhoods (often populated by low-income people of color) that may not currently have that option.</p> <p>I strongly urge that those involved in the planning please consider these points, especially given how widely these beliefs are shared by many concerned members of the community.</p>
11/15/2022	Leah Forsyth	<p>Please, I urge you, do not carry through with your plans to expand I-15 from SLC to Farmington. I live in one of the areas that will be impacted by the new construction and I cannot emphasize enough how much this will decrease the quality of life around my home, for my neighbors and my family. There will be increased pollution from increased cars on the highway. There will be increased traffic due to the underpass you propose to put in on 400 N - this area is already plagued by heavy traffic, and fast and unsafe drivers. Salt Lake City already has issues with driver safety - how many automobile vs. pedestrian accidents have occurred this year? Additionally, this will cause home prices in the area to decrease - will the city pay for the losses this project will cause to my home value? How can I plan to recoup this value? Finally, the amount of disruption to traffic that this project will cause will defeat the</p>

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		<p>purpose of the project itself. The traffic will be unmanageable, making it difficult to travel anywhere from my home. A main thoroughfare by my house has already been closed due to construction - 300 N, and I have no idea when it is scheduled to reopen.</p> <p>I would like to remind the city of how they have already decreased the quality of life of the people of 400 N by cutting down all of the trees in the park strip in order to benefit Rocky Mountain Power. Since my 60+ year old tree was cut down, my water bill has gone up and my grass struggles to stay alive because there is no longer shade for my front yard. Please do not continue to decrease the housing value and quality of life of the people who live on the West Side.</p> <p>I would like to remind the city of how they have already decreased the quality of life of the people of 400 N by cutting down all of the trees in the park strip in order to benefit Rocky Mountain Power. Since my 60+ year old tree was cut down, my water bill has gone up and my grass struggles to stay alive because there is no longer shade for my front yard. Please do not continue to decrease the housing value and quality of life of the people who live on the West Side.</p> <p>Feel free to reach out to me with any questions or concerns.</p>
11/10/2022	Brian Hutchinson	<p>Thank you for going the extra mile to engage with the community on the I-15 Expansion EIS. It is clear that the team has responded to many of the community's concerns even if some of the details may not, yet, have been addressed. The East-West accessibility question has been heard and responded to. Yay! Please thank the team for their commitment to improving the quality of life for all communities along the I-15 corridor.</p> <p>Capacity and Speed vs. Safety (Are there Designed Speeds provided in the proposal?)</p> <p>It was not clear how the options offered would address the safety concerns articulated in a high-profile press conference called by UDOT Executive Director, Carlos Braceras and SLC, Mayor Erin Mendenhall last May : https://www.sltrib.com/news/2022/05/05/salt-lake-city-vows-be/ which referenced UDOT's Zero Fatalities campaign: https://zerofatalities.com/</p> <p>It was unclear how straightening, widening and adding lanes to I-15 would make this deadly highway any less the race-track that entices aggressive drivers. Could we develop concepts that are more geared toward improving commuter safety and efficiency rather than a more simplistic goal of increasing basic capacity and throughput?</p> <p>Am I right to interpret data shared on the screen to indicate an (85th percentile) speed of 67 mph for the long and varied stretch between Farmington 400 S in SLC? Might it be safer and more efficient to set the speed limit in this region at 65 mph (or lower), rather than 70 mph? (NOTE: It is 60 mph on the 2100 access that parallels I-15)</p> <p>As one of many who live near I-15 who occasionally travels on I-15 south of 600 N, I find significantly greater complexity in the region between SLC's 1000 N and I-80 just south of 2100 S. As we know, there is a lot of high-speed traffic exiting/entering to/from I-80, and traffic entering/exiting at 600 N, 400 S, 600 S, 900 S, 1300 S, 2100 S and Hwy 201. A modest dialing-down of the target speed in this fraught region would lower the aggression and blood-pressure of those who drive along this stretch.</p>

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Date	Name	Comment
		<p>For many Davis County commuters this region between 600 N and I-80 south of 2100 South represents a way-point, where vehicles often shift 90-degrees either to enter or exit I-15. A 5-10 mph lower speed limit in this region would improve safety and efficiency for those entering or exiting I-15.</p> <p>To engineer a safer and more efficient highway I would ask the team to investigate the effect of the following features:</p> <ol style="list-style-type: none"> 1. Design with heavily marked 11-11.5 foot lanes rather than 12-13 foot lanes 2. limit # of vehicle lanes (do not expand to 5-lane scheme) 3. Create mechanism to dial the number of open lanes down to 1 or 2 lanes during non-peak hours, to discourage speeding/racing. (NOTE: On snow-days, the traffic often follows the driest path on one or two lanes, without significant impacts on travel times.) 4. Isolate "pushy" heavy-truck traffic with protected/separated lanes, possibly shared with transit 5. Announce the existence of speed/volume monitors along highway (to discourage bad driving) <p>Northern interchange with a bridge over RxR tracks between Beck and I-15 (near 1800 N or 2300 N) [Both proposed interchange designs in this area may be too far north to maximize their effect on the heavy industrial cut-through traffic currently using SR 89 (300 W) and SR 268 (600 N)] A key purpose of this proposed interchange is to remove industrial traffic from the mix with commuter traffic in the western Capitol Hill and Rose Park residential neighborhoods. Another goal is to reduce delivery round times and, thus, reduce emissions, fugitive dust, noise and safety risk. The neighborhood is keenly aware of how 600 N and 300 W are affecting the safety of pedestrian, bicycle and vehicle mobility between our homes and the social infrastructure that improves our quality of life and builds community.</p> <p>Might there be needs for E-W access in the western region south 2300 N that would warrant something closer to a 1400 N or 1800 N alignment?</p> <p>600 N Interchange Design (omission) [The drawings did not include the critical, proposed 800-foot extension to the eastbound left turn lane onto NB 400 W] (possible unintended oversight) We should expect continued measurable demand by oil trucks heading to/from 900 N and gravel truck drivers, even after construction of a northern interchange between I-15 and Beck. Until SR 89 is engineered for slower designed speeds we should expect a significant group of sub-contract drivers to continue to use this route. The community would be safer and quieter if this group of heavy truck drivers were given enticements to shift away from 300 W and 600 N for the quicker, shorter western route along 400 W between 600 N and 1000 N.</p> <p>Popular Goal for 600 N 25 mph limit and engineering (tree-lined, narrow, bike/bus lanes) from I-215 to 300 W</p> <p>Studies Has there been any modeling of the heavy truck delivery and commuter and local traffic for the different highway configurations before and/or after the proposed completion of the I-15 expansion project?</p>

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		EIS Update? Is the new update available for me to share with our webmaster and community?
11/16/2022	Kevin Carlson	<p>I just posted some comments on the website, but wanted to write an email as well. Having grown up in the area and now living on [REDACTED] (one [REDACTED] of Glovers Lane), I think your option C is fantastic. In North Centerville and South Farmington you have to go all the way to Park Lane go I15 North or back track to Parrish Lane. Option C gives a really easy way for residents to get there now and it would have minimal impact on the area.</p> <p>Please note that there are genuinely no business or much office or commercial in South Farmington and North Centerville, it's residents only so traffic is not bad. Option B would be a disaster for all of the residents in the area. It's not needed. It would be overkill. Property values of everyone within a few blocks of Glovers Lane would decrease significantly. There's no businesses to get to off for at Glovers Lane. I've never seen an off/on ramp that size without being right in the middle of a business sector. It's crazy. It's literally houses in every direction but one, and that's a school. Please do not do option B, it would affect hundreds of residents negatively with property values, traffic, and noise.</p> <p>Appreciate you getting feedback. Again, Option C is a great solution in my opinion.</p>
11/16/2022	Treesa Edgar	I request option A be used for this project. It causes much less problems in all areas. Please think of the persons living in homes that would be affected. Thank you, Treesa Edgar
11/16/2022	Heather Buck	<p>Although on paper it probably sounds good to increase bike paths along this route, what you're really proposing is more overpasses in the neighborhood.</p> <p>Over passes lead to shady areas in more ways than one. They actually don't feel all that safe as a pedestrian. Less visibility. We had a large overpass that got blocked off because it was just a haven for crime and homelessness. (North Temple/600 West) You wouldn't be opening the floodgates for that much foot traffic anyway. 300 North rarely gets a lot of foot traffic or bike traffic.</p> <p>And, if you put in a driving path, it would possibly lead to congestion. Guadalupe will always seem like a dead end due to the close proximity of the trains and the freeway. If the cars did come, there would not be a lot of outlets for them. And frankly, part of the charm of living in Guadalupe is that it is a dead end, kind of an unintentional cul de sac</p>
11/16/2022	Jessica Meadows	<p>I wanted to comment on this particular plan. I have attached a screenshot of the area that would be affected. This plan in all options would have my new home torn down. My question is that with the amount of land directly west of 400 West. Why can't this be the option for space instead of removing 3 homes? There is also an option to move this park to the north of Pioneer where there is an empty lot that is currently a retention pond. This would be a perfect spot to move this parking lot and monument area. Then that frees up all of that area for the space needed.</p> <p>We have only been in this home for less than a year. We have already spent a lot of money and invested a lot of time on landscaping and other improvements. This would be devastating to be forced out by Eminent Domain. I understand what this is for but there seems to me to be a better alternative for this particular section.</p> <p>Please let me know your thoughts.</p>

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Date	Name	Comment
11/16/2022	Kristiana Matthes	<p>I am writing to you as a Farmington homeowner of 8 years who lives [REDACTED] from your Glover lane proposal. I have seen the neighborhood change and grow and the building of Farmington High School. I am viewing Farmington proposal B and I am strongly AGAINST it! It takes away the homes of several of my neighbors and they don't want to move. It is excessive and extreme and we don't need such a wide road in Glover. People already drive down Glover much faster than the posted speed limit and traffic has increased a lot, especially at peak school times. Keeping the road more narrow will encourage and force traffic to move at a reasonable speed when so close to homes where vulnerable children and pets live. I regularly ride my bike and the walking biking sections of proposal A and C have ample room for foot and bike traffic to cross the freeway. Thank you for your time and consideration and for listening to longtime homeowners who will be greatly affected by this!</p> <p>Kristiana Matthes 8 year homeowner of [REDACTED] [REDACTED] from Glover</p>
11/16/2022	Rebecca Hernandez	<p>My home is one of several that would be knocked down if you choose Option B in Farmington. I'd like to better understand why that would need to be an option.</p> <p>On Option A it says maintains existing travel patterns On Option B it says improved access to freeway On Option C it says that it provides full access to the freeway</p> <p>If Option C will provide full access to the freeway, without knocking down homes, why does Option B need to be an option? What is the benefit of it over the other two choices?</p> <p>It was extremely unsettling to find out my home may be knocked down by reading a map online.</p>
11/15/2022	Doug Madsen	<p>I will be bit be able to attend the open house tonight. But I had a couple suggestions that I truly believe would save money and speed up flow between North Salt Lake and Farmington and between Ogden and Spanish Fork. In Seattle they have sections of the freeway with Gates on the on ramps and off ramps to allow for the change of traffic on a separate section of freeway through the downtown area. It seems that it would be very easy to convert Legacy Highway during peak hours to be unidirectional with on-ramp and off-ramp Gates like Seattle does. This would be an easy way to increase traffic flow during peak hours. It would also free up a lot of money to be able to do even more with widening I-15 north of Legacy Highway. Another thought I have and question that I have for you is about the HOV lane. Is the purpose of the HOV lane to make money or to move traffic? Because of the purpose of the HOV lane is to move traffic I believe it is very ineffective. I think it would be more beneficial to stop using the HOV lane as it is and convert the left two lanes to bypass Lanes. My thought is to have exits from these two lanes only every 10 Mi or so in areas where the traffic is less dense and to have entrances every two or three miles where it is convenient to have them. And to raise the speed limit in the bypass Lanes to the rural speed limit. There are several vehicles traveling from Idaho to Nevada or from Ogden to Provo or even from Bountiful to Lehi that could take advantage of these bypass lanes. So having several opportunities to enter the bypass Lanes and very few opportunities to exit. Lane changes are one of the major slowdowns of the freeway and if we could have two bypass Lanes moving out faster speeds throughout the day and throughout Rush Hour that would remove a vast amount of congestion in the other lanes as more vehicles are able to travel at higher speeds.</p>

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		It would be nice if you could give me some sort of reply to let me know what your thoughts are on all of this.
11/17/2022	Rob and Jami Howell	<p>We urgently want to let our voices – however insignificant – be heard on the UDOT options for the Glover's Lane area of I-15 "improvement" recently revealed.</p> <p>"We are obviously strenuously opposed to the "Farmington Option B" plan since the revised lines of "improvement" force the frontage road "area of impact" to run through what is now our kitchen. The idea of UDOT condemning our home and forcing relocation is unimaginable, yet last night we were apprised by UDOT representatives that this is indeed a very real possibility for our home and several of our dear neighbors including widows and families with young children.</p> <p>We urgently want to let our voices – however insignificant – be heard on the UDOT options for the Glover's Lane area of I-15 "improvement" recently revealed.</p> <p>We are obviously strenuously opposed to the "Farmington Option B" plan since the revised lines of "improvement" force the frontage road "area of impact" to run through what is now our kitchen. The idea of UDOT condemning our home and forcing relocation is unimaginable, yet last night we were apprised by UDOT representatives that this is indeed a very real possibility for our home and several of our dear neighbors including widows and families with young children.</p> <p>In our 21 years of living here we have seen continual encroachment on our little nook of Farmington. First it was Legacy and it had to be the one spot of exactly parallel freeways because they wouldn't build it further west. Then came frontrunner and additional train traffic. The current Legacy/I-15 interchange construction that somehow could only go right here, and now the potential of becoming refugees kicked out of our home... (Sigh...) Our experience has been that these types of feedback sessions are a formality and decisions are already made - Just a public hearing to say one was held – but we are hoping our small voice counts for something. It is difficult to hold on to that hope – despite UDOT staff trying to tell us last night that disruption of homeowners is the option of last resort. That just doesn't feel sincere when we review the criteria of considerations posted on the website and, buried deep into the list is something to the effect of "property acquisition including homes"... almost like planning a home renovation and considering the need to pull a few weeds or a small bush. This is our home; we've raised our 4 children here and we are ingrained in the local civic and church community here. Please do not force us out! If displacing families is such a great concern, why does it appear to be so low on the priority of consideration? And why do we only hear about this from seeing a Facebook ad late at night one day prior to the open house?</p> <p>As for "Farmington Options A & C", they still show our property as being in the affected area and we were told last night, according to the current proposal, they would still need to remove the city's decorative sound wall along our backyard as well as our rock wall and landscaping - including all of our mature trees and garden etc. I am still trying to understand – if there is no SPUI off ramps etc. on Glover's Lane on option A & C – why there would be a need to move the frontage road this far east to the point it causes our property to be so dramatically affected...</p> <p>Senator Adams – I am copying you on this in hopes you can provide reassurance that our small voice will be considered. We have voted for you over the years and have met you a couple of times in my work capacity at the Church Communication Dept. (most recently as we</p>

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		<p>were traveling back from the Paris, France airport in Sept. on the same flight as you and the Governor and group were returning from a trade mission to Israel, and I was connecting on the way back from an assignment with Elder Soares in Kazakhstan.)</p> <p>Representative Hawkes – I’m not sure if we have had the privilege of meeting, you in person but have likewise supported you and hope that you will help our voice be heard.</p> <p>To the UDOT folks who hopefully read this – I would sincerely appreciate a response confirming it has been received. I apologize for my pessimism about being heard, but our feedback has never been acknowledged in any of the previous developments – even the ones we were not opposed to as we recognized the need for Legacy and frontrunner.</p> <p>Sorry for the length of this email. My wife and my daughter still at home are very concerned as well but we worry that maybe public input isn't really the priority.</p> <p>I pray for our voice to be heard in this matter.</p>
11/17/2022	Hao-fu Hai	<p>Please don't widen the freeway. Please. If you make car transportation easier for people, we will never create incentives for more environmentally friendly modes of transportation. We need more public transportation infrastructure, more bike paths and dedicated bike lanes away from cars. Widening the freeway is not the answer.</p> <p>If someone sits in a car for an hour on their commute, they may consider other modes of transportation. We should be adopting methods that support the environment and health of citizens. More cars on the road is not the way of the future.</p> <p>We have an opportunity to make Utah a more environmentally and pedestrian friendly place to live. Please don't widen the freeway.</p>
11/17/2022	Russ Workman	<p>The purpose of this email is to register comments regarding the three alternatives being considered at Glover Lane in Farmington.</p> <p>Interest, Credentials and Experience My wife and I live less than [REDACTED] from Glovers Lane We have lived (in 4 different homes) within 2 or 3 blocks of the Glovers Lane overpass for over 30 years I served on Farmington's Planning Commission for about 2 ½ years I have practiced law for over 30 years, many of them focused on real estate development I understand that UDOT holds all the cards and we are at UDOT's mercy I appreciate your sincere consideration of these comments</p> <p>Personal Observations of the Glovers Lane Overpass I have traveled Glovers Lane daily during morning and evening rush hour for 30 years I personally and routinely observe that nobody waits long to get across the overpass toward Farmington High School. The story about needing more lanes to get to the high school are not true. I personally and routinely observe that nobody waits long to cross Glovers Lane when they are northbound or southbound on the frontage road at Glovers lane.</p> <p>Comments of Alternatives A, B and C It is far too early to complete this EIS.</p>

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		<p>Nearby improvements to I-15 and the West Davis Corridor overpass very near Glovers Lane are still under construction; their impacts remain unknown.</p> <p>Nobody will know how well I-15 and the new West Davis Corridor overpass will perform until the improvements have been operational for several years under a wide variety of scenarios. Guessing at this point is very premature and arrogant. The community and the press will smell tax money fantasizing a problem to solve.</p> <p>Complicated Interchanges are More Dangerous Interchanges</p> <p>Alternative B is the Wrong Choice for the Following Reasons</p> <p>6 lanes over the Glover Lane overpass is a gross over-reaction to a non-existing problem</p> <p>I use I-15 through Farmington, and Glovers Lane as much as any person in the area. I've seen where traffic needs more lanes to function. This is not one of those locations.</p> <p>Tripling the number of lanes over Glovers Lane would be a ridiculous over-reaction and waste of money. Two lanes each way may not even be necessary, but 3 each way would be an obvious mistake.</p> <p>Again, it smells like too much money looking for a place to be spent</p> <p>As UDOT's material confirms, safety is a top priority</p> <p>Alternative B is the most complicated and obviously the most dangerous of the 3 alternatives</p> <p>Common Sense</p> <p>I've worked with traffic control engineers. They are smart, but engineering is no substitute for common sense.</p> <p>Someone (someone who is not too close to the trees to see the forest) needs to spend a few days parked at this intersection, observe the relatively low amount of traffic, and imagine a six lane highway between the two quiet neighborhoods on each side of I-15.</p> <p>Government Respect for Personal Lives</p> <p>Although UDOT has the power of eminent domain, UDOT should not underestimate the hardship that Alternative B would have on individual families that would lose their precious homes and neighborhoods</p>
11/18/2022	Alise Hansen	<p>I am opposed to Option B in Farmington in regards to the the West Davis Corridor Expansion. I worry it will make the roads near my children's schools busy and dangerous. I also totally oppose the demolition of people's homes near Glovers Lane for this. Please consider the other option.</p>
	Christopher Collier	<p>No. Just no giant super freeways through / Adjacent to Rose Park. This is too much. I think we need to look at sunken freeways and caps on the freeway. Put the I-15 freeway from 2700 South to 2700 North Under grade with a cap on top and maybe a new neighborhood on top.</p>
11/19/2022	Deanna	<p>How about expanding mass transit? It would be nice to hear plans about how mass transit is going to alleviate drive times.</p> <p>On a different note, I saw on the news that UDOT can't hire enough bus drivers to go up Big and Little Cottonwood Canyons. How about paying them more like Park City? Decreasing bus service and building a gondola seem like polar opposite responses to the same problem.</p>
11/19/2022	Collin Anderson	<p>I grew up in Farmington and I wanted to add my comment to the expansion suggestions. I completely disagree with just throwing more lanes at congestion and traffic. When had this ever been a good suggestion long term? It'll work for the short term, but adding lanes encourages more driving and more traffic. I view the expansion as a massive waste of public dollars.</p>

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		<p>Rather than just throwing another lane and destroying more houses, increase the frequency of Frontrunner, add protected bike lanes, expand bus and light rail service.</p> <p>Induce public transit demand instead of slapping on another expensive lane for just more traffic.</p>
11/20/2022	Spencer Aston	<p>You want to hear our thoughts on options. Option B is no good. Number one reason is the amount of homes that will be messed up from the project. Please don't do this to my neighbors. One reason you think this would be a benefit is to reduce traffic at parish and park lane but they are industrial zones that can handle the traffic. Glovers is resident zone that can not handle this traffic increases. Even 200 west can handle the traffic better.</p> <p>I prefer option C for access to north freeway but I can happily live with option A as well. Going to park lane isn't that far from where I live in a Glovers lane neighborhood.</p> <p>In short, you want to make peoples lives better, don't go for option B. Thank you.</p>
11/20/2022	Sydney Rowley	<p>I believe we should build a train station or better bus system rather than widening the road. Traffic does not get better by adding more lanes, just looks to Texas or California and their 20 lane highways STILL with atrocious traffic.</p>
11/21/2022	Edgar Morales	<p>There needs to be a new interchange at i15 and parrish lane. The current interchange is really bad not enough lanes on the bridge . It needs to be reconstructed into a SPUJ with a brand new bridge.</p>
11/21/2022	Nathan Turner	<p>As someone who walks and bikes on many Utah roads, we need safer ways to move. I have used many bike lanes on the sides of wide roads with 45 mph or higher speed limits. These are not safe provisions for people who need to bike. We need mode separation in the form of concrete barriers, bollards, and raised cycle tracks. Buffered bike lanes do not do enough to keep people safe and will kill people.</p> <p>Additionally, I oppose widening in all cases and strongly disagree with the peak period travel time estimates. After a short period of relieving congestion, induced demand will result in more traffic on expanded roads and paradoxically increase travel times. The "one more lane" mindset has not worked. We need to make it safer, cheaper, and more convenient, for commuters to use public transit options, which will outperform a series of highway boondoggles (wasteful or pointless highway projects that give the appearance of having value but which drain scarce resources, making it harder to respond to current and future transportation needs).</p> <p>I appreciate UDOT's desire to improve mobility for all users, so please choose alternatives that prioritize the lives of people outside of cars over flawed travel time savings estimates.</p>
11/21/2022	Robert Brown	<p>I am writing as a resident of downtown SLC. I live near [REDACTED], SLC, 84101.</p> <p>I am in favor of the "no build" option, it is the only option that can keep our community from getting destroyed.</p> <p>While I hear the need for fast and effective transportation options, and I am fully in support of these, these options cannot include increase the number of private vehicles.</p> <p>Where will they all go? You may be able to put a lot more on the freeway, but after they get off the freeway, are you planning for where they are going to go? Where will they park? Are we</p>

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		<p>going to level building in downtown to put in giant parking lots and parking structures? Are we going to have to level buildings to widen the roads in downtown in order to allow them to be sufficient lanes of traffic in downtown for all the cars? Where does it end?</p> <p>How can we have a pedestrian friendly downtown when we already don't? The reason we don't is because the roads are insanely wide already for a downtown, car drive super fast and dangerously and there are poor facilities for pedestrians to safely cross. We have orange flags just to try to make it slightly safer for pedestrians. So how will you be able to make an I15 that is even better at moving more cars and not create a whole lot of induced demand for even more cars and at the same time not completely destroy my neighborhood and make downtown nothing but a giant traffic jam where it is unsafe to walk?</p> <p>On top of all this, how in the world are we ever going to stop ourselves from destroying our natural environment, deal with runaway climate change and a drying Great Salt Lake if we are just going to continue with the massively inefficient roadway expansion projects? None of these projects have ever every worked? Can you point to a single place in the world where they massively expanded the roads for private vehicles and it made things better, or improved anyone's quality of life in any meaningful way? Places that did it right are the ones that reduced the number of lanes and doubled down on great public transit. Please don't make the mistake that literally everyone who looks at this critically knows you are making. Follow the examples of great transit systems around the world and make high quality reliable and frequent public transit and stop with inducing demand for more cars.</p> <p>Thank you for your consideration!</p>
11/21/2022	Melissa Yack Hall	I would prefer UDOT explore other options beyond bigger freeways. I have commuted to and from Davis and Weber counties and more lanes doesn't help during accidents. I'd prefer to expand front runner. If expanding the freeway is set, please at least consider dedicated bus lanes, not shared with carpool but dedicated bus lanes.
11/21/2022	Leah Smith	Please do not expand I-15. More highway lanes creates higher risk situations, making the area unsafe, you would bulldoze homes, and further divide the eastern and western parts of SLC and NSLC. Spend this money on better public transit options, or improving what you already own.
11/21/2022	Layne Papenfuss	<p>I have several comments on the proposed alternatives to expand the I-15 corridor between SLC and Farmington. We live in Bountiful and regularly drive this stretch of road.</p> <p>One major pain point is Center Street in NSL. We use this street daily to travel to and from a school off of Redwood Road. Our main preference would be to build an underpass beneath the train tracks, but if Union Pacific refuses even this basic accommodation, we believe that the I-215 connection with US 89 would improve travel reliability between the east and west sides of North Salt Lake. The main improvement would be eliminating the possibility of getting stuck in a 1/2 mile long backup of cars waiting for a UP train to pass. While the overall travel time may not change, the consistency would.</p> <p>A principal issue for our family is how to get across the freeway either on foot or on bicycle. Even as an experienced rider, I do not feel comfortable riding with traffic because I know that my life is constantly in danger. My family will not - ever - ride with traffic. Separated cycling facilities are the only way we will use our bicycles as transportation. Dedicated underpasses and large paths connected to side-street underpasses (no interstate access) are the only way we get from the Bountiful side of the freeway to work, school, or recreate on the legacy path.</p>

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		<p>We understand the need to expand the freeway to an extent. However, we BEG UDOT to keep any changes to the absolute minimum. Traffic may be inconvenient, but it forces lifestyle and structural changes that are absolutely necessary. It forces workers to reconsider where they live or where they work. It pushes people towards transit and active transportation. If I have to face traffic to go shopping or pay a bit more and shop local, I'm choosing the local option every time! The noise from the freeway extends FAR up the hillside and the pollution is felt by everyone but especially our most vulnerable citizens, the very young and very old. Please reconsider widening the freeway to satiate the appetites of insatiable drivers. Reconstruct if you must, but widening will not solve the problems UDOT hopes to solve.</p>
11/21/2022	Joe Smith	<p>I would strongly encourage you to reconsider plans to expand I-15. There are numerous reasons why this is a poorly thought through plan. Anyone who is familiar with urban planning is aware of the concept of induced demand. Put simply, building additional lanes does not improve congestion and actually makes the problem worse. If you need additional information, I would be happy to provide it however it's concerning that I would need to do so.</p> <p>Furthermore, there are significant environmental issues with widening I-15. Besides the pollution created during the construction, surrounding areas need to be redeveloped to support the added lanes. Directly encouraging further automobile traffic is the best way to make Utah's already abysmal air quality downright unlivable. Already Salt Lake City has been competing with cities in China for the worst air pollution in the world. Do you really want us to win that competition? I'd rather live in a city where my children can breathe.</p> <p>If you're actually interested in improving the wellbeing of Utah's growing population, please allocate the funding to expanding our public transportation. The better public transit it, the fewer people will need to drive. With fewer cars on the road, there will be less congestion along I-15 and those that do need to drive will have a better experience.</p>
11/21/2022	Robert Schaefermeyer	<p>The EIS is calling for the interchange of I-15 and UT-68 (500 S Bountiful) to be redesigned into a diamond interchange. This interchange has been redesigned three times in my lifetime from a partial clover leaf style, to a diamond interchange, to its current diverging diamond configuration.</p> <p>I feel the current configuration of a diverging diamond interchange flows traffic quite nicely. What is the thought process of going back to a diamond interchange? What about a SPUI configuration?</p>
11/22/2022	Kirk Cunningham	<p>The exceptionally complex logistics of road planning and implementation surely take most of UDOT's resources. Completely understandable. My hope is that in these moments before a large project, we can try and contemplate the goals here.</p> <p>The majority of the budget here, according to my limited understanding, is a widening of the freeway. There are a slew of individual "options" on top of that, but that distracts from the main goal (and where the money is going). The complexities here have to be enormous, but I truly believe we're caught in constructing a rude goldberg machine of transportation. Impressively complex. And it... kinda works. But at what cost?</p> <p>Is this really the most efficient use of funds here?</p> <p>Here are your stated goals: Improve Safety Better Connect Communities</p>

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Date	Name	Comment
		<p>Strengthen the Economy Improve Mobility for All Modes</p> <p>Let's ignore the complexities. Theory matters more at this stage. How exactly does more cars on the road accomplish the above? A widening does not accomplish anything more than accommodating growth. Which is a necessity, but not some improvement to Utah as a whole. I don't want to focus too much on this, but none of those goals addresses the extreme environmental concern caused by more cars on the road. The inversion exacerbates any pollution here, so it's wild to not mention it.</p> <p>What if we used that budget to improve, expand, and bolster our public transit? Would that not actually accomplish your stated goals?</p> <p>Improve Safety: It is significantly safer, I don't think anyone can argue otherwise. More people traveling by transit will no doubt cause less road fatalities.</p> <p>Better Connect Communities: It is such a pain to travel to SLC with a car. Parking, the commute, the heightened danger on weekends. It's a slog. Especially if you commute every day, last thing you want to do is "connect" with another community via an hour of driving. The few times I've sacrificed and ridden transit (and the current state is absolutely a sacrifice), it was lovely. Yeah I was stressed about time, but it was fun seeing all the families traveling to a Bees game, being able to walk amongst fellow Utahns. Especially on the (kinda) closed off main street. I've never, ever felt any camaraderie with my "fellow drivers" that's for sure.</p> <p>Strengthen the Economy: Environmental damage will certainly continue weakening the economy. Who will want to come to Utah when at times we've got the worst air quality in the world? How much worse will it be with an inland port? This isn't up to UDOT to fix, no question, but there's no reason to make the problem worse especially when a solution is right up your alley.</p> <p>Improve Mobility for All Modes: This one should be the most obvious. Truly. Widening highways has been proven time, and time, and time again to make congestion worse. I say this as someone who drives to work every day, please stop widening roads! It does not help us who are required to commute. What will help us? Less people on the roads. Clean and simple. How to accomplish that with a growing population? More transit! Better connected communities. If transit gets better, more people will ride it, less people on roads, transit becomes a more viable alternative, transit continues to grow and get better, and even driving gets better. There's no silver bullet but man, we're truly ignoring how weak our public transit system is at the moment. More cars on the road helps no one. Better public transit helps everyone, especially drivers!</p> <p>I doubt my comment will be taken serious, but I hope it prompts at least mild hesitation. I am no expert here. But I am someone with 2 cars who truly yearns to not have to use them. I love driving, but I despise commuting. I despise how much of a pain it is to try and use UTA. I hate traffic. I'm on your side as far as your goals go, I just think there's something far cleverer than just "more lanes" to fix this problem and improve our unique state far better than our neighboring states.</p>

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Date	Name	Comment
11/22/2022	Martin Cuma	<p>I am the chair of the SLC Bicycle Advisory Committee and heard Tiffany's great presentation yesterday. First, thanks a lot for taking time to talk to us.</p> <p>I would like to make a few comments from my perspective, but it was shared by at least a few BAC members after the meeting, so I think we could generalize it to the BAC.</p> <p>I have a preference for option B for most of the interchanges, mainly because of the SUPs, which will enable less comfortable bicyclists to tackle the interchanges. I don't think they (think kids, the elderly, etc) would dare to use the bike lane even with the option A diamond interchanges. I consider myself a "fearless" cyclist and I would tackle the SPUI on a bike lane, so, I think the option B SPUI with bike lanes will also serve well the cyclists who are comfortable in traffic and prefer to be faster and spend time on the road. So, option B works for everyone while option A does not.</p> <p>One place that I am more in favor of option A is Farmington, where the grade separated SUP bridge is farther from the interchange and requires more distance to get up and down to the bridge. The options A or C here essentially eliminate the car/bike interchange conflict at Glovers Lane so they seem better to me than the full interchange.</p> <p>Other than the interchanges, I am very happy about the few extra tunnels under the freeway, especially at 400 S and 500 S, the SUP to Warm Springs Rd and the lane reduction on Beck St, which is overbuilt at this point anyway. I think it's very important to keep these aspects in the final design.</p> <p>Finally, I am still struggling with the travel time projections and would like to understand the methodology better. Would you be able to send me some references to the model used, like papers describing how the model works, how it's calibrated, etc.</p> <p>Thanks, and Happy Thanksgiving.</p>
11/22/2022	Preston Clark	<p>Hi there, I live in Farmington on [REDACTED] between [REDACTED] Lane.</p> <p>Of these three options I feel like option B would be the best for the locals in Farmington and Centerville.</p> <p>Number one reasoning for this is the 200 W. exit works well other than during the summer when lagoon is open, traffic backs up. This would likely cause issues no matter what kind of interchange you put into 200 W.</p> <p>Having the option of a glovers lane allows locals to avoid the madness of Parklane and the shopping center as well as Lagoon and the 200 W. delays.</p> <p>I feel like you would probably get a lot of the locals taking the Glover lane exit to avoid the traffic delays at the two larger ones. This would probably be the best way to spread out the traffic so that the shopping traffic mostly sticks to Parklane while the lagoon traffic mixes between Park Lane and 200 W.</p> <p>One more advantage is you would probably reduce some of the parish lane traffic.</p> <p>200 W. is a very efficient exit in the directions it does travel. But with school in the morning I could see it being an issue as well and Wood Drive more traffic past the school.</p>

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		<p>When we had the fire evacuation a couple of years ago traffic was completely jammed up for 200 W. and Park Lane. I think it would be advantageous to have an exit that has focus more on the west side citizens.</p> <p>And honestly a Park Lane exit would still be used by many of those on the east side that are trying to escape the hustle and bustle of the shopping center</p>
11/22/2022	Colby Hatton	<p>Good morning! My name is Colby Hatton, I'm emailing to make a comment in behalf of my aunt living at: [REDACTED].</p> <p>We both are strongly opposed to every proposed freeway expansion in the Salt Lake Valley. Cars are the least efficient and most dangerous form of transportation. Because of induced demand, freeway expansions only serve to increase congestion in the long term. The only way to curb traffic is to reduce vehicle miles traveled. This must be done by expanding public transit access, increasing density in our cities, and building safe sidewalks and bike lanes. These lanes must be safe for every user, the engineer who designs them must feel comfortable letting their child ride their bike in it.</p> <p>Not only is freeway expansion antithetical to all of these goals, it's also enormously expensive. This project will cost taxpayers over a billion dollars, with the ultimate result being worse traffic and worse air pollution. Freeway construction in cities is an unacceptable decision every single time. We strongly oppose plans to expand freeway construction.</p>
11/22/2022	Jahn Curran	<p>Please for the Love of Pete, do NOT approve this I-15 expansion project thru North Salt Lake up to Farmington. Better use of \$1.5 billion would be to increase the number of train cars/schedule for Frontrunner, to add a TRAX spur in this area with increased number of cars/schedules. And until the TRAX line is completed, you can double the number of buslines and schedules through this corridor, with expanded park and ride lots along the route.</p> <p>Please stop spending money that will encourage or embrace more cars in the Wasatch Front- did you not see the dirty, smoggy air today? It was disgusting!! My children and grandchildren deserve to breathe cleaner air, not more of the same polluted air with increased automobile traffic. Moreover, I do NOT support any route of I-15 that applies "imminent domain" and takes the homes of innocent people living along the route. Please don't do this!!!</p>
11/23/2022	Mindy Allen	<p>Option C is the best proposed option because it is already an established access point to the freeway and it is least likely to impact or displace Farmington families. The 200 north exit has not been updated for a long time. It would be nice to have full access to I-15 at that location rather than having to go all the way north to Park Lane or all the way south to Parrish. A redesign and revamp of this exit would also help with the traffic flow from the frontage road to I-15 or 200 N.</p> <p>I have friends who would lose their homes if Option B is selected. They are worried and concerned. I am also concerned about having I-15 access in a residential area. It would be better to leave the residential area alone. Please select Option C. It is the best option.</p> <p>I am a resident of Farmington. I live just south of Glovers Lane. I also work at Farmington Junior High on 200 N.</p>
11/23/2022	Daniel Brewer	<p>I am writing to you as a locomotive engineer who operates the freight trains for Union Pacific Railroad that travel from Ogden to Salt Lake City. I do not write to you representing the views of my employer, but as a representative of the employees that daily work and run our trains</p>

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		<p>safely throughout the Wasatch Front's communities every day.</p> <p>After reviewing the EIS study on the I have the following concerns that I feel were not addressed.</p> <p>Rail crossings at grade are not separated</p> <p>SUP bridges are proposed in the project, however they do not extend over the railroad tracks at several locations. The public will continue to be at risk of being hit by trains at every single one of these paths that include rail crossings at grade. It is unacceptable that we continue to allow this to occur. The freight trains that I personally work on every day are already consistently exceeding two miles in length and as a result are blocking rail crossings for extended periods of time. This is especially the case at the 1800 north crossing (part of the proposed Beck's Street Pathway) where freight trains must be parked for several hours to perform maintenance and brake inspections while blocking the road the entire time. Delays to both motorized and non motorized travel will continue to be exacerbated by the long trains and the EIS should take that under consideration. Pedestrians and bicyclists are already and will continue will be affected more so than automobiles, as their ability to reroute is limited and time consuming should a train block their path. It has been evident that when a train is stopped blocking a pedestrian from their path, that people often make the poor and dangerous decision to cut through the train cars rather than seek out an alternative route. Salt Lake City has created the Folsom Trail pathway, and it unnecessarily crosses the railroad tracks twice. Every day my fellow coworkers see pedestrians trespassing in the area, and often climbing on to the train cars even while they are moving. Please do not make the same mistake that Salt Lake City made with the pathways. Utah has been very lucky in that train and pedestrian accidents are considered rare. It needs to stay that way. Please keep people away from the railroad tracks.</p> <p>UTA Frontrunner Doubletrack Corridor not preserved.</p> <p>There is no mention of any corridor preservation for UTA's Frontrunner Double-tracking project between I-15 and the UTA rail mainline between SLC and Farmington. In many locations, the freeway is already almost right next to the tracks. Existing bridges do not have enough clearance to allow an additional track to be constructed underneath them, and the EIS does not consider this. Mass transit has the potential to take thousands of cars off of the freeway in this location and doubletracking will allow the trains to increase service, speed, and efficiency throughout the Wasatch Front corridor. Commuter rail could even potentially make freeway expansion unnecessary. I have been following the interactions between Union Pacific railroad and the State of Utah. Realigning the freight rail lines westward to allow a second commuter rail track is unlikely to be a real option. It would be prudent to include the UTA corridor preservation into any forward thinking plans to reconstruct I-15.</p> <p>Thank you for the opportunity to comment, and please respond.</p>
44888	Cameron Madsen	<p>Hello, I was looking for more information on the area of potential impact for the Bountiful options? Looks like all options have a dotted line through one of my buildings. My address is [REDACTED] Bountiful, Ut. 84087. Please advise.</p>
11/23/2022	Melinda Parkin	<p>I am writing to say that I prefer Option C for the Bountiful 400 N. exit to provide full access. There are a lot of dangers posed in trying to get to the carpool lane to make an exit at 500 W. Thank you for your time!</p>

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11/23/2022	David H	<p>Please expand mass-transit options, and stop expanding I-15. Our air is bad enough as it is.</p> <p>If commute times increase, at some point people will have to turn to mass-transit options. This problem can be solved without widening the freeway.</p>
11/23/2022	Matt Canham	<p>In reviewing the I15-EIS, I am unclear on how the reversible lanes may impact my family's property at [REDACTED]. It appears to cut into our front yard, which is obviously a huge concern.</p> <p>This block has been identified by the Salt Lake City Redevelopment Agency as a key mixed use hub for this west side neighborhood. It is the only zoned mixed use area for miles and is ripe for meaningful development for this community. Please keep that in mind when making a decision. This choice could hinder the ability of this neighborhood to grow as city leaders have planned for.</p>
11/23/2022	Monte Long	Am i going to have to move. I live on [REDACTED] In Woods Cross. I'm 82 I can't move.
11/23/2022	Henry Murray	Hey, why on earth would you do this. Maybe invest your billions of dollars into Public transportation like the Rio Grande Plan. Bull Shit.
11/23/2022	Jeremy Harris	<p>I'd like to provide input on the options for Salt Lake City. I prefer option B because I feel that an 1800 North interchange would better serve the community and the industrial outfits on Beck Street. Option A is also not bad, but the further south option for an interchange makes more sense to me.</p> <p>My #1 priority would be to get industrial traffic OUT of the Marmalade neighborhood. Giving them a viable option to access I-15 from father north will accomplish that. Make sure the interchange goes over the train tracks or the industrial trucks won't use it, they don't want to go over level crossings with their rigs, if you don't give them a direct access bridge they will continue to go down to 600 North.</p>
11/24/2022	Tanner Weight	<p>My name is Tanner Weight and I am a resident of Salt Lake City. I've grown up here my entire life and have seen the continued failure of highway expansions to "solve traffic". The recent expansion of I-15 in Salt Lake County and Utah County has done nothing in the long-term to reduce traffic. Induced demand means that building another lane means that more people will drive to fill the lane.</p> <p>Our valley is continually deals with some of the worst air pollution in the country. We need to be fighting tooth and nail against more people driving I-15 to get to Salt Lake. The extreme price tag of this project could go to any number of transit alternatives that would actually reduce traffic (The Rio Grande Plan is one option).</p> <p>The only way to reduce traffic is to provide people with frequent and reliable public transit.</p> <p>This project has so many negative externalities I don't have the time to list them right now. I would love to talk to someone about this project or receive a response to my concerns.</p>
11/24/2022	Shauna Lund	I would like you to leave the traffic configuration as it is now. I have lived in Farmington for 36 years. The homes and areas in options B and C will take many homes of residents who have lived in Farmington for many years. These residents have invested years to make Farmington the community what it is. People, most in the area, already know the current configuration , as many have gone to Lagoon. I am concerned about making Glovers Lane bigger as you have the least experienced drivers, high schoolers, making inexperienced driving errors and

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		speeding already on that street. Making it bigger and a more active traffic pattern would be disastrous. I am concerned for the Farmington trails and hikers. Making Glovers lane larger is putting foot traffic and hikers in difficult configurations. PLEASE DO NOT CHANGE THE CURRENT CONFIGURATION. PLEASE do not destroy all of Farmington community and charm for a new, different configuration. Leave it with traffic in the area it is going. Please don't put this heavy traffic congestion in the residential area and destroy FARMINGTON. Leave it as it is now. Thank you. Richard and Shauna Lund.
11/25/2022	Joseph Garner	<p>This project should not come to fruition. Believe it or not, widening actually makes congestion worse. Instead, we should scrap this project all together in favor of other ideas.</p> <p>One example would be funding for an acommunter highway, with mixed use development. Eventually developing new bus and train routes that diverge from the Fronrunner. If we just continue to allow residential and urban regions to be separate, car dependency will only increase, thus creating more pollution.</p> <p>Unfortunately, the United States is overall too dependent on cars. In fact, Amsterdam used to be this way before changing to walkability. But we can still fix the old standard. If you're unwilling to implement these new ideas, then at least cancel the road widening.</p> <p>I strongly recommend watching these videos on city design. They explain the issue much better than I do. I understand that you might be in favor of the new project, but it's important to listen to the other side of the coin.</p>
11/26/2022	Jenny Gonzales	<p>To whom it may concern!!!!</p> <p>What is this? We need to know where this hideous, smog inducing, tribute to big oil is going!!!!!!!! Which homes and businesses are going to be torn down, where will this run? Why are we not looking for energy efficient ways to improve transit? Please enlighten, thank you.</p> <p>I can't imagine you care, as everything else this city wants to shove onto the west side you all do, regardless of what's actually best for all of us!!!!!!!! The inland port, the prison and now this!!!!</p>
11/26/2022	Troy Adair	<p>THANK YOU, THANK YOU, THANK YOU; SO VERY, VERY MUCH, for planning such wonderful safe infrastructure for pedestrians, cyclists, and transit users in your plans for the I-15 Corridor between Farmington & Salt Lake. After living a sedentary drive everywhere + American diet life style for over 50 years, in my mid 50s I started having scary chest pains. Since I'm not disciplined enough to go to the gym or exercise just for exercise's sake on a regular basis, in 2015 I decided to start doing a bicycle (7 miles) + bus (10 miles) commute for my 17 mile commute from Bountiful into the Canyon Rim area of Salt Lake, to incorporate some physical activity into my daily routine. My chest pains went away; and I think having the option to safely incorporate some "active transportation" into my life has saved me from having heart attacks. It has improved my health and helped me continue to live a high quality of life in the Wasatch Front. I still love and appreciate the car I share with my wife for weekend errands and trips with the family. But it is so nice and important for my health and quality of life to also be able to do some of my single person commutes, errands, and trips with a mix of bicycle, public transit, and walking as well. So thanks for helping me have all those safe options and allowing me to be active & healthy through incorporating active transportation into my life!!!! I really appreciate it!!!! The current, horrible, unsafe bike lanes on Beck Street with narrow bike lanes with drain grates and rocks in them, that are only separated from 60 mph automobile traffic by a 6 inch painted stripe on the asphalt scares the</p>

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		#&%^! out of me. So I'm especially excited to hear about the planned separated shared use path plans on that street, since that road is such a critical link between southern Davis County and Salt Lake. So again, THANKS!!!
11/27/2022	Imk Cook	I would rather see more of the money used for reversible lanes like Virginia to DC and more share ride parking opportunities. Our inversions are getting worse. Reduce or eliminate UTA fares and encourage people to ride bus and trains instead of finding ways to make it faster to jump in their cars to get to and from Salt Lake
11/27/2022	Dan Curtis	The widening of I-15 would be a colossal failure and waste of resources. We need to double track the front runner and radically change the zoning code.
11/27/2022	James Chilton	<p>Please don't expand I-15. It won't help. Traffic will stay just as bad. We are already experiencing a climate crisis, why make it worse? The construction will make traffic so much worse. You'll destroy homes and neighborhoods. It would truly be evil. Don't do it just because our politicians are buddies with construction company owners.</p> <p>The rio grande plan is an amazing alternative, and is a third of the price. It will help reconnect the east and west sides of the city. Downtown will become more vibrant. It will bring lots of opportunities of development to downtown. It will also reduce traffic much more than widening the freeway will, as people will have more options. Most importantly, it will help a lot with our climate crisis. If we want the wasatch front to be livable in the future, we have to reduce the amount of cars on the road, and the best way to do that is the rio grande plan.</p> <p>Thank you.</p>
11/27/2022	Sharon Bielste	<p>Do your plans to improve traffic from Salt Lake to Ogden include making more lanes in the west on Legacy so peoples homes are not destroyed. There is a housing shortage and less houses in the west. There is also plenty of wild life in our neighborhoods.</p> <p>Please advise</p>
11/28/2022	Russ G. Workman	<p>One more follow-up comment (and thank you for taking time to read these): After I submitted my original comments, I heard from a reliable source that pressure to make changes at Glovers lane is coming from Centerville City, and that the pressure is based on the idea that too many people are using the Centerville offramp to get to Farmington. If that circumstance is driving the proposed changes at Glovers Lane, here are my comments:</p> <p>There is already a Farmington off-ramp/on-ramp - just two blocks north of Glovers Lane – and the offramp is not over-crowded (northbound from Farmington or southbound into Farmington would not impact Centerville at all, and the new interchange being constructed now will address that traffic anyway)</p> <p>I live between Glovers Lane and the Centerville offramp. I already take the Farmington off-ramp. I assume many others do the same.</p> <p>If DOT moves the off-ramp two blocks south to Glovers lane (Alternative B), the highest number of people you could reasonable expect to change their pattern would be a very small number of people for whom the two blocks makes some difference; maybe there is a two-block swath of residents somewhere who might think they will save 10 seconds of time because the new off-ramp is 10 seconds closer than the current configuration. That's not a big enough change in traffic behavior to justify spending millions of tax dollars and evicting people from their homes.</p>

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		The nearby improvements to I-15 and the West Davis Corridor overpass very near Glovers Lane are still under construction; their impacts remain unknown. Nobody will know how well I-15 and the new West Davis Corridor overpass will perform until the improvements have been operational for several years under a wide variety of scenarios.
11/28/2022	I. Robert Wall	<p>For 40 years as legal counsel, I have advised four Salt Lake County cities (West Valley, South Jordan, Sandy, West Jordan), working directly on master planning, development, development agreement negotiation, construction, and subsequent issues surrounding the Bangerter Highway, 6 Trax Stations (1-Sandy, 3-South Jordany/Daybreak, 3-West Jordan), the South Jordan Front Runner Station, the 11400 South freeway interchange and attendant development of 11400 South going west to the District in South Jordan, the acquisition of right-of-way on behalf of UDOT which allowed for the construction of the 10600 South underpass along the Bangerter Highway, the Daybreak Subdivision in South Jordan, as well as too many other County highways, State roads, and City streets which bisect and traverse the same cities. Unfortunately, but expected, I have defended numerous lawsuits and claims related to those transportation assets.</p> <p>I do not claim to be a transportation engineer; rather I am a long-time observer and user of rights-of-way by pedestrians and cyclists, as well as a frequent user of mass transportation, both vehicle and rail. It is with that background that I offer these comments. I am under no illusion relative to the magnitude and complexity, let alone the cost of the proposed projects; likewise, I realize it is highly likely these comments will not reach any level to which the thoughts, if deemed relevant, would be seriously considered. That is not an indictment of the hardworking engineers, planners, administrators, and even elected officials who have funded and/or been involved in the development of theses plans to date. It is a reality of multi-billion projects which are limited by funding, private property ownership, and political considerations which are unique to any project.</p> <p>Utah (including the State, counties, cities, UDOT, and UTA) has done well providing mass transportation moving people north and south along the Wasatch Front. What continues to plague the transportation system from Ogden to Payson is an epidemic lack (I use the term "epidemic" purposefully) of safe, efficient, and "desirable" alternative transportation assets (desirable meaning designed in a way that not only looks nice on paper but appears and actually is safe and efficient to the extent it attracts users). Token efforts continue to appear in the form of colored diagrams and exhibits which use terms such as, "Buffered Bike Lanes" (page 8 of the EIS entitled "Terms"), and which show park strips (3' at worse; 8' at best) shown on colored cross section diagrams. Such are almost always accompanied by aspirational drawings and catch-phrases, similar to those shown on the EIS and attendant exhibits (Page 9, entitled "Proposed Walking and Biking Improvements" is a very good example).</p> <p>That is not to mean the exhibits, aspirations, catch-phrases, diagrams, and so forth are not appropriate; to the contrary, visualization of plans and stated objectives are crucial to successful projects. Those in the EIS are well presented and thoughtful.</p> <p>My comment is simply this: until assets which accommodate alternative forms of transportation (specifically our legs and feet, bikes, scooters, wheelchairs, and whatever else the future brings) are meaningfully, physically separated from mass transportation, such assets will continue to be largely ignored. History has shown repeatedly, to the point of indicting our collective thinking, that we will not walk, bike, "scoot" or likewise travel as a</p>

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		<p>primary method of transportation so long as we continue to feel the wind as cars rush by or when the honking horns and squealing wheels are so close and loud as to startle.</p> <p>The only concept of alternative transportation that will not discourage, but meaningfully accommodate and most important encourage the use of alternative transportation is that shown on page 22 of the EIS entitled "Centerville- I-15 Crossings, Centerville Community Park Bridge". [underline and bold added for emphasis]. The concept shown on Page 23 of the EIS entitled "Bountiful/West Bountiful - Option A, 500 South" [bold and underline added for emphasis] is a large improvement over current designs most often used; adding a physical barrier or a 10' park strip would be exponentially more safe and attract greater use (a 4' park strip is nothing more than color on paper). However, even that concept will never accomplish what the complete, dedicated separation concept shown on the Centerville Community Park Bridge example will accomplish in terms of both safety and of large-scale acceptance and use of alternative transportation.</p> <p>Thank you to those who took the time to read this; best wishes for the Project.</p>
11/29/2022	Samantha Sorenson	<p>One question. Does anyone have a logical or backed up reason to widen the lane that isn't something financial beneficial? I'm sure someone's getting paid a hell of a lot more then you for this deal for work they aren't doing. Do you like who you work for and do the people surrounded by you employ themselves for people or purposes they like? It starts with asking yourself if you like what you're doing. If you can't change, how can you expect anyone else to. #loveyoursef</p>
11/29/2022	Gary Sharp	<p>I am writing to you as both a citizen of Woods Cross and a member of the Woods Cross City Council.</p> <p>I prefer the I-15 Option B; however, I don't think these lanes should require HOT at this time. The current HOT lanes are not used to capacity from my commuting experience. There are only a handful of cars in the HOT lanes most of the time during peak commuting periods. I believe it is a waste of taxpayer money to charge (or require multiple people in a vehicle) to use these lanes. In the future, as conditions change, the HOT could be implemented.</p> <p>Options for the 500 South Bountiful/Woods Cross/West Bountiful Interchange</p> <p>Woods Cross is greatly affected by the 500 South interchange. Woods Cross should be included in all discussion regarding the proposed changes. All proposals will affect traffic on at least to and from 700 West to 700 South to 800 West. To the best of my knowledge, our city staff have been excluded in these discussions. This interchange has a major impact on Woods Cross City.</p> <p>I attended the Wasatch Choice Regional Transportation Workshop on November 14, 2022. We were informed that an overpass for the east tracks is planned for on 500 South in Woods Cross/West Bountiful. Any plans/construction should not disrupt the overpass plans.</p> <p>The proposed change to the underpass 500 South to remove the diverging diamonds and replace it with a traditional interchange will reduce traffic through put. I would recommend keeping the current design and expand the protected pedestrian center area to include the bicycle path. This will keep the advantages of the current configuration. If the current configuration is changed, I prefer the options with dedicated turn lanes to I-15.</p>

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		<p>During my discussions with UDOT staff on Wednesday, November 16, 2022 at the South Davis Recreation Center, it was mentioned that a possible option to divert truck traffic for the Holly Frontier Sinclair filling station, located at the railroad crossing and 500 South, to route the fuel trucks at 700 West, to a new road running west behind the current buildings lining 500 South. I can see an option to divert the truck traffic to 700 South, then along a new road to the filling station. I am concerned about the additional truck traffic between the RB's Truck Stop and the proposed road along 700 West. The slowing turning trucks into both businesses will cause delays for the residents. This plan may also back up traffic into the 500 South 700 West intersection. This new truck route will require widening the affected roads. This option was not shown on any of the interactive 500 South maps.</p> <p>I understand the interactive maps are very preliminary, I am concerned about the homes in Woods Cross that border the west side of I-15. Any encroachment or condemnation of the homes along I-15 should be preceded by person to person contact or certified mail with each potential affected homeowner.</p> <p>Woods Cross City hired some consultants a few years ago to discuss improvements in the 500 South to about the 800 South area between 700 West and 1100 West and possibly beyond. One option that was presented was to construct an overpass along 700 South over the tracks. Keep this option in mind while looking at this area.</p> <p>NSL/Woods Cross Removing the NSL Center Street southbound exit, seems to be counter intuitive. Removing this exit will increase traffic on 2600 South and I-215 Redwood Road. I understand that this exit is not standard and has issues with the railroad crossing.</p> <p>2600 South I prefer one of the Option B's. I am very concerned about students walking from the west side of the freeway to Woods Cross High and South Davis Junior High. There needs to be a safe walking path through the interchange. The intersection with the new road and Wildcat Way will increase the traffic through that area. I am concerned about students walking and driving through that intersection. I believe this will be a risky interchange for students and drivers. What are the plans for safety and high-volume traffic at that intersection and the Wildcat Way and 2600 South. Those coming from Woods Cross will have increased travel time heading east on 2600 South and south bound on I-15.</p>
11/29/2022	Emily Sharp	<p>This plan to expand I-15 from Farmington to SLC is a backwards way of thinking - misguided, ineffective, racist, environmentally disastrous and fiscally irresponsible. It sacrifices the health of communities in the city to benefit those wealthy, white communities driving the sprawl in our area and commuting by car. It doesn't seem to collaborate with UTA or encourage use of Legacy or I-215, which would relieve pressure on I-15.</p> <p>This feels like a proposal built for car/fossil fuel centric mindset of decades ago, not for today. Let's just ignore the air quality and continue to build new houses and drive cars, destroying habitat and increasing fossil fuel dependence. The area already has massive air quality issues and a crisis with the disappearing lake which would exacerbate this issue further. It is time to prioritize projects that will move people and products in ways that pollute less, not more, which incentivize moving away from commuting by car. Increase Frontrunner frequency, fund upkeep and improvement of transit shelters and increase pay and benefits for drivers.</p>

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		<p>That is all in addition to the fact that this project would mean those within a mile of the current highway may lose their property? Why do these communities continue to pay so that wealthy, predominantly white suburban dwellers can continue to live the way they want? The future is one of compromise for the betterment of all, not ignoring the needs of the majority for the desires of the minority.</p> <p>As a new homeowner in Rose Park, I urge you to think about the current needs of those who live in the city and figure out a better way to solve the traffic issues without impacting our health, home equity, and community.</p>
11/30/2022	Megg Morin	<p>hello UDOT, I'm commenting on the proposed expansion of I-15 which would serve Davis County and forever negatively impact the existing residents of SLC. The website comments site has no ability to comment in general, I could only address Plan A or Plan B, and for me neither one is in any way viable.</p> <p>Both options would be horrible for the hardworking, tax-paying homeowners and residents on either side of the existing freeway from 600 N to 1000N. Eliminating the 1000 N exit? That's a terrible idea; funneling all the traffic onto 600 N is a slap in the face to the existing residents of the neighborhoods that now use the 600 N on/off ramps. There are ~250 new HarvestSLC apt units which have already dramatically increased existing traffic on 3rd West, on 600 North west of 3rd West and that in general have increased the traffic accessing I-15 from 600 North. C'mon UDOT, can't you figure a way to serve Davis County that doesn't royally shaft the SLC residents? More transit options please and NOT a wider freeway and NOT the closure of 1000 N and a dump onto the neighborhoods surrounding 600 N!!!! Explore the Frontrunner expansion first. Explore incentives to get Davis County riding more transit. Explore alternative locations for expanded roads that don't screw the environment or the existing residents in SLC.</p> <p>I'm disgusted by this plan. Why would UDOT be so shortsighted as to serve one community completely at the expense of homeowners and residents, to say nothing of businesses, in another community. UDOT, please do better and dump this awful idea to expand I-15 thru SLC.</p>
12/1/2022	Alex Konkel	<p>My name is Alek Konkol, a resident of Salt Lake City in the East Central neighborhood. I am writing to you this evening to communicate my express dissent for expansion of I-15 by any amount through Salt Lake City. The two alternatives that UDOT has provided are both incredibly short sighted, faulty, and dangerous. To put it simply, I am appalled that UDOT is even considering an expansion of this horrible interstate through our city. For the past 80 years, Americans have been dealing with the economic, racial, and environmental fallout that resulted from the destruction of our neighborhoods for the purpose of cars. Here we are again, going down the same path.</p> <p>If this study by The National Association of City Transportation Officials has no sway on the opinion of UDOT, please read on. There is a plethora of reasons why this expansion will not be an asset for our community beyond the realities of induced demand.</p> <p>https://nacto.org/docs/usdg/induced_traffic_and_induced_demand_lee.pdf</p> <p>Ever since the creation of Interstate 15, Salt Lakers have struggled with the divide between the East and West side. Previously, we had connected communities allowing for free flow of</p>

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		<p>people, ideas, and commerce. The construction of Interstate 15 formally designated the west side of Salt Lake City as a place for the poor and non-white. To this day, this interstate serves as the dividing line in our city. It prevents people from accessing needed services, from connecting communities, and localizes the ill-effects of car-based infrastructure on communities most vulnerable to it. Given the fact that UDOT has not provided any figure on resulting air pollution, noise pollution, destruction of homes/businesses, it is clear to me that the organization is uninterested in uplifting our vulnerable populations. It appears that UDOT only exists to service the white, wealthy suburbanites who do not live in our city. The expansion of this freeway will not “Improve Safety”, “Connect Communities”, “Strength the Economy” or even “Improve Mobility for All Modes”.</p> <p>Improve Safety Adding in more infrastructure for cars will never increase safety. As proven by induced demand, adding more lanes will only create more traffic. Traffic violence is on the rise in America and the remedy to the issue is to reduce places for cars to exist. Both alternatives fly in the face of this.</p> <p>https://www.nhtsa.gov/press-releases/early-estimates-first-quarter-2022</p> <p>By creating more lanes through our city, UDOT is inviting more traffic to our most vulnerable communities. Sure, we may briefly have a slight decrease in accidents on the interstate, but what about all the vehicles that will be incentivized to dump out into the residential neighborhood of Rose Park? Rose Park cannot handle any more traffic, and it should not need to. Again, the burden of having a highway bulldozed right through the neighborhood falls on the most disenfranchised residents of our city.</p> <p>Additionally, the safety concerns from more noise and air pollution are sky high. UDOT has not provided any statistics on how expanding the highway will increase noise and air pollution. Salt Lake City already has some of the worst air quality in the world. UDOT wants to make this issue worse apparently. Additionally, we know that highways cause significant negative cognitive effects on school children. As Rose Park is one of the last affordable places to raise a family in Salt Lake, it is imperative we protect the noise and air quality for the children.</p> <p>https://ssti.us/2019/08/05/proximity-to-highways-affects-long-term-school-performance/</p> <p>We cannot just tank the local air quality for the benefit of a far-away commuter that has no stake in our community health.</p> <p>Better Connect Communities Another laughable claim. Our community has been nearly destroyed by Interstate 15 as it currently stands. I should not have to link the below, but it is obvious UDOT engineers do not care about people, only cars. The creation of the Interstate through our community left a deep scar that we are only just beginning to heal. With the creation of new bus routes and bike paths that connect the East and West sides, we are inching closer to connection with our neighbors on the west side. Expanding the freeway will only reverse our hard-fought progress to reconnect with the other half of our city. We know that highways were built as boundary lines, why does UDOT seek to strengthen those boundaries? As for connecting our communities to the south and north, we have Front Runner and a pre-existing interstate. If UDOT really wanted to connect our communities, we would be pouring this \$1.6 Billion into double tracking Front Runner, creating more connection buses in Davis/Weber County, and</p>

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		<p>adding in more cycle/pedestrian paths everywhere.</p> <p>https://www.npr.org/2021/04/07/984784455/a-brief-history-of-how-racism-shaped-interstate-highways</p> <p>Strengthen the Economy Interstates leave disgusting blight where they go. Our economy will not be strengthened because the interstate will be wider. Instead, our already fragile community will again be ripped apart. Where are the numbers for how this will strengthen the economy? We know for sure that bulldozing neighborhoods filled with longstanding homes and businesses will encourage urban decay. That certainly is not an economic benefit.</p> <p>Improve Mobility for All Modes In this plan, I see very little to be excited about as a non-driver. The bike paths are good, but at what cost? I will have to ride my bike next to even more cars, creating even more pollution? Additionally, there are no dedicated connections to Front Runner or even the Folsom trail. I don't see how this plan creates more opportunities for non-private vehicles owners. Cars get multiple lanes and housing/businesses torn down, but bikes and pedestrians get some underpasses? Disappointing given the great amount of suffering our community will face with this expansion.</p> <p>I hope someone at UDOT takes the time to read this. It is my most sincere hope that this project is canceled, and the funding is reappropriated to proven methods of transportation. Funding Front Runner, Trax, the Rio Grande Plan, dozens more separated bike paths, and reducing our dependency on cars is the way forward. Both alternatives provided are right out of 1960. Let's move on to the 21st century. Leading cities around the world are doing amazing things for transportation. None of them are expanding freeways. In fact, they are destroying them.</p> <p>I will not stand by as UDOT paves over the last of our most cherished neighborhoods. The generation of tomorrow does not need nor want more cars. We want public transit, safe cycling and walking infrastructure, and environmental standards. UDOT has proven once again that they serve the needs of those who are not part of our community and are unwilling to acknowledge the impending effects of climate change caused by burning fossil fuels.</p>
12/1/2022	Steve Thacker	<p>Thank you for this opportunity to comment. In my opinion, the non-motorists crossing I15 in Centerville are better served by having a SUP on both sides of Parrish and crossings at 400 South/Porter Lane and at Community Park. I assume this means it would have to be a diamond interchange at Parrish instead of a SPUI. Will a diamond interchange have sufficient vehicular capacity if there is a NB connection to the east Frontage Road and an interchange of some kind in the south Farmington area? The NB connection to the east Frontage Road sounds like a good idea if it will go under Parrish Lane.</p> <p>Regarding the option of reversible lanes on I15, looks like this will make for shorter average travel times than the traditional HOT lane option. However, does the "average travel time" really mean shorter for everyone going north of Centerville but longer times for those getting off at Parrish, since the latter cannot use the reversible lanes?</p>
12/2/2022	Shauna Lund	<p>We would like to give you my feelings about the changing of the intersection of Glovers Lane. We OPPOSE OPTIONS B AND C. We are residenst of Farmington for the last 36 years. We have been to several master plan discussion meetings of the city council and feel you have an</p>

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		<p>obligation to stand for preserving Glover's Lane as it was proposed years ago. It was never intended for this intersection to be a major exit point or thoroughfare for People who have been residents and major stalwarts of Farmington City deserve more care about having an interstate exit come to their residential area. It does not make sense to move high density traffic to a neighborhood that has planned for years to add to the "tone" of Farmington City. Twenty Five years ago, when the residential home area (Creekside Estates) just south of Glovers Lane, west of 200 East, it was discussed with city planners that there would be a parkstrip and green area with trees that would grow up to echo the trees on Main and State Streets. As part of the masterplan, this green area was to add to the culture of Farmington. This was approved when the subdivision Creekside Estates was approved. As approved, the Builder, Symphony Homes, created this parkstrip with trees. Why would you tear up this "green area" for an offramp extension when the current off and on ramp system could be used? The idea of having high density traffic configurations here is ludicrous when you already have a bonafide exit now. Traffic is now exiting into commercial area properties like it should. Doing away with this green area goes against Farmington master planning. Many people use this area for walking, hiking, biking, and traversing into adjacent residential areas. To introduce a major freeway on ramp and traffic HIGHLY IMPACTS the quality of life of residential areas north and south of Glovers Lane.</p> <p>We are concerned about the numerous hikers, bikers, students walking to schools, yes, Elementary, Jr. High, and High, that would be impacted if this intersection was to change. Quality of life would greatly be impacted. The Farmington Trail system is something Farmington can be proud of. BUT, having this major intersection on Glovers Lane is a recipe of failure. There are SO MANY CHILDREN who would be impacted by this change as well as bikers and hikers who use the frontage road to access the existing trail system.</p> <p>We are concerned that now there is a high school on the west of the Freeway, it would be a disaster for multiple auto accidents there if a new intersection was completed. You have THE MOST INEXPERIENCED DRIVERS, hustling to school, frequently speeding, to navigate a new complex interchange and beat a red light to get to school.. Already we have seen several accidents on Glovers Lane EVEN without a new interchange in place. Wel sincerely worry that we will have more and more severe accidents occur with children here.</p> <p>Lastly, most of the people who live on Glover Lane have lived there for 30-50 YEARS or so. Don't they count for supporting the values of Farmington? They have paid Taxes, Supported Elections, and made Farmington become the city it is because of their support. It is not right to dump UDOT and the State of Utah's growth problem into their (physical) laps. We do not want option B or C to be implemented. Please continue to use the existing on and off ramps as they are currently in place. We do not feel that dumping high density traffic into a residential area is a good solution.</p>
12/3/2022	Samuel Martinez	<p>My name is Samuel Martinez. I am a resident of the Capitol Hill neighborhood, and use the 600N interchange as my primary point of access to I-15 and the broader freeway system. However, in addition to being a car driver, I am also a frequent user of public transportation and cycling infrastructure. In an average week, I will spend approximately equal time commuting by bike, TRAX, and car.</p> <p>Furthermore, I am a current Master of Public Administration candidate at the University of Utah, as well as being an employee of the University. Both my personal and professional goals focus on creating healthy, livable, economically-sustainable communities. In my professional career I have developed Community Health Assessments and Improvement</p>

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		<p>Plans, worked with governmental, nonprofit, and business stakeholders, and engaged in diversity, equity, and inclusion work.</p> <p>In your request for public comments, you identify four primary questions- does the proposed plan improve safety, better connect communities, strengthen the economy, and improve mobility for all modes. My public comment attempts to address each of these questions, utilizing both my own perspective as a road user, and existing data on highway infrastructure.</p> <p>The first issue I attempted to address in my comment is the idea of treating projected (2050) traffic demand as a fixed input into traffic models. The primary aspect of UDOT's proposal is looking at the number of general-purpose (GP) and high-occupancy vehicle (HOV) or reversible lanes on I-15, and suggesting that the solution to reducing traffic delays and congesting is by expanding the number of lanes (both GP and HOV/reversible). However, this ignores research into the induced traffic effect; that is, that increasing road infrastructure will increase traffic demand. This follows basic microeconomic concepts- if the cost (in this case, in terms of travel time/delays) decreases, the demand (the number of road users) will increase.</p> <p>The second point of my comment is to bring up questions in the demand analysis for non-single passenger vehicle transit. In the proposed policy, UDOT reports analyzing "trip mode, origins and destinations of bicyclist and pedestrian travel, ... short vehicle trips to FrontRunner stations, and frequency of use at each I-15 crossing". Measuring use of an existing product does not constitute an accurate demand test. If existing infrastructure is flawed and unsafe, the current use will be low- but this does not reflect the potential demand of a safer system. Non-car users are already discouraged from using public road infrastructure. The New York Times reports that between 1995 and 2020, U.S. driver and passenger fatalities decreased, but pedestrian, cyclist, and motorcyclist deaths increased. Without considering the limitations of existing infrastructure, use of this infrastructure is not an accurate reflection of how users would use an improved system.</p> <p>Furthermore, I hope that you will consider non-vehicular users as equal participants in the policymaking process. While UDOT identifies improving "mobility for all users" as a Level 1 criteria for project feasibility, the language and methods of the study clearly indicate a perspective on vehicle users as the dominant user. For example, the study identifies bicyclist and pedestrian crossings as "design accommodations", while referring to other infrastructure as "traditional, vehicle-focused purposes". This pigeonholes non-car users into a minority user group, and puts the responsibility on them to suggest and validate alternative solutions.</p> <p>Thank you for your time and consideration, Sam</p>
12/4/2022	Arianna Evans	<p>I am writing in regards to the Farmington I-15 alternatives freeway proposal. I am a citizen of Farmington Utah and have been for my whole life. This is something I feel very important, option B is not the right way to go. It will direct traffic into neighborhoods and will force a lot of people out of their homes. Friends and neighbors who have lived their whole life's here. As for the alternative options, I would vote for option C. I think the traffic can be best directed this way, and I believe that the community will lose the least amount of homes if it is directed that way. It will provide full access for those who use freeway in both directions, and will help with traffic. We have put our trust in you as our leaders and I hope you will listen to the comments of citizens and do what is best for the people living here.- a concerned citizen, Arianna Evans</p>

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12/4/2022	Amy Evans	<p>I am a very concerned resident of Farmington that would like to give you my opinion about option B in the Freeway proposal.</p> <p>I have lived in this area for 20 years. Option B should not be allowed. As our councilmen and Mayor you should be protecting us. Proposal B is the most interfering option. Not only will you take out 20 residents homes, but dumping all the traffic directly into our neighborhood!?! How can that even be a possibility? Where would people go? Onto 200 E.? This is residential, not a commercial area!</p> <p>It will ruin all the people's home values around Glover's Lane (if they haven't been kicked out of their home).</p> <p>Why let this affect so many people and their homes when option C has so much less of an impact? Building out towards the west would only affect a few businesses and fields. I guarantee there are plenty of new office options as I can see offices for rent whenever we leave downtown Farmington.</p> <p>We have elected you for a reason. I hope you listen to the people that have elected you. We trust in you to protect and think about your citizens. We trust you to care more about your people than money. These citizens need your help.</p> <p>Thank you</p>
12/4/2022	Andy Evans	<p>My name is Andy Evans and I'm a Farmington resident who has lived here for over 20 years with my wife and 4 children. I live just off the frontage road near Glovers Lane and I'm very concerned with the recent proposals for I-15 changes. I would be fine with option A and even Option C, but Option B to build a huge overpass on Glovers Lane is a horrible idea that I'm strongly opposed to.</p> <p>Option B has major problems for me and many residents including: dump major freeway traffic on my doorstep, would decrease my property value, would cause my yard size to shrink, would cause several of my friends to lose their homes and many other disadvantages associated with putting a major interstate freeway entrance/exit in a residential area.</p> <p>I'm more than happy to drive a little farther to access a freeway to avoid the problems associated with Option B. As a long time Farmington resident and voting citizen, I urge you to fight and oppose the proposed Option B. Please stand up for the people that voted you into office and protect the city of Farmington from actions that will destroy homes and families.</p>
12/4/2022	Alek Evans	<p>I am a resident of Farmington and I am writing concerning the Farmington I-15 alternatives. I live in the [REDACTED], and have been for over 4 years of my life. I personally think B is a bad option, because</p> <ul style="list-style-type: none"> -it will lower value of houses -make Farmington more crowded -lead 6 lanes into a one lane area making it impossible to go anywhere -creating more bad air from waiting to move anywhere - be noisy for people around <p>be dangerous for kids to be kids in local areas.</p> <p>Option A I am good with, I understand that it may be faster to add more lanes but if we are destroying businesses and houses of people that have been there and want to settle, it just doesn't feel right. I can't imagine having move because someone wanted to go home 10 minutes earlier. Or building a business and not having the funds to create a business in these</p>

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		<p>markets and having to let go people.</p> <p>I'm ok with option C as I would prefer some business to be destroyed over houses, but you can tell I am more towards option A, option C would make it easier to get on and off of I-15.</p> <p>Thank you for your time and for reading this email.</p>
12/4/2022	Amy Evans	<p>I am a very concerned resident of Farmington that would like to give you my opinion about option B in the Freeway proposal.</p> <p>I have lived in this area for over 20 years. Option B should not be allowed. Proposal B is the most interfering option. Not only will you take out 20 residents homes, but dumping all the traffic directly into our neighborhood!?! How can that even be a possibility? Where would people go? Onto 200 E.? This is residential, not a commercial area!</p> <p>It will ruin all the people's home values around Glover's Lane (if they haven't been kicked out of their home).</p> <p>Why let this affect so many people and their homes when option C has so much less of an impact? Building out towards the west would only affect a few businesses and fields. I guarantee there are plenty of new office options as I can see offices for rent whenever we leave downtown Farmington.</p> <p>I understand that you have a job to do. I hope that job includes you listening to the people that trust you are doing what is best for us. These citizens need your help.</p>
12/4/2022	Alexis Evans	<p>My name is Alexis Evans and I am a young adult (age 22) who is concerned about the new Farmington freeway Corridor Alternatives plan. As a resident of Farmington (since age 2), I am disturbed by the plan to destroy many homes of my friends and neighbors in my immediate area. The displacement of these great families would be a detriment to our society for the purpose of an "easier" route to work. I am very against the option B of the Farmington corridor alternatives plan and would willing continue with the extra few minutes of driving to work that will keep my friends and neighbors in their homes, keep the value of property high, and keep the minimal traffic flow in my backyard.</p> <p>For those who strongly want an easy I-15 north onramp, I would also agree with the benefits of option C. The third option would only be a hinder to a couple businesses but would also take advantage of the empty field space by the on-ramp going south.</p> <p>In behalf of a loyal member of the Farmington community, I implore you ... fight for these kind and amazing citizens of Farmington. We need your help.</p> <p>Please consider my request,</p>
12/5/2022	Kyle	<p>Please please please. We don't need more cars!!! We need better train services! Faster more frequent and running on sundays. Please utah already has some of the worst air in the world literally! It's a little absurd and frankly embarrassing y'all are even considering this. Please listen to the people and take care of them! The smog is killing us! Please for our children! I'm literally Begging you we all are stop this ridiculous expansion!!!</p> <p>From the bottom of my heart</p>

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12/5/2022	Wendy Hutson	<p>I currently live in the townhomes on [REDACTED] and wanted to provide some feedback about the potential Alternative B freeway interchange plan. I am surprised that home owners and residents of South Farmington have not been surveyed about this change since it will have such a large impact on the community. I only recently got a flyer on my front door that was being circulated by residents to bring awareness to this proposal. I also visited the website https://i15eis.udot.utah.gov - and I think it is a bit convoluted - while the graphics and text seem well thought out - it seems like some very crucial information is illustrated in the maps, which isn't clear when visiting the website.</p> <p>Hearing that this plan could result in the demolition of homes in the area is devastating. I moved to Farmington from Atlanta in 2019, and it took me and my husband over 6 months to find a home. Many of these people have lived here for years and for them to be displaced especially with the way the housing market is currently would be unbelievably devastating.</p> <p>My husband and I have also put so much time and money into making updates in our home, and I feel this would decrease the property value as well as significantly increase noise in the area.</p> <p>A freeway exit at Glover would have some positive benefits, but the negative costs of the current proposal (Option B) are significant and outweigh those benefits in my opinion. I hope UDOT will take the community into their consideration. ""</p>
12/5/2022	Stephanie & Brett Sears	<p>After review of all proposed plans to expand I-15 traffic flow my opinions are noted below on pros / cons of each option A and B as requested.</p> <p>Plan A:</p> <p>Pros:</p> <ol style="list-style-type: none"> 1. It maintains the integrity of Farmington neighborhoods, homes and residence. 2. It allows for safer travel to and from local high school, Farmington High. 3. It maintains current property values 4. It allows for quiet neighborhoods with less non-resident traffic 5. It will keep crime down 6. It allows for safer pedestrian and bicycle traffic off frontage road and Glovers lane <p>Cons:</p> <ol style="list-style-type: none"> 1. NONE <p>Plan B:</p> <p>Pros:</p> <ol style="list-style-type: none"> 1. Less people using EXISTING Centerville off ramp / 200 East off ramp <p>Cons:</p> <ol style="list-style-type: none"> 1. There is no reason to have people exit I-15 in a non-commercial area (NO BUSINESSES EXIST off Glovers Lane, east or west of Fwy) 2. There is already an off ramp less than 1 mile north at 200 East that is sufficient to handle existing traffic 3. With two lanes of travel over Glovers lane that crosses over the frontage Rd headed east, It will then merge to one lane causing potential accidents and speeding drivers trying to beat out other vehicles for front position 4. After crossing frontage Rd. cars get to 200 east and sit at a stop sign or go zooming through neighborhoods to avoid back up at stop sign on Glovers and 200 east 5. Potential high traffic through High school area and residential area to get to Station Park which can already be accessed off current 200 East exit or Park lane exit.

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		<p>6. Walking, jogging, biking becomes much more dangerous crossing Glovers lane with having to navigate signals and cars crossing (X) pattern to exit and enter Fwy</p> <p>7. Non-Davis county residence, other local cities using exit to avoid backup traffic on I-15 then rushing through neighborhoods and school zones to hurry to their destinations.</p> <p>8. Loss of local park and safety of park with busier frontage road traffic</p> <p>9. MOST IMPORTANTLY, loss of homes! Loss of residence for local families. There is no way they could replace their homes in this area for what they currently pay / Paid which would devastate families.</p> <p>Possible solution: Instead of disrupting south Farmington communities, why not IMPROVE the existing Parrish lane / Centerville exit? The current design is flawed and poorly designed. Everyone who has had to navigate this section of roadway is horrified by its layout. This can be such a positive solution to help move residence of Centerville to their homes, move others utilizing local businesses to them safely. The current design has NEVER functioned properly and money would be much better spent improving this section of existing off ramp.</p> <p>Furthermore, Use the existing 200 East north bound off ramp / south bound on ramp in Farmington and design options to add a South bound off ramp and north bound on ramp. Why can this not be done? There is less impact on residence and neighborhoods and it feeds into a commercially zoned area. Is UDOT not skilled enough to develop such an option?</p> <p>In closing I would like to express my deep concern for our south Farmington community. I have been a Davis county resident for over 30 years. My husband has been one for over 45 years. We are current residents of south Farmington for 19 years. We have seen growth in this area and although we miss the quaint, small town feel, we understand improvements for growth are necessary. I for one, having been raised in Los Angeles can validate when change is needed to handle busier traffic growth. This situation/proposition does not warrant such a radical change to Glover's lane. Bringing access into an area that is residential will only promote unwanted traffic, crime, loudness, accidents, etc. Our community is not overflowing with excess traffic that requires this type of access or change. The current traffic flow is not congested or backed up. Please consider a re-evaluation of the Options proposed and find alternatives in higher traffic areas to make those proposed changes.</p>
12/6/2022	Molly Dooley Jones	<p>Thank you for taking time to receive public input on this topic.</p> <p>I oppose widening I-15.</p> <p>I would rather see the state invest money in expanding public transportation than widen I-15. We could expand the S Line up 2100s to Foothill drive and connect in to the University line. Additionally we could have a line that goes up to Park City, and complete all of the other proposed train lines for the amount of money that is being proposed to widen I-15.</p> <p>If we simply must continue to use this money on I-15, I would prefer to see a lane converter installed as opposed to widening the freeway. This would allow for more lanes during peak traffic which appears to be the core problem to solve.</p> <p>My greatest concerns with widening I-15 are an increase in air pollution and a loss of lower income housing that is directly next to the current configuration of I-15.</p> <p>Please seek alternative options - trains, lane splitting - and avoid increasing the number of cars on the freeway.</p>

Table 1. I-15 EIS Draft Alternatives Comments Emailed during the Public Comment Period

Date	Name	Comment
12/6/2022	Dustin Marlor	<p>We send this note with concern for Option B that UDOT has proposed for the I-15 alternatives on Glover Lane. Option B will have drastic negative impacts for our neighborhood and new teenage drivers attending Farmington High. It will cause a significant increase of congestion in the area, it will reduce the value of our homes, and lower safety for our children with the many added cars.</p> <p>We also do not want homes in our neighborhood to be removed. Those families have a strong connection to our Farmington community and they will be displaced. West Farmington on Glover is already seeing extreme impacts with legacy. We have lost open land, soccer fields, unsightly overpasses, and disruptive construction. Just to name a few.</p> <p>We know that as the Wasatch grows, that leaders need to work on ways to best accommodate growth and the traffic that comes with it. We believe that Option B is not the correct solution and causes more harm than it brings good.</p> <p>Currently we believe that option A with minimal impact is the best Option. Again, we are asking that you please listen to our concerns and conduct more impact studies to find better options.</p>
12/6/2022	Shannon Day	<p>Hello, I'm a resident of Farmington Utah for over 37 years. I currently live within [REDACTED] of Glovers Lane. I am writing to voice my absolute disagreement for alternative B Glovers Lane option for the I15 updates.</p> <p>Reasons to argue against Alternative plan B are outlined below:</p> <ul style="list-style-type: none"> •this plan has a devastating impact on potentially 15 homes, some of which are recently built. •the increased traffic to the nearby neighborhoods would only affect children in this community. Currently there is a safe route for local kids to walk, ride bikes to access legacy parkway and get safely to station park. By adding a high traffic interchange in the area would limit local foot access to these paths. •there are already other infrastructures within 5 miles in both directions that could be used to manage these needs. •the recent impact of the nearby west Davis corridor has already negatively affected all community citizens in this area. It has decreased the safety of children who walk to local elementary schools by increasing traffic speed and traffic size to the frontage road that small children use to get to school. Please don't add more traffic to the area. •glovers lane already has a pedestrian bridge that allows safe access to local roads- it's more cost effective to maintain current structures rather than build new structures. <p>PLEASE STOP ADDING FREEWAY INFRASTRUCTURE TO THE MOST NARROW PART OF DAVIS COUNTY WHEN THERE ARE ALREADY MULTIPLE OPTIONS AND INFRASTRUCTURES THAT CAN BE UTILIZED FOR THESE CHANGES.</p>
12/6/2022	Maile Lindsay	<p>Dear UDOT Representatives, I have never felt the need to have my voice heard until now.</p> <p>My name is Maile Lindsay and I am a concerned resident who lives in Farmington. I live at [REDACTED] and Glover Lane.</p> <p>It looks like one of the proposals (Alternative B) would directly impact me and the neighbors just north of me.</p>

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Date	Name	Comment
		<p>I moved to Farmington from Kearns UT about 5 years ago. It took me 3 years of searching before we found Farmington as the place we wanted to call home. I feel we made the right move and I have loved our quiet and safe neighborhood ever since.</p> <p>It seems as if this alternative B would bring traffic, congestion, noise and other issues to our otherwise quiet neighborhood. I am also concerned that alternative B will reduce property values, demolish homes (like the neighbors North of our home), will impact our neighborhood by the off-ramp, will increase traffic in our area, it could potentially impact the City's Well located on the corner of Glover Lane and 200 E, and will increase South Farmington Residents travel time to Farmington High.</p> <p>I ask that UDOT move proposed off-ramp somewhere else. I ask you to revisit the discussion of a 1500 W Glover off-ramp.</p> <p>Those who want to enter Farmington may do so using I-15/or Legacy to Parish Lane. There is also the option of accessing Farmington through Park Lane.</p> <p>The thought that alternative B is being considered, is alarming. There's got to be an alternative that does not demolish homes of valued Farmington Residents. Those like me who have moved and chose to live in this amazing town. Those who have chosen to call Farmington home.</p> <p>I thank you for any consideration of taking alternative B off the table. Please look for alternate options that will not demolish homes and negatively impact our community with increased traffic, noise, and all that comes with an on-ramp or off-ramp.</p>
12/6/2022	Kevin Carlson	<p>I'm writing again about the I15 Options at Glovers Lane in Farmington. I've been able to do more thought, research, and engagement with neighbors and city officials. I hope you consider some points in this email which I feel is representative of the majority of residents in that South Farmington Area.</p> <p>Almost everyone agrees that better access to I15 North (to and from) would be great for everyone in our area as well as North Centerville. I was a big fan of Option C but I understand that Lagoon and others have concerns about access. I hope we are not limiting our decision to B or C. I honestly believe there is a solution that uses aspects of both plans.</p> <p>Option B absolutely gives more access from multiple directions, but the consensus is the benefits don't outway the cons. First and foremost is the several families that lose their homes and the remaining hundreds of neighbors that would be adversely affected with traffic, noise, safety risks, and decreased property values.</p> <p>Option C might not offer enough.</p> <p>Can I propose an Option D as someone who has lived in South Farmington for 20+ years and been currently living a block off of Glovers Lane for the last 5 years.</p> <p>After much research and conversation my understanding is the main objectives below.</p> <ol style="list-style-type: none"> 1) Decrease traffic and congestion on Parrish Lane and Park Lane exits. 2) Create a Northbound option for residents in South Farmington and North Centerville 3) Create safer and easier access to Farmington High School for students 4) Maintain access to Lagoon and other local businesses

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Date	Name	Comment
		<p>I actually think that a solution to all of these can be accomplished with an on/off ramp on Glovers Lane to and from the North on Legacy Highway. The current I15 access Southbound from 200 West could remain as is. Let me tell you why, and I hope you consider something like this but obviously improve the idea.</p> <p>1) Decrease traffic and congestion on Parrish Lane and Park Lane exits. This would greatly help those two areas. My area from North Centerville to State Street in Farmington could avoid Park Lane completely when going North or coming from the North. You just access Legacy from Glovers Lane and then an easy merge to i15. North Centerville residents have this option as well.</p> <p>2) Create a Northbound option for residents in South Farmington and North Centerville Same thing as #1</p> <p>3) Create safer and easier access to Farmington High School for students - This is a big one. I know many parents who have reservations about the large complex overpass in Option B being navigated by a bunch of high school students. It's a little extreme for them. But access off of Legacy highway would give them easy and safe access from the North. I've also had parents tell me the less I15 for commuting students the better. This puts them onto Legacy for much of their commute.</p> <p>4) Maintain access to Lagoon and other local businesses - Current businesses including Lagoon maintain their access and this area of Farmington does not get completely redone and congested.</p> <p>The most common thing I hear from Neighbors and anyone I talk to is that Option B is "overkill" for that area and is not worth displacing families and homes. It's really a quiet area and because we don't have any commercial or retail or offices off Glovers, we really don't need the massive overhaul. Please consider an alternative. My idea off Legacy is just one, I'm sure there is more. And on that note, most of my neighbors were unaware of the in person UDOT meetings as they were held in Bountiful and Rose Park. Seems like a great idea to really engage the residents of Farmington on this issue as many of us are literally losing homes as an option. I would love to have a meeting in Farmington. I would also love to have any conversation or interaction I could with UDOT planners if you wanted to reach out.</p> <p>Thanks for your consideration</p>
12/6/2022	Paul Hunter	<p>I moved to Salt Lake some time ago, (mid 1980's) and I 15 has been under construction since I moved here. You need to make a plan to expand, if that's what is needed, that does not entail eternal construction. Perhaps hire a planner with some experience somewhere other than Utah. Our exits and entrances are the most ill conceived engineering nightmares I have ever seen, (Northbound I 15 to Eastbound 80 comes to mind but there are many more.</p> <p>Widening the freeways is a never-ending traffic jam. Our traffic is worse than California and they have a more dense population than us and yet somehow manage to keep traffic flowing. The exception of course is LA, and that is beyond help.</p> <p>Building new freeways comes to mind. That way it is not causing I 15 to become worse than it is while we try to improve it. Ah but alas, that is to complicated for the simple minds of Utah.</p> <p>On another note. I have an IQ of 72, and in Utah I'm considered a genius.</p> <p>Best wishes in your blissful ignorance, sincerely, Paul Hunter.</p>

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12/6/2022	Laurie H W	<p>Please do not choose UDOT Alternative B for the I-15 freeway changes. This is my neighborhood that will be affected, and it doesn't make sense to have a freeway exchange empty into a residential area. We already have the exchanges taking place south of us on the Centerville frontage road, and west on Glover's Lane. It will make this beautiful area one big freeway exchange and lower our property values and significantly increase congestion and noise in this area. Please choose one of the other options that involve areas with greater business districts. Please don't destroy so many residential homes here, when the other options have fewer homes destroyed and/or affected! We will not need an interchange in this area with the one less than a mile south in Centerville, and the one just over a mile west in Farmington. I am a runner and use the pedestrian bridge over the freeway on Glover's almost daily, there is not a lot of backed-up traffic here, it would be so much better to route transportation to busier districts. The bridge over State Street with the new light is already a problem, and could use more lanes, because heading east, drivers are stuck behind people turning left toward Lagoon, often for several light cycles. It makes more sense to have expanded traffic lanes there, with Station Park, the courthouse legal district, and the downtown Farmington business district. Please, I beg you, don't turn my neighborhood into a freeway!</p> <p>Thank you for your consideration. Laurie Harris Wirz [REDACTED], Farmington</p>
12/6/2022	Abe	<p>I'm very glad to hear about the proposed expansion of I-15 from SLC to Farmington. It's desperately needed because right now anyone who lives north of Farmington dreads driving to/from SLC due to the insane levels of congestion. And, of course, it'll only get worse as more folks move to Utah and live up north.</p> <p>I am very in favor of this expansion. If anything I'd recommend expanding further (adding another lane beyond the 5 already planned) to plan ahead for growth and because it'll take time to develop. We don't want to see the five lanes available in 2-3 years only to still have a congestion problem because we didn't adequately anticipate demand.</p> <p>Thank you!</p>
12/6/2022	Michael Rotter	<p>I wanted to put in my comments on the proposed I15 EIS. I am a resident of the Rosepark neighborhood living on the [REDACTED]. I believe that all of the given alternatives would drastically lower the quality of life in the areas impacted in order to benefit neighborhoods that will not have to suffer these consequences. UDOT needs to consider the public health of inducing demand by making the freeway ever larger due to impacts of more traffic and destroying public areas with more roads. Both alternatives fail mandated requirements that UDOT has to protect local communities from these impacts. Air quality and land use will be harmed significantly by both plans and these impacts are not presented in the current EIS, showing how this project will fail to meet the basic needs of those actually impacted.</p> <p>Forever creating more roads is not a solution, UDOT needs to consider mass transit alternatives and stop seeing our communities as places to demolish and build more roads.</p>
12/6/2022	Chris Monroe	<p>Good morning members of UDOT. I have just learned that Glovers Lane is going to become an off ramp for I-15. On behalf of my wife, 2 boys and myself, we vehemently oppose this idea. When we first moved to Farmington 7 years ago we fell in love with Glovers lane. Then shortly after we moved in, Farmington High opened. We didn't realize how much traffic we</p>

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		<p>would experience when it opened. It is an incredible amount of traffic. In fact, we had a high-school girl crash into our tree in our front yard. If it wasn't for that tree, she would've ended up in my boys room where they were asleep. Now by adding an off ramp from the highway, that will increase traffic and make it even less safe for my family.</p> <p>The noise from having more traffic will also go up. It's already not great since UDOT didn't put a sound wall all the way to the offramp at 200 west. Now those cars will literally be driving up and down our street.</p> <p>Why do we need another off ramp when 200 west is less than a mile away? It seems very redundant and a waste of money and tax dollars. Why do we need to destroy more neighborhoods in Farmington? We're already seeing that happen on the west end of Farmington from the expansion of Legacy Highway.</p> <p>You want to raze up to 20 homes as well to make this off ramp. How would you feel if you were told your home is in the way, you have to move? There are people who have lived their entire adult lives and raised their families on this street. Is UDOT really okay with just erasing people from this community? I take great issue with this as Wal-Mart forced my great grandmother out of her home in Ogden. She lived on that land her entire life. It was a dairy farm that was in my family for generations. Big money won that time. I certainly hope it doesn't this time. Please, do not allow Glovers Lane to become an off ramp. I love my neighbors and would hate to see them forced from their homes. Especially in this housing market. Thank you for your time.</p>
12/6/2022	Terri Shields	<p>I live on [REDACTED], right in the sights of one of UDOT's bulldozers for the additions to I-15. Our backyard abuts the sound wall that is east of Frontage Road. We have lived in this home for 21 years. I have lived in Farmington for over 40 years, initially choosing to live here because it felt like Home. Farmington is a wonderful community with kind acceptance, thorough building codes, and excellent city government. I served on the Festival Days Committee many years ago and was the Committee Chairman for the Farmington Performing Arts Committee for seven years.</p> <p>I am writing to beseech UDOT to reject plan B.</p> <p>I understand the need to move traffic on and off the Interstate, but I believe there are options that do not take out homes but will use used or unused vacant land. It's difficult for the landowners to lose their property (even if reimbursed), but it is painful for homeowners to lose our homes, our neighborhood relationships, and our respectful connections with the City of Farmington and the State of Utah.</p> <p>Property values will plummet in these neighborhoods, thus causing Farmington citizens to suffer from having moved here at all. My family (my husband and myself) depends upon the value of our house to help support us through retirement. I have reached the golden age of 67 and am retired, and my husband is 63 and will retire in a few years.</p> <p>Additionally, South Farmington on the east of Interstate 15 is rather narrow in terms of land. Plan B will cause intolerable congestion within the neighborhoods in this area.</p> <p>I wonder if this exit off I-15 can be combined with the West Davis Corridor, even if it is not a direct path north.</p>

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		<p>I trust that, since you know the options and the plans in detail, you can work to creatively and mercifully direct the needed changes to I-15 such that our homes will not be destroyed, we can continue living in the best city in the state, and that the value of our Farmington property will continue to grow.</p> <p>Thanks for your consideration,</p>
12/6/2022	Bo Brink	<p>Thank you for taking the time to read my email regarding UDOT's tentative plans to make the area around and near Glovers Lane accessible for an on/off-ramp freeway entrance.</p> <p>My family has lived here for nearly 15 years. I grew up in Kaysville and had many friends that lived here in Farmington. It is crazy for me to see how much Farmington has grown in the last 30+ years. And nearly all of West Farmington was under water after the floods in 1983. I understand all to well accommodations need to be made for that growth; it's just that the Glovers Lane overpass is not the best of options for many reasons. First of all the area was not designed or planned to be used as a location for freeway access. It's an old farmers bridge that used to be for farmers to drive their tractors over to farm their land on the west side of the farming area in west Farmington. Unfortunately that's no longer the case but it would be nice to keep a little bit of nostalgia connecting the old with the new. Secondly, there are upwards of 30-50 homes in the area that will be directly and indirectly affected by the increase of traffic with a decrease in home values and an increase in crime. Thirdly, you have a high school not even 1/2 mile from the overpass with students walking and driving to school which could be a safety concern and lastly, the south end of Farmington is a smaller area of the city that shouldn't have to carry the brunt to accommodate the growth that is mostly occurring on the west side and further north.</p> <p>Since growth is inevitable and expansion for transportation is necessary, UDOT and the city should really look at the on-ramp at the Frontage road/200 west location. The off ramp directs you to either downtown Farmington or Lagoon. There is a lot of space to widen that whole area to accommodate on and off ramps, reconfigure traffic and nearly zero homes would be affected.</p>
12/6/2022	Kevin Seely	<p>I first became a Farmington resident in 1986. I have loved this city and community for over 35 years. I currently live just south-east of Glovers Lane. My backyard borders the frontage road in southern Farmington.</p> <p>I would like to reiterate, and include additional insights on, what you have already heard from many of my neighbors - we are deeply concerned about the negative effects UDOT's I-15 Farmington interchange Option B would have on the quality of life in our neighborhood.</p> <p>The two main 'highlights' of UDOT's option B are: -Improved access to I-15 for Farmington/north Centerville residents -Reduces traffic at Park Lane and Parrish Lane</p> <p>These two 'highlights' (or benefits) apply just as much to option C as they do to option B since the two options are within 0.5 miles of each other. However, Option C avoids the negative effects that Option B would create. We get the pros without the cons with Option C.</p> <p>I have watched over the years and decades as the Parrish Lane overpass in Centerville has evolved from a small overpass, to what it is today. That worked in large measure due to the lack of residential land near the overpass. Glovers lane is very different in nature. Since the</p>

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		<p>late 70's it has had residential zoning near the overpass. Granted, it has evolved much over time as well, but even as recently as a few years ago, there have been Ivory homes built immediately east of the overpass.</p> <p>After reviewing Options A, B, and C for Farmington interchanges, option C is what I would prefer as a Farmington resident whose home, family, and quality of life will be affected by the decision made. In regards to Option C, the freeway interchange has been in that location for a very long time, and there remains sufficient non-residential land to update that interchange as needed without affecting homes, families and the quality of neighborhoods. And to reiterate, Option C would reduce traffic at Park Lane and Parrish Lane without resorting to Option B.</p> <p>Thank you for taking the time to listen to my concerns. I deeply hope we can avoid Option B at all costs. I would welcome a phone call, text, or email reply from any member of the UDOT team if you would care to contact me for further discussion.</p>
12/6/2022	Dakotah Reyes	<p>I just heard of the recent community inquiry about expanding I15 and I really think it's just an awful idea.</p> <p>From what I can tell, it looks as if a lot of homes and businesses on the West side of Salt Lake (also known as the communities that are primarily lived in by brown and black people) are going to be torn down. This is going to greatly impact not only already greatly impacted communities but will impact public schooling as well.</p> <p>The environmental impact may not be visible now, but willingly expanding I15 is encouraging driving will worsen the already horrifying air quality of Utah. If you're reading this and wondering "well what should we do about this then?", I have a very easy answer for you: EXPAND PUBLIC TRANSPORTATION! The money that would be wasted on expanding I15 (which let's be honest here adding lanes is not going to change how bad traffic is on I15), could be going to adding FrontRunner stops, adding additional bus routes, adding additional trax routes, and offering MORE free transit days. People don't already use these methods of transportation because of how unstable they are, if the state focuses on the stability of these modes of transportation, you will see more usage of them.</p> <p>There is plenty of research showing that extending lanes through highways doesn't translate to less traffic, here is a short column on it: https://interestingengineering.com/video/heres-why-traffic-congestion-happens</p> <p>A notable quote : "If additional highway space is built, more people who do not already commute by car will choose to do so. This wide area immediately fills up, and you are back to crawling through traffic at a mind-numbingly slow speed. This effect, known as "induced demand," has been repeatedly demonstrated to occur."</p> <p>Hope you don't go through with this. Please look into current transit solutions before creating new ones.</p>
12/6/2022	Brent Smith	<p>Dear Sirs,</p> <p>I would just like to express the opinion of my wife and I with regard to the options being considered to improve freeway access to Farmington High School. We live in</p>

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		<p>██████████ which is just east of the high school and I15 off of Glovers Lane, so it is of immediate concern to us.</p> <p>1. Option B is our least favorite option by far. It appears to be hugely disturbing to large area of property and in our opinion, is massive "over kill" for freeway access to a high school. What other high school has direct freeway access. None that I can think of. Why should this be of such large concern in this case? Most students would come from the west or other directions that do not require use of the freeway anyway, so what is the point? This option would be extremely disruptive to the largest number of residences and we do not believe that it is justified. There are no other major business areas directly on Glovers Lane, so it appears that access to Farmington high school is the only reason for this huge, disruptive project. That is a bit crazy!</p> <p>2. Option C appears to us to be the best compromise of allowing better access with the least amount of disturbance for property owners. It is a little difficult from the map to see exactly how it works, but it appears to make significant improvements over the current access with relatively few changes.</p> <p>3. Option A is also acceptable to us, but we don't really have a strong opinion.</p> <p>Short Summary: Please, please do not choose Option B !!!</p>
12/6/2022	Melvin Richardson	Hello, I'm a longtime resident of south Farmington and want to voice support for either Farmington Option B or C. Whatever option gives me full access to I15 without having to drive miles to Park Lane.
12/6/2022	Jeff Langley	I am personally opposed to the expansion of the I-15. The reason is that it will destroy people's homes, create more carbon emissions, and overall put more cars on the road. I know that those who have their home taken from them are entitled to payment because of this, but a person's home is much more personally valuable than money. Expanding this highway is just a terrible idea.
12/6/2022	Anna May	I live near Glovers Lane in Farmington and would like to give feedback on the Farmington options. I feel that option B is unnecessarily destructive, whereas Option C would have much of the same positive effect (by adding a northbound onramp near the south Farmington offramp) without destroying homes. Therefore I would strongly vote for Option C and not Option B.
12/7/2022	Nicole Barker	<p>I am writing you today concerning UDOT's plan titled "Farmington Option B".</p> <p>As you are aware this plan, would create an on/off ramp on Glover Lane (similar to that found on Parrish Lane.) I am deeply concerned about this plan. My home is only 2 blocks away and I worry about the increased traffic this will bring to my neighborhood. Glover Lane is the main road high school students take to get to Farmington High School. In the mornings, after school, and after any major sporting events, Glover Lane is backed up causing long delays. Glover Lane is one of Farmington's main roads to the High School and I am concerned about high school drivers (my daughter included) driving to the High School if the new on/off ramp is built. Some will say, the high school students will need to take another route to get to school, but this will only cause other traffic issues on Farmington roads.</p> <p>Another concern I have, is "Farmington Option B" will take the homes of my friends who have worked so hard their whole lives to attain. There is also the large "Creekside" neighborhood whose only access in and out of their neighborhood is through Glovers Lane. They would</p>

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		<p>have a difficult time getting out of their neighborhood due to the traffic "Farmington Option B" would bring.</p> <p>And finally, I am deeply concerned about increased crime this could bring so close to my home. I know your family is your biggest concern, so please consider my family and their safety.</p> <p>I plead with you to please chose a different option. Thank you so much for your time.</p>
12/7/2022	Lonnie Tidwell	<p>We currently reside at [REDACTED] in Farmington and have been reviewing the options (A, B & C) and have determined that none of them are that favorable for the residents along the frontage road, especially option B. I would be in favor of adding an on/off-ramp at Glovers lane, however not at the expense of the proposed property losses and/or the home destruction that would happen to not only ours but to many other residents here. These options more or less favor traffic flow vs residents and their home & property values.</p> <p>There has to be alternative options other than these 3 that do not impact so many families in such a negative way.</p> <p>Please advise.</p>
12/7/2022	Lee Anderson	<p>I'm just curious what you guys plan to do for the people that would lose their home? Are you going to offer them above market rate and such?</p> <p>Regular market rate does not ensure that they can buy another home in the area, seeing as the real estate market is still quite competitive. As well as the fact that they hare having their lives completely upended for a project that may or may not even fix current or potential issues.</p>
12/7/2022	David Hawkes	<p>I am a resident of Farmington Utah near Glovers Lane. I've just heard about the I-15 Farmington to Salt Lake City Project's Farmington Options and wanted to provide my input and a resident that will directly affected.</p> <p>I think that Option C is the best option, and actually needed for this exit.</p> <p>Right now, it's annoying to get on/off the freeway for anything to the North and these changes will be a great benefit for our area. My biggest suggestions are making the North bound off ramp two lanes, and have the South bound off ramp cross over and merge on the East side of the exit. Two main reasons for this.</p> <p>During the summer the traffic to Lagoon can get backed up all the way to the freeway even with the current direct route. The issue navigating this traffic jam would not be resolved and likely become worse with the current routes. By making a second lane for the off ramp those going to lagoon can stay in the left lane to turn and those that live here can still get off the freeway.</p> <p>This is also applicable if there is a wreck on the Freeway and drivers use the same route to get around it, or work their way to Highway 89</p> <p>As for the South bound exit, in my opinion most people getting off this exit from I-15 South bound will be either going straight, or turning right at the intersection since anyone living North of this exit will likely take the Station Park exit instead. As it's shown this will require most traffic to try and cross each other. This will be exponentially worse when there is Lagoon traffic and you're trying to cross a solid line of cars trying to turn left when you're wanting to turn right or go straight. So not only will cars be backed up on the North bound exit, but also on the South bound exit.</p> <p>I've attached a quick PDF to help illustrate these</p> <p>I think Option B is not a viable option.</p>

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		<p>I see no sensible reason to destroy 15-20 homes and yards to put another freeway entrance a mere 0.5 miles away from our current one. This will also draw a large amount of traffic right into residential neighborhoods with lots of small children, instead of keeping it next to a more commercial part of the city. I know this is worst case scenario, but Glovers Lane is the path for our neighborhoods' kids to bike/walk to/from the Highschool. This would create a much more dangerous situation for them, or result in parents having to drive their kids to school in fear they will get hit by a car which impacts those families even more. All of these issues will only be exacerbated when you consider the heavy Lagoon traffic, and/or if there's a wreck on the freeway.</p> <p>Again, I think there is a great solution that can be found with Option C. On the other hand, Option B causes only issues and concerns with no benefit as a resident in this area.</p> <p>I hope you take my comments into consideration and I look forward to the added benefits of Option C.</p> <p>Thank you,</p> <p>David Hawkes</p> <p>P.S.</p> <p>I want to note the "advantages" listed for Option B, are the same advantages gained in Option C (except for the "Glovers Lane pathway" which is actually a disadvantage) and I suggest and would appreciate that these same advantages be listed under Option C as well, namely: Improved access to I-15 for Farmington/north Centerville residents Reduces traffic at Park Lane and Parrish Lane</p>
12/7/2022	Ryan Rombough	<p>I am a 35 year old resident of Salt Lake City. My wife and I have a baby girl on the way, and she will be a 6th generation Utahn. She will only be 27 years old when we reach the 2050 timeline that UDOT is designing for. The decisions UDOT makes today will directly influence the type of urban community that she will live in. Make the wrong decisions, and it could cause the 6th generation of our family to leave their home state in search of somewhere that is healthier and friendlier: somewhere built for humans, not for cars.</p> <p>It is widely acknowledged at this point that adding lanes will only alleviate traffic for a few years, until more cars show up to fill the added capacity. What adding lanes does accomplish, however, is increasing emissions as more cars travel on the road. In other words, the widening of I-15 will not have a lasting effect on travel times, but it will negatively affect the already poor air quality of the valley. This is in direct opposition to one of UDOT's main stated goals, "good health".</p> <p>Adding more lanes to I-15 will increase the carrying capacity of the interstate, but the off ramps will be dumping that increased number of vehicles onto city streets that can't get any wider. So UDOT will alleviate some gridlock on the interstate only to push the gridlock directly into the places where we live and work. This will increase noise, slow down intra-city travel, and increase vehicle-pedestrian conflict. In other words, UDOT is looking to "connect communities" with an interstate, to the detriment of those very communities.</p> <p>Climate change is bringing hotter temperatures and more extreme weather events. Pavement traps heat and leads to an urban heat island effect. It's impermeability also causes rainwater runoff issues, leading to flooding and poor water quality (as UDOT well knows, since it</p>

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		<p>mentioned stormwater as one of the issues requiring the redoing of I-15.). Widening I-15 doesn't just add more pavement to the valley directly on the interstate itself, it will have a knock-on effect of more parking requirements within our communities to accommodate the increased number of vehicles that the interstate is bringing. The framework of transportation that is provided directly effects the shape that a community takes around that infrastructure. Parking takes up valuable real estate and spreads everything out, making communities less walkable, which requires more people to get in cars and sit in the traffic that I-15 delivers. For Utah to continue to have a "strong economy", it must continue to be a place people want to live. This means working to keep the communities pleasant, cool, safe from flooding, and easy to get around.</p> <p>So what should UDOT do with I-15? It does need to be redone, after all.</p> <p>UDOT should absolutely add all of the planned additional pedestrian crossings over or under the interstate to make it less of a barrier to travel.</p> <p>UDOT should add the planned additional on ramps and off ramps to distribute the traffic that each community must bear.</p> <p>UDOT should utilize reversible HOT lanes as well as dynamic part-time shoulder use (which is not currently in the proposal but should be) to add increased capacity in the direction of rush hour traffic.</p> <p>But UDOT should NOT increase the width of I-15.</p> <p>Any leftover funds appropriated for the I-15 project after the above are accomplished should be funneled to help accomplish the double tracking and electrification of the FrontRunner, to purchase additional trains for those tracks, and to build over and underpasses to prevent the FrontRunner from stopping vehicle traffic as it travels its route. Additionally, UDOT should partner with UTA to add TRAX lines down the middle of SR-89 throughout the valley to provide North-South public transportation between the more spaced-out FrontRunner stops. An electrified train system that runs reliably every 10 minutes (maybe even every 5 minutes at rush hour) if the future we need.</p> <p>Catering to single-occupancy vehicles has lead to the sprawl, traffic, and air quality we have today. These would not be issues if UDOT and Utah would have prioritized robust public transportation 50 years ago. Do not keep following the wrong path. Widening I-15 will only temporarily alleviate the traffic, while continuing to encourage the sprawl and lower the air quality. If UDOT wants to lower traffic, don't add more road for cars to drive on, structure the environment so less people need cars to get around. To have better mobility, good health, connected communities, and a strong economy as the population grows, we need dense, mixed-use, vibrant, cool, green, and walkable communities that are connected by reliable, pleasant, and easy-to-use public transportation. This is the kind of Utah I want for my unborn daughter, and I need your help to make it happen.</p>
12/7/2022	John Yancey	<p>I live in the southern part of Farmington and have significant concerns about the proposals you've put forward in regards to the I-15 widening project. Here's a summary of my concerns.</p> <p>1. Proposals B and C would put large interchanges very close to schools. This would create significant safety concerns for students. Proposal B is especially concerning in that it would put a large interchange close to Farmington High School and a residential area. Many students who attend Farmington High drive to and from school. I think inexperienced drivers would have many accidents with such an interchange. Those who walk or bike to school would also be in danger.</p>

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		<p>2. When the West Davis Corridor and the Shepherd Lane interchanges are complete Farmington will have many freeway interchanges within our city limits. For a small city with very limited available land, I think we've done more than our fair share to accommodate new roads.</p> <p>Please consider other options that do not impact Farmington as negatively as the current proposals.</p>
12/7/2022	Stacey Luna	<p>My comment is in reference to the 1000 N 900 W intersection. This intersection need to continue to function in the same respects as it does now. This is a frequently used intersection for those that live the in RosePark area. The 1000 N on ramp in the morning is very busy with those tryin to get to work either going south or in to downtown. In the evenings, these residents will exit off on 600 N, head west to 900 W, and then north on 900 W to 1000 N. The left/west turn from 900 W on to 1000 N is imperative. If you take this turn away you will force all that traffic on to the little side streets that cannot handle the volume. This route is a thorough fare for most of the working residents that live in the north western part of Rose Park. We need something with the two Options combined - One that keeps the 1000 N on ramp (option A, no left /west turn) and keeps the west bound turn lane from 900 W to 1000 N (option B, no on-ramp).</p> <p>Thank you for taking the time to read my email as public comment. If you have any additional questions, please feel free to reach out.</p>
12/7/2022	Samuel Foster	<p>Hello, my name is Sam Foster, a 21 year old BYU student originally from Salt Lake.</p> <p>I cannot stress enough how bad expansion of I15 would be for members of the Rose Park community, as well as there is no need for expansion on the first place.</p> <p>I would much rather put that money into opening bus and bike lanes, rather than a highway</p> <p>Please listen to the voices of the residents and community.</p>
12/7/2022	Andre Stensaas	<p>Hello, I am writing you as a resident of the Salt Lake City metropolitan area in opposition of the expansion of highway I-15. This highway would accelerate the gentrification of Rose Park and nearby neighborhoods which will have a negative impact on the individuals living there. Plus, the expansion of highway systems increases the amount of people that use them and so the base incentive for expansion - being decreased traffic - will be nullified by this increased demand. It would also increase the investment into the decreasingly sustainable car and personal transportation system which, if we are to achieve sustainability and avoid further environmental degradation, will need to be disinvested in in favor of public transportation systems.</p> <p>Thank you for your consideration, Andre Stensaas</p>
12/7/2022	Brooke Young	<p>In the 1950s my grandparents house was bulldozed to build I-15. They had bought their first home on 13th south and had started a family. This led to a disastrous move to Seattle which destabilized the family for decades. And currently, I work in for a civic organization in the Glendale community who still feels the scars from the current freeway construction. The air</p>

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		<p>quality, noise, and traffic impact that the current freeway has on the Glendale community cannot be overstated. Expanding the freeway to add more lanes will impact the west side of Salt Lake negatively and I am worried that it is just more proof that the state does not care about the west side of Salt Lake.</p> <p>I have recently moved, but I lived on [REDACTED] in SLC for 15 years. The 600 North overpass is already incredibly dangerous and I am not sure that you have really addressed pedestrian/bike safety in any of the designs. The constant noise of the freeway and the congestion were key factors in decided to move to another part of the city. Adding more lanes of traffic to that neighborhood will overwhelm the community that is working hard to form in that neighborhood.</p> <p>I understand that doing nothing is not an option, but I really hope that UDOT hears these concerns and thinks of other ways to move people along the wasatch front.</p>
12/7/2022	Logan Wangsgard	<p>Urban planners and traffic engineers have done numerous studies that show widening highways induces demand and creates more traffic long before additional people are on the roads from population growth.</p> <p>Money earmarked for this project would be much better used to improve the Frontrunner, and other public transit options and bicycle infrastructure.</p> <p>Additionally, displacing people in already marginalized communities so people out in the suburbs that are already being subsidized by those of us in the urban core is unconscionable. Do not destroy homes for highways, especially ones that are not needed.</p> <p>Sincerely, a very concerned Rose Park citizen,</p>
12/7/2022	Cam Preston	<p>I wanted to reach out and give my opinion on the proposed options for the upcoming UDOT I-15 project. Just some background, I am a Civil Engineer, with a background in road design (development driven). I live at [REDACTED], Farmington, UT. While I will truly benefit from additional options to access I-15 northbound, I want to point out several issues I see with Option B to make the Glovers Lane overpass a full interchange.</p> <ol style="list-style-type: none"> 1. The Option B does not show any improvements to the 200 East/Glovers lane intersection. The grade change along Glovers Lane and to the south on 200 East creates limited visibility. I do have concerns with the increased amount of accidents that will happen due to the increase in traffic at this intersection. 2. The increased traffic along Glovers lane and 200 east will have increased risk due to the number of driveways accessing these roads, which is not ideal for the increase in traffic option B will create. 3. A signalized intersection at 200 east & Glovers lane may not be warranted, but a two way left hand turn lane for north bound traffic on 200 east (to turn west on Glovers) would most likely be required. Due to the elevation difference from east to west in the area, widening 200 East will be very challenging and impactful to the residents along 200 east. 4. Option B shows it will maintain the exit ramp from I-15 directly onto 200 West. The intersection of the frontage road and the off ramp is already a difficult intersection due to the speed at which cars come off the I-15, adding more cars off of I-15 at glovers and then northbound traffic at this intersection is a concern. 5. This option does not improve the intersection of the frontage road and 200 West, see below.

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		<p>Option C is the preferred option in my opinion as it will keep the traffic patterns at the current location of the frontage road and 200 west, while making some improvements. The proposed improvements will add the following benefits in my opinion</p> <ol style="list-style-type: none"> 1. The full intersection at the frontage road and 200 west will replace the divided highway as currently existings, which will reduce the accidents that happen. As a parent of a 15 year soon to drive, this intersection worries me the most for my upcoming driver. 2. This intersection will also give the option for northbound traffic from the frontage road to utilize lagoon road to the north, which will alleviate the traffic from 200 west and state street. (This option is not included in Option A or B). 3. The full access to I-15 at this location will reduce the impacts at Park Lane and the traffic for all South Farmington residents utilizing city streets to get to Park Lane (I do it at least twice a day) <p>In summary, Option C is the preferred option and I am fully against option B for the reasons above.</p>
12/8/2022	Kate Anderson	<p>I'm writing to you as a community member and homeowner in Centerville. We have owned our home on [REDACTED] for 14 years. We love it in our home, and even though our home is the last house before Frontage Road, we have never been terribly bothered by the traffic on Frontage, because there is an empty lot between our house and the road. The trees in this lot shade our home and provide much needed insulation from noise and traffic.</p> <p>I'm extremely concerned about the proposals to widen I-15, resulting in moving Frontage Road east into the empty drainage lots. Losing this green space would be devastating to our neighborhood. It would bring increased traffic, noise, pollution, and litter right to the doorsteps of dozens of houses that are currently separated from this busy road by the empty lots. Not only would it be an eyesore, but my our values would plummet. Even living on a fairly busy corner, my children have been able to play outside in our front yard because of the separation of our house from traffic on Frontage Road. But if the road is moved directly into the lot next to our house, that will no longer be safe.</p> <p>Rather than widen Frontage Road, please give the West Davis corridor time to be completed and draw traffic away from that section of I-15. Another alternative would be adding flex lanes that can change according to traffic needs and patterns. I urge you to consider the impact widening I-15 and moving Frontage will have on our community.</p>
12/8/2022	Mark Short	<p>Instead of adding lanes to I15 between North Salt Lake and Farmington, a better option would be to provide better access to the Legacy freeway. If a better access route were provided or the existing access coming north from downtown Salt Lake were available, much of the traffic could be diverted to the Legacy freeway. Key points:</p> <p>Key points:</p> <ol style="list-style-type: none"> 1 Save taxpayer money to create better access to the Legacy freeway coming out of Salt Lake City 2 Less disruption of I15 and leaves expansion areas / residents alone 3 Less dependence on one primary freeway - I15 frequent freeway shut downs due to accidents and incidents - by having a good alternative route available 4 Lower environmental impact to expand Legacy as needed rather than I15 <p>I'm sure there are other benefits but it seems like a much better alternative than creating a</p>

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		<p>heavier dependency on I15 between North Salt Lake and Farmington. We need to provide a interchange in North Salt Lake that gives better access to Legacy thereby utilizing what we already have in place</p> <p>Please let me know if you have any questions.</p>
12/8/2022	KristiLyn Wilkinson	<p>I am sending this email to communicate my opposition for the UDOT interchange Option B plan that would put an interchange at Glovers Lane. I live on [REDACTED] in Farmington, and my family, surrounding neighbors, and the community would be negatively impacted by this interchange.</p> <p>Our home and area has already been significantly impacted by the West Davis Corridor. From what I can tell on the map, my home would not be one of the ones taken out, but the frontage road would be moved practically into my backyard. The impacts of having our home squashed between two interchanges, and the West Davis Corridor overpass, will seriously impact the value of our home and neighborhood. As this is a residential area, it will significantly increase the noise and traffic. Again, we are already experiencing an increase of this with the West Davis Corridor.</p> <p>In my professional work I am a financial advisor and an accredited financial counselor. I worry for the families in my neighborhood, many whom I know well, who would lose their homes over this plan. In this housing market, it will not be possible for families to find a similar size home for the fair market value that they would get from UDOT taking over their property. Our neighborhood has been around for 20-30 years and as the homes are older, they do not sell for as much as similar sized homes that are being built in Farmington. For many individuals, their homes are not paid off. They would be forced to enter a housing market that would require them to get a higher interest rate than they are currently paying, which would reduce how much house they afford and significantly impact their family finances.</p> <p>I understand that there is growth and expansion happening in the state, and we need to plan for that. I also know that this isn't the only option. Our neighborhood was not designed to be in a surrounding "mini bowl" of freeway interchanges. You already put in the West Davis Corridor on top of our neighborhood. Please do not make another interchange so close. I know you are trying to do your job and plan for the growth and expansion in Utah. I also know that you are people with feelings and hearts, even though sometimes in these situations, from our perspective, it feels like we are dealing with robots and the government's hand. I appreciate your time and consideration of this matter.</p>
12/8/2022	Isaac Schiel	<p>As a long time resident of Salt Lake City, I would like to voice my disapproval of the proposal to expand the highway between Salt Lake and Farmington.</p> <p>As it is, Salt Lake City already has some of the worst air pollution in the country. We live within a narrow corridor of mountains and inversions trap all of our polluted air. This has terrible consequences for all of us. We have shorter life spans and higher rates of asthma. An article from the University of Utah reports that our polluted air leads to lower test scores. (https://attheu.utah.edu/facultystaff/air-pollution-spikes-reduce-test-scores/)</p> <p>We should be expanding forms of transportation that don't pollute. We already have a great public transportation system. Living between mountain ranges has prevented us from sprawling, putting us in an advantageous situation for train lines. Let's make cleaner forms of travel the optimal choice.</p>

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12/9/2022	Daniel Goddard	<p>I'm excited to hear we are going to gain additional lanes on I-15 from Farmington to Salt Lake, my concern lies with making the HOV lanes direct from those two points.</p> <p>Looking at the maps, there doesn't seem to be any way for travelers coming from the West Davis Corridor to enter into the HOV system, meaning many motorists will not be able to use these lanes, which seems as though it could create problems with people NOT carpooling or paying tolls, as they won't be able to utilize the "faster" lane anyway.</p> <p>I believe that while the express system is very advantageous for some motorists, there will be a large amount entering south of Farmington that will forego any considerations they have given in the past to carpool, leading to an even higher utilization rate for the standard lanes.</p>
12/9/2022	Mark Bradshaw	<p>I am a concerned resident of the neighborhood adjacent to Glovers Lane in Farmington. I have reviewed the three options for modifying the Glovers Lane overpass and 200 W interchange area and found myself vehemently opposed to Option B. I am opposed to Option B for several reasons. First, it would ruin the walkability of our existing neighborhood and the frontage road bike/jogging path. This bike/jogging path connects to the Legacy Trail and provides easy access to Farmington High School, Farmington Jr. High, South Park, and Forbush Park. My family and I access these locations using this path frequently. Creating a freeway on/off ramp and major intersection at Glovers Lane would not only greatly increase the quantity of traffic in the area but would also deleteriously affect access to this walking path and thereby make accessing the amenities connected to it much more dangerous. I would cease letting my children use the bike/walking path without supervision if Option B were installed and my own use of the path would diminish. I fear the increased amount of traffic would not be limited to the frontage road and Glovers Lane, but would also drive more traffic through residential neighborhoods, where such traffic has not yet existed. This in turn would affect the walkability of the neighborhoods in the vicinity of Glovers Lane. As a father of small children Option B causes me great worry about traffic on the frontage road and the danger that pedestrians would face in crossing it.</p> <p>Another of my concerns with Option B is the quantity of long standing homes that would be lost to make way for the new interchange and connecting streets. The power available to government entities in exercising eminent domain for the seizing of private property should only be used as a last resort. There is a significant amount of land already owned by UDOT in and around the 200 W on and off ramps that is currently underutilized. I question why UDOT would even consider Option B as viable when it would require the seizure of so much private property. Especially when available land already owned by the State is available for improvements in such close proximity to the private land. I recommend that UDOT focus on options that utilize the already State owned and unimproved land to make improvements before any suggestion of seizing private land and demolishing existing homes is made. Option B does not demonstrate the use of eminent domain as a tool of last resort.</p> <p>My preferred configuration for the Glovers lane and 200 W area is Option A. It maintains the character of the neighborhood and surrounding area while making the minor improvements needed to the overpass. I acknowledge that the sleepy town of Farmington that I grew up loving is no longer the rural farming town it once was. However, I also believe the charm and character of the city needs to be maintained and Option A has the best chance of achieving that goal.</p> <p>If improvements to the area must be made, I see there are merits to Option C. The convenience of an on-ramp to northbound I-15 would ease traffic through old town Farmington. I also feel that a formal interchange at 200 W and the Frontage Road with traffic lights would improve the safety of the intersection for both drivers and pedestrians. It also</p>

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		appears that it could be constructed with minimal impact to existing businesses and homes. I would again request that UDOT utilize the State land already available to build improvements in the area.
12/9/2022	Robert Goodman	<p>Thank you for attending the Listening Session yesterday in Salt Lake City. I was in attendance and I would like to articulate my concerns via email.</p> <p>Has there been a public/transportation safety assessment of this plan? Automobile accidents are extraordinarily common and deadly, and make commuting unsafe for Utah families and Americans nationwide. Furthermore, has this information been compared to other modes of transportation? Say, a bus or train system like UTA or Frontrunner?</p> <p>Similarly, has there been cost comparison between expanding both Frontrunner as well as bus priority lanes, to the present I-15 expansion plan?</p> <p>I understand that the state of Utah is growing, and that we must plan for generations to come. However, planning our future around automotive transportation, electric vehicles or gas powered vehicles, is a dire mistake to make. It is vital that we not only integrate public transportation and other modes of transportation for our future, but work to make public transportation the primary method of transportation in the beehive state. We cannot sustain more infrastructure centered around automotive vehicles, it is too much of a financial, environmental, and safety cost for individuals, families as well as local, state, and national governments and government agencies.</p> <p>I implore you to consider alternative transportation opportunities before moving forward with the expansion to I-15.</p> <p>A concerned homeowner,</p>
12/9/2022	Keiko Jones	<p>I am writing to ask you not to build underpasses at 400 N, and 500 N, in Salt Lake City.</p> <p>If you know the geography of Guadalupe neighborhood, you will understand an underpass at 400 N would be not only dangerous but also void the use of Hodges Lane completely.</p> <p>On the west side of I-15 at 400 N and 500 N is 700 West Street, which is a regular street. However, there is no buffer on the east side of the freeway. Almost attached to the freeway is narrow Hodges Lane, and it would be impossible to make a safe left turn going east onto Hodges Lane from 400 North.</p> <p>Also traffic from Hodges Lane would be entering into 400 North right at the tunnel, which poses danger.</p> <p>We should keep the through traffic to the main street of the neighborhood, which is 300 N. Please improve/beautify 300 North instead of wasting money on underpasses.</p> <p>Underpasses would also possibly bring activities we don't desire. Have you seen under the freeway at South Temple, 1700 South, etc.? Our neighborhood is too fragile already to handle any more issues such as drug deals, people camping on streets, and we do not want a place that can harbor those activities.</p> <p>You may have received a welcome to underpasses elsewhere. But when we want to build something in Utah, we wouldn't listen to what Californians want. Same thing can be said here. You need to hear the voice of where it would be built: Guadalupe neighborhood. Please don't</p>

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		<p>put something we don't want in OUR neighborhood.</p> <p>You heard the emotional plea Dave Galvan made at Mestizo. You heard other neighbors cheering for him. People of the Guadalupe neighborhood don't want underpasses.</p> <p>Please do the right thing.</p>
	Michelle Watts	<p>I have been actively involved in our community for 7+ years. I have clocked a lot of meetings. Never have I ever heard a cry for on & off ramps to I-15. I have never heard anyone ask for frontage roads or more lanes.</p> <p>We want trains to move on our train tracks. No more stopping and landlocked us in. We want more rivers & creeks daylighted. We want more paths and we want more trees. I am positive we lost Lee's grocery store because 300 N has been closed for over a year!</p> <p>Driving in Cities like Portland, Seattle & DFW their freeways have on & off ramps on alternating sides of the freeway. Before you do anything, fix every single on ramp where vehicles are accelerating to get on the freeway. While being met by vehicles slowing down and merging to exit the freeway. This is a safety issue and a HUGE contributor to traffic jams. Have you ever tried to merge onto i80 east while everyone is trying to get off on State Street. I enjoy driving to North Ogden monthly. I love getting on I-15 past 1000 N with an easy merge, because there is no close off ramp. Have y'all tried to get on the freeway heading South on 400 S & tried to get off on 1300 South. You can't legally or safely do it. Fix this! Back to 300 N being closed. I use 600 N every day to get my kid from the Fairpark to Washington Elementary. It is smooth and easy- we don't need 'help' or an 'opportunity' over here. I see open spaces off 600 N where water settles & birds rest. Do not take any more wet land for a road. What is Legacy for? A whole road that can be used for commuters! Encourage use & use it. WE took a whole chunk of wet land for a road already!!</p> <p>We are too smart and too advanced to be taking homes & business for a freeway. Let's work smart, not hard.</p> <p>I do not want to hear one more time that we are lucky-- our bridges could collapse at any moment. Fingers crossed we can stay safe for two years till we fix your roadways. This is infuriating, condescending & a scare tactic. If they were that unsafe you would have closed them for repairs. If they do collapse we have all heard it and know who to bring legal action to.</p> <p>I am against an over or under passes at 400 N & 500 N. I am against all suggestions of diamond or half diamond or any new on & off ramps. I am at a boiling point with Salt Lake City letting developers build with no parking saying we are moving away from cars. To swiftly have UDOT come in and say we need more roads for cars!</p>
12/10/2022	Russ Holley	<p>We are flawed because the golden rule somehow does not apply at UDOT and their approach. We want to live and raise our families on a narrow quiet and safe street but this luxury is only achieved by some, mostly the wealthy and powerful (and typically white). We also want to jump in the car and drive/speed across town or the valley(s) in minutes and by</p>

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		<p>doing this we inevitably cross through other neighborhoods at a high rate of speed and rob them of the very thing we cherish. This pattern does not follow the golden rule and not many people seem to care. We are so selfish when it comes to streets and cars. UDOT plays a huge role in facilitating this and perpetuating the problem. UDOT does not create traffic and congestion and yet they try to "fix" this problem that drivers and their behavior and daily choices make. But all UDOT is doing is telling people to keep driving more and more and we will come to their aid over and over at the expense of the lower income neighborhoods. UDOT needs to stop this and let drivers solve their own problems, naturally. Eventually people will figure out that UDOT is not going to bail them out anymore and will seek alternative transportation options that are less impactful to other neighborhoods (transit, carpool, bike, walk, virtual meetings, online shopping, other tech solutions) UDOT should focus on transportation investments that are less impactful and more equitable to ALL residents (transit, bike, tech autonomous rideshare). If one chooses to live out in the suburbs they should have to deal with the natural consequences of that choice and expect long, slow and difficult trips in their cars. UDOT level of service grades should correlate with transit. Transit should always be the fastest option for any commute of 20 miles or more. Until we get bus and train options that are faster than cars we need to stop dumping money into car infrastructure. Average Utahans should drive 50% less than we do right now.</p> <p>Alas, this is all just a waste of time as you and I both know. Utahans are addicted to their cars and they really don't give a crap if someone's house gets torn down or someone's neighborhood gets ruined. If it means they can commute a minute faster, tear it all down and widen the crap out of it.</p> <p>You and I both know these poor people are going to lose their homes and these neighborhoods are going to have to bare a bigger burden and this section of I15 will widen (and then UDOT will widen another section somewhere else and so on and so on and so on) Here's a good idea, UDOT should have a policy that requires all Directors to sell their existing home and move to new home that is positioned directly adjacent to I15/215/I80 and live there for at least one year.</p> <p>UDOT, at least start doing us all a favor and remind people that the golden rule is broken everytime we get in a car here in Zion (Utah). Maybe get your smart catchphrase people to come up with a good one to flash on your electronic freeway signs.</p>
12/11/2022	Roland Behunin	<p>Expanding highways in this time of global warming is the wrong plan and should be the final option after all other methods and modes of transport have been expanded.</p> <p>The very first thing that needs to be fixed is pedestrian access to the Farmington Frontrunner from the northeast, on the other side of I-15 and Park Lane. There are townhouse, condominiums, apartments, and single family homes that have no access to Farmington Station. This should have been done when Farmington Station was built but UDOT wants to increase our air pollution in Utah by making mass transit fail. After Farmington Station has good and safe pedestrian access the next step is to have Frontrunner run 7 days a week. No service on Sunday is just increasing our air pollution problem. After that light rail needs to be extended into Davis County. Years ago that was the plan until voters passed the Increase in sales tax to support light rail. Once the sales tax increase passed UTA switched Davis and Weber Counties to heavy rail. All of this need to be done before any more highways are built. Instead of building more lanes on I-15 Legacy highway should be changed to an interstate bypass highway, and legacy highway should have lanes added.</p>

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12/11/2022	Annette Plummer	<p>As a resident on [REDACTED], this proposed project impacts me personally. My driveway is 80 yards from the East retaining wall that runs along the exit ramp to 600 North. This section of I-15 has minimal margins for the expansion that Plan A & Plan B require. In addition, my block will be sandwiched between two new underpasses.</p> <p>If this proposed project goes forward, it will negatively impact my economic well-being, as well as my health. In the worst-case scenario, you will have to move the retaining wall and destroy portions of our street. This would have a negative impact on the value of my property; property that I have invested my life savings in and am depending on in my retirement.</p> <p>I am concerned about the health impacts of this project. My family will have to endure several years of living in a construction zone, with nightly noise and light pollution interrupting our sleep. Long-term, adding more traffic to I-15 will increase air and noise pollution. [BTW, if you're increasing traffic on I-15, do you plan to raise the height of the retaining wall to reduce the increased noise levels in our neighborhood?]</p> <p>As to the car/bike/pedestrian underpass at 400 North, it is unnecessary since there is already an underpass one block away at 300 North. Adding an underpass at 400 North will only introduce more traffic into a quiet neighborhood without improving 'mobility' or 'connect neighborhoods' in a meaningful way. The bike/pedestrian underpass at 500 North sounds nice but is likely to attract homeless encampments that will become a health and safety issue for our neighborhood.</p> <p>This brings me to the bigger picture of what's best for the Salt Lake valley. Is expanding an interstate highway to accommodate more car traffic really what we should be doing in a valley that already suffers from bad air quality?! This seems like a 1950's solution to a 2050 problem. We should be investing more in public transportation. We need more East/West mass transit options to complement the Front Runner. Subsidize/lower the cost of Front Runner & Trax to encourage ridership. Other cities provide carpool vans organized and operated by volunteers who work near each other. Why doesn't Utah investigate something like this? The money earmarked for the I-15 expansion project could go a long way to improving mass-transit solutions rather than car usage. The Salt Lake region has the opportunity to become an innovative leader in mass transportation, don't squander that on a bigger Interstate system.</p> <p>NO BUILD is the option I favor.</p>
12/11/2022	Jim Hite	<p>As a 30 year resident of Davis County, and 15 year resident of South Farmington I want to speak out against the possible Glover Lane / 15 interchange. I know that this is just at Environmental Impact and discussion stages, but UDOT has a track record of shoving their projects down Utah's throat regardless of local citizens input.</p> <p>The examples of this are all around us and Farmington is quickly becoming one big freeway interchange for Utah. With the Davis freeway interchange well under way we hardly need to damage yet another area of Farmington by</p>

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		<p>adding another interchange at Glover lane. It makes more sense to me to enhance what we already have a little bit rather than building an entire new interchange.</p> <p>South Farmington does not want an interchange at Glover Lane.</p>
12/12/2022	Iain Hueton	<p>Thank you for accepting public comments regarding the expansion of I-15 north of Salt Lake. I'm certain your AASHTO members have way more expertise than I do regarding the best lane allocation for serving our driving needs. However, I'd like to take the high-altitude view and recognize what you also know to be true: that building more traffic lanes will not improve overall transit times 5 years from now because development inevitably follows capacity expansion and absorbs any time savings. However, if we were to take \$500million of that highway expansion money and pour it into FrontRunner we could double the tracks in the sections that are single-line and then allow a substantial improvement in travel time because the FrontRunner won't be prisoner to Union Pacific freight travel . Please consider this as a viable alternative to yet another freeway widening that just encourages us (me included) to drive more.</p>
12/12/2022	Richard Siegel	<p>My name is Richard Siegel, I reside at [REDACTED], in Farmington. My family has been residing in our current house since October 1993. We love the quiet small town atmosphere of our part of Farmington and our great neighbors.</p> <p>I am writing to you about the I-15 expansion plans, in particular, Alternative B.</p> <p>As stated, I live on Glovers Lane in Farmington. Glovers Lane is a residential street and was not designed to be a Freeway off-ramp and is insufficient to handle the potential traffic flow an off-ramp would create. It will significantly increase congestion and noise in our area. It is already often hard to get out of our driveway. It is also already difficult to turn left onto 200 East from Glovers Lane.</p> <p>I am also concerned that homes near the end of the bridge, where the road narrows on Glovers Ln, that may be left standing, including ours, will be reduced in value and hard to sell. Our neighborhood would be profoundly affected by the Alternative B off ramp unlike the other Alternatives.</p> <p>I am requesting you consider one of the other two alternatives (A or C), instead of B, where the proposed configurations are more suitable and would better suit the needs of Farmington.</p>
	Esther Stowell	<p>My name is Esther, Chair of Poplar Grove Community Council. Poplar Grove is West of the I-15 to North Temple, over to Redwood Rd, then down to 900 S.</p> <p>I'm reaching out to thank you for being part of the Listening Session the other day. I'd heard about the I-15 expansion, but no one could really share what it entailed. So, having you there to walk through the process was very helpful - I appreciated your knowledge, candor and understanding (despite the</p>

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		<p>somewhat hostile environment).</p> <p>Know that our community is open and willing to work with those who wish to bring it positive growth. The hesitation, and at times, push back is due to the historically marginalized and redlining the Westside has experienced in the course of Utah's history. So, that you and your team are truly willing to listen, and I hope, apply our feedback/concerns to the design and inevitable expansion, is appreciated.</p> <p>Nigel Swabey (Chair of Fair Park Community Council) mentioned the possibility of burying the freeway, in areas that would greatly affect our neighborhoods. We have been privy to the concepts as explained in the Rio Grand Plan for the rail - lines we have all around us. With the Inland Port being a bigger contributor to these prospective changes, it's important that all options be visited, despite the fear of cost. You may be surprised to find that the unvisited option may very well be the best. It's worth considering.</p> <p>Let me end here. This email was intended to thank you for being there. Being wholly present and sincere.</p>
12/14/2022	Penney Wells	<p>I am not a public speaker but I need to be heard on the matter of 400 North expansion. I live in the neighborhood that will be deeply effected by any of the expansion options. My house is in the north east quadrant.</p> <p>██████████ I am low income and disabled American. I have NO DESIRE to have more pollution and traffic closer to my home. My house "appears" to not be taken away with the project but it would be so close to the interstate that it would be unhealthy for myself and my neighbors. How can anyone with a conscious thinks it's better to put more traffic, smog, pollution, noise, light etc etc in an area near an ELEMENTARY school and people's homes. I do have one neighbor that would lose his home. This is not what America is truly about. We need more public transportation. Also do you realize there is an historic home that would be affected by this plan?</p> <p>██████████ Please consider those of us in small America that are best suited to be left in our homes that we have paid on for years. Most of us would have a large possibility to become homeless. With the fair market value of these homes, we wouldn't be able to afford houses in today's market.</p>
12/15/2022	Randy Farnsworth	<p>It's really frustrating to see UDOT getting ready to widen another freeway when we all know that it doesn't matter how wide you make it — it will never be wide enough. You spend billions building, rebuilding, widening, expanding, re-widening, and re-expanding all these roads. When will you stop and say, "Hey, let's spend much less money and instead of building more roads, let's expand our mass transit options instead".</p> <p>I was here when you rebuilt 1-15 at 2600 South in Woods Cross the last time, which wasn't very long ago. You expanded the bridges in that area and as I recall, it was about \$70,000,000. Now you want to tear it all down and start over. Why should we trust you to finally get it right this time when you haven't done so in the past?</p>

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		<p>If the bridges are aging, then just replace the bridge. Don't spend billions more on another massive multi-year project that will just end up being inadequate in a few years anyway! Put that money into double-tracking and electrifying Front Runner. Build a light rail from downtown to Farmington and another one from Farmington to Weber State. THAT is something that you'll actually get your money's worth from. If the passengers on the rail lines become too much, all you do is increase the number of train cars or the trip frequency and you don't have to rebuild anything.</p> <p>Have any of you lived in a city where Mass Transit comes first and massive road projects are secondary? If not, then please send someone to a city like that to live for a few months and see how freeing it is to not have to own several cars per family but instead, you just jump on a bus or train. UDOT spends billions of taxpayer dollars building roads instead of mass transit, then the taxpayers are forced to spend tens of thousands of dollars each to buy cars instead of using our inadequate mass transit system. Imagine if each family only needed one car! Each family could save thousands of dollars a year if we didn't need to have so many cars.</p> <p>Every time I want to go somewhere, my first choice is to go by transit. Then I use the mapping system and it tells me the trip will take 2 hours by transit vs a 30-minute trip by driving. That's because you've put all your investment into roads and not into transit. What does it take to get you to change your mindset on this? Do you not actually live here and see the air pollution from cars? If you put your money into transit, then the road systems we already have would be more than adequate for the minority of people that NEED to drive because of their job situation.</p> <p>PLEASE CHANGE YOUR OUTDATED, ANTIQUATED THINKING AND START BUILDING A WORLD-CLASS MASS TRANSIT SYSTEM INSTEAD OF MORE ROADS THAT WILL BE OUTDATED AND ANTIQUATED IN A FEW YEARS!!!</p>
12/16/2022	Ben Johnsen	<p>I live in Fairpark on [REDACTED] close to I-15 and would like to add these comments to the discussion:</p> <p>I would prefer Interchange Option B for the new 12' SUP on the north side of 1800 North that crosses I-15 and the railroads to connect to SUP along US-89 on the 400S to County boundary area. I feel this option adds more value to the areas.</p> <p>For the I-15 mainline proposals, I do not like either. Get rid of all the HOV lanes. Too many people do not follow the laws regarding them anyway, and modern traffic needs the flexibility of using all the lanes. This would reduce the number of laws the Highway Patrol enforces, discourage income through fines, and would free UHP's attention to focus on more critical issues. Unless we significantly increase the number of buses that use these proposed HOV lanes, and restrict them to ONLY bus traffic, HOV lanes just don't make sense along the proposed stretch of I-15. UDOT should focus on making public transit a viable option and not inducing demand for more private vehicles.</p>

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		Looking at the proposed improvements along 600 N concerning bike lanes, the painted “barriers” are a joke. Concrete curbs protect cyclists and pedestrians far better than painted lines. Give us streets, not stroads. I frequently bike and walk along this area and wish I felt better protected from traffic.
12/17/2022	Lauren Burningham	I agree with Workman, these are not just houses impacted by this expansion, these are our homes!!! Two homes in my neighborhood were leveled this week. It is no longer a proposal, it is a reality. We are being lied to when we are told it's still in the design process. No, you are going ahead with a plan, like it or not. My neighborhood is being greatly impacted. Our home resale value is going in the tank!!! And to save the commuter 10-15 minutes compared to the impact on our lives, it's just NOT worth it!!! Rethink what you are doing!!!! Stop this expansion project!!!!
12/17/2022	Brad Christensen	Hi, I believe the alternatives could be strengthened by adding 400 S as a targeted are for improvement of safety and community connection. It is one of the least safe under/overpasses that I have encountered.
12/17/2022	Jaron Badger	I live [REDACTED] 1525 W exit in the [REDACTED] neighborhood in Farmington. My neighborhood should have a dirt berm to reduce the freeway noise just like our neighbors to the north (Ranches neighborhood). The berm begins just north of our neighborhood providing noise reductions to all of northern neighbors, but not us. It is unfair that we in the Flatrock Ranch neighborhood aren't provided the same accommodations as those literally living one street over. It is my request on behalf of my Flatrock neighbors that a dirt berm be put in place from 1525 W and connect to the existing berm that's already built.
12/17/2022	George Chapman	<p>Anything that can allow a free flowing freeway will result in 1/100 of the pollution of a stop and go congested freeway. So losing homes along the freeway due to expansion is the lesser of two evils for those home owners. Either they accept the significant pollution and impact on health (especially from old visibly polluting big rigs) without a freeway expansion or they move to a healthier area with UDOT's help.</p> <p>UDOT is required and responsibly endeavors to reduce pollution and expanding the freeway is the best, most successful effort to reduce pollution without ordering everyone to ride a bike like Red China or ride transit like the Soviet Union.</p> <p>Although it results in induced demand, that demand actually allows people to buy a more affordable home a little farther out and lowers their barrier to home ownership. Making owning a home more available, in my opinion, is not racist but allows the American Dream.</p>
12/18/2022	Daniel Jewel	<p>I've been reviewing the proposed options in Farmington and have some feedback:</p> <p>State Street: I think any option requiring the removal of homes on 400 West is not ideal. In fact, as several other people have noted, 400 West should be turned into a dead end. We need to stop Lagoon traffic from bleeding into the surface roads causing more congestion and unsafe motorists from entering</p>

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		<p>the area. They have two very decent options to get to the amusement park and that traffic is kept out of Farmington Proper. Dead ending the street would also encourage use of the city park and reduce some of the noise on State Street East of I-15. As far as the bridge going over I-15, I encourage any option that provides bike lanes on both side of the street as the current solution is not safe as a bicyclist.</p> <p>Frontage Road and 200 W (Off-ramp and intersection): Option A is the best choice here for several reasons. The first is that it is not that different from what is currently in place, thus saving money. The second reason that this option is better as it continues to keep Lagoon traffic out of Farmington proper. The south bound onto I-15 double lane makes sense as that is much safer than Lagoon traffic failing to yield to traffic from 200 W. I would be interested to see research into possible options of making the crossing of the Frontage Rd across 200 W to the southbound I-15 safer: would a round-about or signalized crossing be safer or feasible?</p> <p>Glovers Lane: I find it hard to justify adding access to Glovers Lane directly off of I-15 when there is an exit several hundred yards further north already. Given that the high school is removed from direct access, it provides a safer environment for students to cross over I-15 and not be exposed to potentially higher vehicle traffic. We do not need this interchange at the cost of adding more noise, demolishing of residents homes and property, and risk of more pedestrian related accidents. But I fully support any improvements to make the intersection at Glovers and Frontage safer for students and pedestrians, as well as making modifications to the bridge to match that of its Legacy counterpart.</p>
12/18/2022	Stacee Clayton	<p>Stop the insane building. We have no water. We have no oversight on highways as it is and don't touch the wetlands.</p> <p>Scrap this altogether and put in public transport or better yet, figure out how Utah, with no water, can support any of this.</p> <p>Sincerely, someone who can't breathe the air and needs water to live.</p>
12/18/2022	Trixy Belleza	<p>Good day to all,</p> <p>I am writing this email to give an alternative suggestion instead of widening interstate that will greatly affect our area (700 W).</p> <p>The lack of bus routes all over the city is really what persuaded us to buy a car. Even though there is a train with multiple routes and stops, it doesn't suffice the general publics' destination. For example, if the train would have stations up to the government establishments including the capitol, already a lot of these employees will choose to commute than to buy a car. Another good example is ARUP LABORATORIES, thousands of employees in this company alone and each and every new hire I know (legal working non immigrants) buys a car. In a span of 3 months, I knew 5 workmates all new to SLC purchased a car because they can no longer afford Uber/lift when they get out from their night shift job.</p> <p>Extended public transportation hours such as Las Vegas/NY transportation</p>

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		<p>hours , express buses that would go straight to heavily populated areas at certain times, more bus routes that would stop in bigger institutions, public mini vans for specialized routes to accommodate public transportation.</p> <p>I have lived in a country that is composed of islands specifically, the Philippines, and their public transportation is amazing, even if one live I really far or get out from work at 3am, there is no doubt one can't get a ride home even if it takes multiple transfers per trip.</p> <p>I hope this insight helps. Thank you for hearing the concerned general public.</p>
12/19/2022	Katie Larsen	<p>Please don't add more freeway. Basic planning principal implies that adding more lanes just accommodates more traffic, find solutions to allow for people to opt out of transportation via car. These solutions could look like light rail lines, improved frontrunner service times, free public transportation, improved experience on buses... etc! This is not the future we want to see if we continue to have massive air quality issues.</p> <p>And never forget, travelling by car is the biggest safety risk people take each day, let's not promote the most unsafe way to travel. Be innovative! I know your team is capable.</p>
12/19/2022	Lindsey Sharp	Forget the freeway. Save the lake!
12/19/2022	Kevin Box	<p>Please do not widen I-15 any further. Reducing congestion by adding lanes is no better than solving obesity by loosening your belt. It would be one more step in the wrong direction.</p> <p>To the extent that it is possible, please spend the money on improving rail systems and other public transit.</p>
12/21/2022	Tyler Cruickshank	<p>I am against the widening of I15.</p> <p>It is clear in the literature that more road equals more VMT. More VMT equals more pollution and poorer quality of life and quality of environment.</p> <p>I am for more public transportation. More public transportation options and more service.</p> <p>As a side note, I am against the ridiculous LCC gondola (and cost) idea as well.</p>
12/21/2022	Mason Snider	<p>I am a citizen of Salt Lake City and commute daily to Clearfield, via I-15. I am strongly AGAINST the I-15 widening project. As it is currently, the roads are in an unsafe condition. During weather such as rain or snow, the traffic lines disappear from view. There also seems to be poor drainage across the roadways as low spots fill and create unsafe driving conditions, potential for hydroplaning.</p> <p>I would advise UDOT to invest first into the roads that exist, rather than adding more mess, debris and hazards during a prolonged construction phase that will inevitably leave the road conditions in the same, if not worse, condition.</p>

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		Secondly, \$1.6B can and should be used to bolster the public transportation around Utah. I fear that the widening project will balloon, delay, and line the pockets of cement and construction executives without benefiting the people of Utah.
12/21/2022	Westin Porter	<p>I am a lifelong Salt Lake City resident and purchased my first home in Fairpark this year. I am writing to oppose the proposed expansion of I-15.</p> <p>I understand Salt Lake City's rapid growth and the problems that come with it. But widening I-15 is a shortsighted and weak solution. The proposed expansion will incentivize more pollution and will displace communities already negatively affected by the freeway.</p> <p>I echo Mayor Mendenhall and Governor Cox' sentiments that expanding I-15 is not smart infrastructure.</p> <p>I am happy to further discuss by email or phone.</p>
12/20/2022	Sarah Balland	<p>I am a Rose Park resident and I would like to enter the following comment in the public record for this project.</p> <p>Ultimately, I do not believe that either option A or B addresses safety, connectivity, economy, or mobility if they do not also address the community displacement, increase noise and traffic, and climate impacts due to increasing the development of I-15.</p> <p>I want to see you address mass public transit just like cities throughout the world have done: the BTS in Thailand, cities across Europe, etc. We are so behind -- all you seem to think about is what is best for individual motorists/commuters, NOT the collective. If you continue encroaching onto our long-standing communities, ecosystems, and wildlife habitats in the Westside of SLC, you are not demonstrating that collective safety is paramount in your minds.</p> <p>I do not believe that these alternatives better connect me to places I want and need to travel. What I believe will help me and the people that live along the Westside is 24/7 high speed light rail that is nimble and installed above the city as its own little interstate, connected by a complimentary express shuttle/taxi/bus system (subsidized by the state) who pick us from each of our blocks and take us to light rail entry stations where we can pay and board – similar to Trax but waaaay more built-out (because it is installed above the city, not at city-level or underground where it is causing a ton of impact). All of this is reduced in cost/affordable, and it is accessible to people with mobility aides.</p> <p>The biggest tradeoffs of your Farmington-to-SLC I-15 Plan are increased encroachment into communities of people, wildlife, and ecosystems that have been here for decades and centuries; those are trade-offs that I and many others are unwilling to compromise with you about. BE CREATIVE with your big brains: partner with UTA and local governments to create the mass public transit of our dreams. Go all in!</p>

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		<p>While I appreciate your increased awareness of biking and walking, what about those folks who cannot do either of those things? Economically speaking, you are continuing to leave out our elderly and immobile disabled populations who wish to safely connect to the rest of the city. Affordable, nimble, mass public transit helps us ALL, not just some of us. More I-15 lanes = more wetland/habitat encroachment = more traffic = more emissions = crappier air = shrinking great salt lake. You'll just be doing this again in another 10-20 years. Do the math: think bigger, and think long-term, not the band aid fix, which is exactly what both of these alternatives are. Not good enough.</p> <p>Also, your public engagement and outreach is NOT GOOD, to say the least; and the commission of politicians and business owners who decided on this plan to begin with are NOT directly representative of the impacted constituency and our needs and wants. You wonder why ppl don't trust in institutions anymore: this is a prime example!</p>
12/21/2022	Sean Slack, DO	<p>As an SLC resident who uses the current interstate system, I see no reason to endorse the current expansion plan. The current idea is shortsighted, unsustainable, excess burden on taxpayers and an environmental disaster. As a local physician, I have seen the devastating effects first hand.</p> <p>We as a community as well as a state have numerous alternative options that have not even been trialed. Increasing frontrunner service with rail expansion stands out as one easily identified area that has been continually put on the backburner favoring single occupant vehicles. t is time to quit with the expanding suburban sprawl of Salt Lake which not of the cities occupants desire. We stand with the west side citizens who already deal with an increased burden of air quality and other environmental pollutants. This will only exacerbate this problem.</p> <p>UDOT is not listening to the taxpayers and local constituents, they are listening to legislators (see LCC gondola) who represent a small majority of the state but mostly special interest groups. I</p> <p>Please start listening to us and let's look for more sustainable and environmentally responsible growth options along the Wasatch Front.</p>
12/21/2022	Sergio Gomes	<p>Emailing you all to say that I oppose the proposed I-15 expansion. It's simply a waste of money. Whatever short term benefit might be had will be rendered moot a few years down the line. Induced demand will mean that traffic will inevitably be as bad as it used to be.</p> <p>What needs to be done is getting people out of their cars. We need to be building multi-modal transit options. We need more bike paths, better light-rail coverage, and improved sidewalks. Streets and roads should be downsized to prioritize this. Trees should be planted along roads to provide shade for bikers and pedestrians. This has the benefit of an improved environment, a better connected community, and a healthier more active population.</p>

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		Please, do not expand I-15. Thank you.
12/21/2022	Jon Aitken	<p>Hi, is the goal to be perpetually under road construction? Because we've seen freeway road construction since 1996. All this does is slow down traffic for several years to eventually save Davis county residents who work in Salt Lake 5-10 minutes of travel time. It's beginning to feel like we're subsidizing road construction jobs.</p> <p>I'm a no on any more road expansion. Focus on the bridges that need to be replaced and that's it.</p>
12/22/2022	Serisa B.	<p>My name is Serisa. I'm a West Jordan citizen. I'm also a disabled person who is unable to drive herself most of the time. Please hear me out.</p> <p>I have spent years as a driver and commuter most of my life. I used to commute between the Salt Lake and Utah valleys over the point of the mountain. I have experienced many construction efforts to reduce traffic because of that, but even after all the hard work of our construction workers I dread taking the trip over the point of the mountain at rush hour because the traffic is still so terrible. A single car accident, which becomes more likely the more cars we try to get onto our freeways, can add hours to your commute.</p> <p>This brings me to my first point and why I feel there is no reason to choose either I-15 expansion option: induced demand. This is the iron law of congestion, that "On urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity." - Economist Anthony Downs, 1962. I struggle to believe our city planners at UDOT aren't aware of this phenomenon since we've known about it for nearly 100 years now, but here are some good reads about it: https://www.sciencedirect.com/science/article/abs/pii/S1361920901000098?via%3Dihub , https://www.nber.org/papers/w15376</p> <p>My second point is this: safety. Since widening the road will bring more cars we will have more drivers and more accidents. This prediction is looking at your own data, where we see that as more people got back on the road in 2021 we had a spike in accidents and fatalities, and we are still seeing more fatalities than pre-COVID numbers. Isn't the goal supposed to be Zero Fatalities? https://www.udot.utah.gov/strategic-direction/zero-fatalities.html#:~:text=Had%20the%202nd%20largest%20percent,100%20million%20vehicle%20miles%20traveled</p> <p>Third point: disabilities. As mentioned, and I am a disabled person who cannot always drive due to my pain and ability to concentrate. Like many disabled persons, I have to either rely on others to drive me or take public transit. Right now, I live about one mile from a Trax station that would be an easy 15 minute walk if I weren't in pain, but instead I have to schedule everything around the bus, which is not frequent, and hope it makes it to the station on time for me to get anywhere, and then hope the next bus is on time as well. Luckily, I have family members who can help get me places, but I see lots of disabled persons wrestling with our public transit deficiencies</p>

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		<p>every day.</p> <p>Finally: the solutions. Instead of widening I-15 I request that UDOT please consider spending the money on helping UTA add more TRAX, streetcar, and bus routes, add bus-only lanes on highly-congested roads, and maybe eventually even add a second Carpool lane on the already too-wide highways. All of these methods reduce traffic by encouraging more riders-per-vehicle transit, increase safety by reducing 2-ton welding drivers and giving safer routes for pedestrians, and reduce emissions by using fewer vehicles and more electrical lines.</p> <p>There are many great resources that explain how and why the public transit solution works. I ask you to please research them and fix our city's transit so we can get places more safely, more healthily, and yes, quicker too.</p> <p>Thank you for your time. Let's make a better Utah.</p>
12/22/2022	Rebecca Nielsen	<p>I just found out tonight about the changes on i15. I live at [REDACTED] in Farmington. I was told by a neighbor that my home will be demolished, is this true? If so, why am I only just hearing about it? From a neighbor!</p> <p>Please help me understand, as this is terrifying for me to lose my home.</p>
	Quinn Nielsen	<p>My name is Quinn Nielsen, at [REDACTED], Farmington. I was surprised and shocked to learn about this project just yesterday, especially after learning my home will be impacted by this project. Obviously, I have a few questions.</p> <ol style="list-style-type: none"> 1. I know you can't individually let everyone know about UDOT projects, but individuals with direct impact (like losing their home) must be specifically and immediately contacted. Why did you not reach out to me with a letter at the beginning of this project? 2. All of the proposed scenarios include my home being demolished. Is this a done deal? Am I losing my home to this project? Or are you still considering the impact on families who live in the area? 3. If imminent domain will be utilized and I and my neighbors lose our homes, how will we be fairly compensated? Will we also be compensated for relocating? This project could be a huge financial cost for my family. 4. Instead of expanding east, have you considered expanding west and moving any impacted rail lines west? With this project, will we even need the Legacy Highway anymore, at least between Farmington and Centerville? <p>I'm sure I'll have more questions so I'll email them as I can.</p>
12/22/2022	Laura Greenhalgh	<p>My name is Laura Greenhalgh and I live just off Glovers Lane in Farmington. I have reached out to Farmington City Mayor, City Council, and House representative Paul Cutler all who have directed me to UDOT and this isn't their project it's a UDOT project.</p> <p>I understand the need to widen the interstate and making changes to infrastructures. I understand that is your job and I can respect that. What I don't get is how interstate traffic emptying into a neighborhood street is okay.</p>

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		<p>Would you want the highway entering into your neighborhood?!? What about your kids or your grandkids having faster cars entering their residential streets that your kids will no longer be able to play outside even though there are other options?!? There have to be better options. We have to do better than this. Maybe we should push for busy interchanges into your neighborhoods and see how you like it!</p> <p>What can we do to make sure this doesn't happen????</p>
12/26/2022	Noel Koons	<p>Thank you for taking comments on this project and for extending the comment period. Below are my thoughts re the project that I feel very strongly about. Thank you in advance for considering my input and others' input.</p> <p>I'm happy to further discuss any/all of the points below.</p> <p>DO NOT EXPAND THE FREEWAY!! Expanding the freeway is an extremely expensive and extremely ineffective solution to congestion. Very high costs to build and maintain make it extremely expensive. Have you calculated the cost of repairing a 242 ft wide freeway? It must be astronomical. Mindblowing. Induced demand/congestion makes it extremely ineffective (more about induced demand HERE).</p> <p>Expanding the freeway will make it more dangerous/deadly. Adding lanes will add complexity to driving. Whenever complexity is added to a system, more human errors will occur—in this case, more crashes, injuries, damage, and death. If you're sincere about "Zero Fatalities" being the only acceptable goal, you will not make a stretch of freeway even more dangerous, all-the-while implicitly blaming the driver.</p> <p>A bigger freeway means more blacktop absorbing and radiating heat, helping our hot summers to become even hotter.</p> <p>A bigger freeway means less room for housing, which is in high demand. Have you done an opportunity cost analysis to see how much the state would gain if houses were not demolished for freeway expansion and perhaps some higher-density housing was built near the existing freeway? Freeways do not pay taxes. People do.</p> <p>A bigger freeway means more air and noise pollution. If you are unfamiliar with the impact on humans of these two pollutions, please read up on them. Living w/polluted air and noise is no joke. Many of the lesser-known impacts have to do w/brain development and functioning, especially in the pre-frontal cortex which is primarily responsible for, what's called, executive function, including paying attention, impulse control, understanding different points of view, and emotional regulation. More air and noise pollution will further retard Utah's executive functioning—when we desperately need more of it.</p> <p>Some alternatives to freeway expansion to consider:</p> <ul style="list-style-type: none"> Free (or reduced cost) transit. Expanded transit. More protected bicycle and pedestrian infrastructure. Seriously more. What would the Dutch do? Encourage businesses to have flexible work-from-home options, as appropriate. Create infrastructure that encourages walking, cycling, scooting, etc, and that discourages driving.

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		<p>Implement a small toll (perhaps 25 cents per mile) in congested freeway areas (EX: Layton-->Provo: 7:30AM-9AM; Provo --> Layton: 4PM-6PM; Mon-Fri).</p> <p>Thank you very much for reading and considering these points. As mentioned, I'm happy to speak further about this project, as I feel strongly about it.</p> <p>Lastly, I encourage UDOT and Utah's govt. to consider working w/Blue Zones Projects (link HERE) to help create a healthier, happier state of Utah.</p>
12/27/2022	Chris Plummer	<p>Asking me to choose between Plan A and Plan B is asking to choose between the lesser of 2 evils. I am not in favor of either plan option.</p> <p>My main concern is for the Guadalupe neighborhood that runs along both the east and west side of I-15 between 400 S and 600 N. This neighborhood is going to have the most negative outcomes but the least benefit from this project. I am concerned about the number of homes that will be destroyed (particularly along 700 West), neighbors displaced and inconvenienced during years of construction.</p> <p>I want UDOT to do something else like supporting regional vanpools to reduce car traffic on I-15. I think the state should subsidize people to ride mass transit, such as in the form of tax credits with verified mass transit ridership.</p>
12/27/2022	Carolyn Toronto	<p>To UDOT Road Study committee:</p> <p>We appreciate the difficult task you have to look ahead to plan for future growth and needs of the transportation system. Thank you for your fine work. Here are a few insights from living in the 200 West area.</p> <p>We have lived in Farmington just east of [REDACTED], off the northbound exit from I-15, for 42 years. We've seen the freeway major construction projects for all these years, including what we called the "luge" during preparation for the 2002 Winter Olympics. For the majority of these years my husband commuted into downtown Salt Lake City. Hence the southbound onramp and northbound offramp at 200 West in Farmington has been very important and appreciated.</p> <p>We are well acquainted with residents in every home on the Frontage road from Glovers Lane to this onramp, as well as every home in Kestral Bay and east of this onramp/ frontage road area. We've studied the A, B, and C proposals, though it's unclear what impact or number of families being uprooted and homes destroyed from any of these proposals in this concise area surrounding the 200 W offramp and possible onramp would be. Even one home/family being relocated is too many!</p> <p>Making major adjustments in this area will have a negative impact on too many families and to the community culture nearby. We've already seen the difficult transitions that families being impacted by the Legacy construction in West Farmington are having to make.</p>

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		<p>Though getting on the Northbound I 15 freeway requires us to travel through downtown Farmington to get to the Northbound I 15 ramps, it has never been a liability. It takes us through the central historic area of Farmington, and is a reminder of the wonderful community culture that still exists here.</p> <p>The central area of Farmington is one of the few untouched communities with pioneer roots still well visible. Anything that disturbs any of this area from the 200 West onramp to Clark Lane area will have a negative impact long term, destroying over 180 years of history. That said enlarging the Clark Lane bridge would be a boon.</p> <p>One last comment, Alternative C looks to be the most invasive to the 200 West area, as well as pouring many vehicles onto the limited frontage road area. These all would ultimately need to filter somehow into the surrounding areas.</p> <p>Thank you for your consideration.</p>
12/30/2022	Rick Lyon	<p>I didn't see any options that deal with future growth using only Frontrunner expansions and improved access to stations, without I-15 lane growth. Highway expansions inevitably lead to more congestion in the future, so I'm wondering what factors led to Frontrunner only options being dropped. Details on cost, capacity, impact to neighborhoods etc... would be appreciated. If low ridership is a concern, wouldn't future 1-15 congestion lead to increased transit ridership? Especially if serious investments were made to make stations accessible to bikers, or with improved bus routes to stations.</p>
12/30/2022	Steve Aguirre	<p>I am writing to discourage UDOT from selecting OPTION B, a plan to build a freeway exit at Glover Lane. This plan is a horrible plan. When we met with a representative at the open house, he was under the assumption that people wanted this exit here. This could be further from the truth. After meeting with many of my neighbors, we can't even find a single person that wants this. Most other freeway exits will go into a commercial area. This proposal would dump traffic directly into a residential neighborhood. This will impact those that use the Farmington trails and surrounding areas. High school students use this road on their walk to Farmington High School. Many Students park along Glover Lane. Joggers, Bicyclist, etc. all use this road. Increasing traffic in this area will not only make Glover lane more unsafe, but also the surrounding areas. I heard that this option will take out my home. If that is the case, when is UDOT going to notify me of this? I have received no communication. Option C would be a better choice since there is already some available access to the Freeway already. Maybe design Option C with continous flow would be a much better design. No matter which option gets selected, I think a better sound wall is needed and missing. Currently there are no sound mitigation options and the noise is horrible. I do think these comments are just lip service to UDOT and will be ignored. There were three options presented but only the Glover Lane choice had signs posted by UDOT about the study for the area. No signs were posted for the other options. Seems like UDOT has already made up</p>

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		their mind to destroy this neighborhood. PLEASE DON'T DUMP TRAFFIC INTO A RESIDENTIAL NEIGHBORHOOD AND SCHOOL ZONE!.
12/30/2022	James Longstaff	<p>I am emailing to let you know that the I-15 expansion is a bad idea and won't solve the congestion problem in the long term.</p> <p>Although the expansion of the highway will reduce congestion for the short term, it will also increase demand for developers to build more housing further away from Salt Lake. Eventually, we woy have spent so much extra money on expanding and maintaining the highway, but congestion would still persist.</p> <p>I propose we do close to nothing on the I-15 and instead spend the money on double-tracking the Frontrunner. Having more frequent and more reliable Frontrunner service will reduce congestion on the highway.</p> <p>A larger highway also means a highway that is more expensive to maintain. This is not a smart or savvy way to spend Utahns taxpayer money as it won't solve the long term problem.</p> <p>New bike paths and another Frontrunner track is much more cost effective and efficient to maintain to move the same amount of people.</p> <p>A concerned resident of Salt Lake County,</p>
1/1/2023	Maile Lindsay	<p>This has been a concern from the moment I heard from a neighbor, that there is a possibility a portion, if not most of our property/home could be demolished with alternative B. Interestingly enough, before our neighbor knocked on our door, we heard nothing of this. No notice or knock on our door from UDOT. Not even a letter, notifying us that our home, sanctuary, our space, could be in jeopardy. However, after the last public meeting, I now see signs posted on each corner of Glover Lane. It is unfortunate that we had to hear this from one concerned neighbor instead of UDOT.</p> <p>Put yourselves in our shoes. What if you woke up one day and found out UDOT is considering road construction that would/could include demolishing your home? It is hard to see past the positive benefits of alternatives A, B, or C, when alternative B could make you homeless.</p> <p>To be clear, I am completely against alternative B. It looks like alternative B would require demolishing existing homes and displace Farmington residents during a time where home cost in the area are at an all time high. Interest rates are high. Additionally, if we were to lose our home and purchase another, we would be priced out of the area and be forced to move to a less desirable neighborhood, with a high interest loan.</p> <p>Personal financial and homelessness worry aside, I am also concerned about the increase in noise pollution, increase in traffic, safety of animals and children with this increased traffic. There is also the concern of a drop in home values for those of us who may have Glover off-ramp/on-ramp as a backyard. Potential home buyers may want something near a highway or on/off ramp, but not right next to it.</p>

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		<p>We live in a residential neighborhood just off of Glover and Frontage. Glover Lane offers direct and safe access to the Farmington High School.</p> <p>Of the three alternatives being discussed, option A seems to be the one with minimal negative impact on residential home owners. I believe this option would not demolish homes and it would maintain current flow patterns.</p> <p>I believe a better alternative is to improve access through Legacy/Parish Lane and also Park Lane.</p> <p>Another alternative is connecting to a road West of Farmington High School. A road is currently being built there. I am unsure the exact street. Maybe it is 1500 W or 1800 W and Glover?</p> <p>We love Farmington and moved here about 5 years ago. This is where we chose to build our home and retire in a quiet community.</p> <p>Please tell me how I may access discussion minutes from past public hearings. Specifically about the Farmington/Glover minutes.</p> <p>How do we get an update from UDOT, once a decision has been made?</p>
1/2/2023	Adam Cook	<p>Hi, my name is Adam Cook; I live in Glendale and have spoken with your team at the recent public meetings on the I-15 EIS. I wanted to send along my contact information and follow up on some topics we'd discussed when I raised my concerns about certain aspects of the project. First, I took issue with the lack of speed control in UDOT's I-15 design proposals; I hope to follow up with a detailed comment on my other fears regarding impacts to travel choices and development patterns. As requested, I've included citations for the points I brought up at the in-person meetings.</p> <p>Briefly, while I understand that UDOT cannot unilaterally change speed limit criteria set by the Utah Legislature, I also note that Utah's 85th-percentile prevailing speed law is not the only criterion which can be used for determining highway speeds. State statute also calls for the consideration of "design speed; accident history; highway, traffic, and roadside conditions; and other highway safety factors." Further, over the last decade the NTSB has issued guidance discouraging use of the 85th percentile system.</p> <p>Justin Geistefeldt's publication, which I've cited below, is an example of an empirical demonstration of the capacity improvements which can result from applying more appropriate speed limits. Given the capacity and safety benefits of speed reduction (as well as air quality, shown by Dijkema, et al. below), it seems clear that taking steps to reduce speed limits and prevailing speed- in whatever order- would be a defensible and responsible act by UDOT in the I-15 corridor. Variable speed limits could also be a part of this strategy; Geistefeldt, as well as Hadiuzzaman, et al., cited below, showed that these can substantially mitigate congestion caused by stochastic events like storms and accidents that currently play a large role in traffic issues on I-15. While I cannot substantiate it empirically, I am concerned that these</p>

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		<p>events, and the freeway's total lack of resilience to them, are the ultimate determinants of congestion issues.</p> <p>In my comments to the I-15 project team, the difficulty of slowing traffic without increasing accident rates was noted as a reason to avoid changing posted speed limits as lowering highway design speed could increase the potential for conflicts between vehicles. Firstly, I feel that this is an obvious case of circular reasoning. Incorporating a high design speed because travel speeds are high because the design speed is high seems like an irresponsible approach to highway safety. 60-mile-per-hour highways exist in abundance throughout the state and country, as do travel speed inflection points (e.g. the 80 to 70 mph reduction further north on I-15), so configuring a roadway for these travel speeds should be quite feasible. All that aside, if congestion is reducing travel speeds on I-15, would prevailing speed laws not then justify a reduction in speed limits to reflect the new 85th percentile?</p> <p>Second, literature contradicts the idea that speed changes will increase accident frequency. De Pauw, et al. (below) observed a 5% decrease in accident frequency with reduced speed limits on an urban highway while Wilmot, et al. found that, in cases where reductions in design speed caused no significant change in accident rates, severity was substantially reduced. To me, this is an extremely important finding; to consider accident rates alone is problematic when data regarding the consequences of accidents are not included. We would all gladly trade an increase in fender-benders for a reduction in injuries and deaths.</p> <p>I hope you'll agree that this information provides justification for speed management as a safer and more cost-effective solution to capacity issues. I feel that it is morally imperative for UDOT to incorporate innovative solutions before considering the destruction of already-scarce housing in my neighborhood. Thanks again for your consideration of my comments, and happy new year.</p> <p>Sources:</p> <p>Geistefeldt, Justin. "Capacity effects of variable speed limits on German freeways." <i>Procedia-Social and Behavioral Sciences</i> 16 (2011): 48-56.</p> <p>Hadiuzzaman, Md, Tony Z. Qiu, and Xiao-Yun Lu. "Variable speed limit control design for relieving congestion caused by active bottlenecks." <i>Journal of Transportation Engineering</i> 139.4 (2013): 358-370.</p> <p>De Pauw, Ellen, et al. "Safety effects of reducing the speed limit from 90 km/h to 70 km/h." <i>Accident Analysis & Prevention</i> 62 (2014): 426-431.</p> <p>Dijkema, Marieke BA, et al. "Air quality effects of an urban highway speed limit reduction." <i>Atmospheric Environment</i> 42.40 (2008): 9098-9105.</p> <p>Robert Cervero (2003) Road Expansion, Urban Growth, and Induced Travel: A Path Analysis, <i>Journal of the American Planning Association</i>, 69:2, 145-163</p>

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		Wilmot, Chester G., and Mandar Khanal. "Effect of speed limits on speed and safety: a review." Transport Reviews 19.4 (1999): 315-329.
1/3/2023	Adam Cook	<p>Hi, I recently sent an email with my comments regarding the proposed designs for the I-15 reconstruction project. These primarily concerned UDOT's plans for speed regulation along the freeway corridor. Here I would like to call attention to I-15's impacts on planning and community connectivity, as well as steps which can be implemented to improve these qualities.</p> <p>When it was first constructed, the design of I-15 spared little consideration for intra-urban transportation in Salt Lake City proper. When combined with the Union Pacific rail corridor, the new interstate created a Berlin Wall effect, segregating the existing urban areas by stifling east-west connectivity. While I am pleased to see that UDOT's redesign proposals call for new multimodal crossings, I feel that this strategy is not taken far enough. If UDOT seriously intends to create an I-15 facility which will serve the Wasatch Front for the long term (rather than inflate the existing infrastructure until congestion necessitates another costly redesign), it is imperative that the agency invests in improving connectivity across the freeway corridor in accordance with its stated goals of connecting communities and enhancing economic activity.</p> <p>It is self-evident that I-15's current design philosophy prioritizes commuter traffic; it seeks to direct a firehose of commuters in mornings and evenings, treating Salt Lake as the economic center of gravity and surrounding towns as mere bedroom communities. Plans to incorporate reversible lanes in the I-15 reconstruction are evidence of this, and this approach is fundamentally unsustainable. While my comments at in-person meetings have focused on the negative impacts of freeway expansion on Salt Lake's west side neighborhoods, I feel that the current design philosophy does an equal disservice to outlying communities.</p> <p>Presently, the convenience of the freeway and the inconvenience of crossing it combine to incentivize north-south travel. Much of the northern Wasatch Front's labor force is siphoned away each morning, and the spacing of crossing points is still reflective of population distributions half a century ago, such that they are few and far between. As a result, new developments in Davis county are oriented toward freeway-reliant travel, further compounding traffic issues. In the Journal of the American Planning Association, Robert Cervero empirically demonstrated a similar effect (1), finding that the widening of freeways in California impacted travelers' route choices and developers' construction plans such that an increase in vehicle-miles effectively negated the intended benefits of the projects.</p> <p>We can all recognize that much of the Wasatch Front's growth in coming decades will occur in communities to the north of Salt Lake City and that endogenous business activity in them will be an important economic driving force in the state. It feels, however, that the current I-15 redesign proposals ignore this. A design which is truly "future proof" must necessarily address the hamstringing of east-west economic exchange and community cohesion</p>

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		<p>that the highway currently exacerbates.</p> <p>I recognize that the fortunes of the northern Wasatch Front are not entirely within UDOT's control. Zoning and transportation planning at the local level will be the ultimate determinants. That said, UDOT plays a crucial role in this and can bring huge benefits with highly cost-effective changes to planning criteria. For one, physical infrastructure requirements are ultimately determined by the number of vehicle miles traveled; 5000 vehicles traveling ten miles each create demand comparable to that of 10,000 vehicles traveling five miles each. Reducing the number of miles traveled by commuters on urban freeways, then, will have the same effect as taking cars off of the roads. In my view, demands on infrastructure can thus be reduced by increasing the number of non-interchange freeway crossings and more aggressively metering on-ramps, as well as by better coordinating freeway design with that of UDOT-administered arterial roads and cities themselves. Ultimately, such choices can serve to power economic opportunities for residents within their own communities, leaving interstate highways better able to serve their nominal purpose of expediting non-commuter travel.</p> <p>Thanks again for reading through my comments; please feel free to reach out to me with any questions or criticism.</p> <p>-Adam Cook [REDACTED]</p> <p>(1) Cervero, Robert. "Road expansion, urban growth, and induced travel: A path analysis." Journal of the American Planning Association 69.2 (2003): 145-163.</p>
1/2/2023	Dewey Reagan	
1/2/2023	Whitney Evans	<p>Hi! Thank you for taking input on I-15 expansion.</p> <p>From what I've read, this proposal to expand was created BEFORE receiving public input and fully exploring options. Although congestion is a real problem that needs to be addressed, I'm asking those responsible for this decision to consider the long-term human, environmental and sustainability impacts before moving forward. I do this as a Salt Lake resident who is concerned about the east-west divide, the Great Salt Lake, and air quality.</p> <p>I'm asking for those over this entire proposal to go back to the draft phase and dive in deep to the alternatives that wouldn't exacerbate divisions and environmental problems. As things stand now, people on the west side of the freeway have little access to resources and often find themselves at the crossroads of decisions that were made without consideration to their welfare (e.g. the Inland Port and prison relocation, to name a few.) Expanding the freeway and displacing people to save a few minutes of commuting time doesn't take into effect the humans involved, especially when housing costs are so high.</p>

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		<p>In addition to this, there are acute environmental concerns in Salt Lake with poor air quality and the deterioration of the Great Salt Lake. Putting more vehicles on roadways and widening roadways isn't a sustainable solution.</p> <p>Expanding the freeway is a short-term solution, and doesn't consider long-term impacts. In addition to this, according to Jon Larson, the Salt Lake transportation director, the benefits to congestion would be "marginal" on the south end of the valley. The cost far outweighs the benefits.</p>
1/3/202	Michael Polacek	<p>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.</p> <p>I am a community member that lives nearby, on [REDACTED], and frequently utilizes this section of roadway to travel east-west, and to enter and exit the highway. I have lived here for 15+ years.</p> <p>Here are the specific recommendations I have to address the safety improvements for this redesign:</p> <p>Concern No. 1: High speeds of passenger and heavy-duty commercial vehicles.</p> <p>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.</p> <p>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.</p> <p>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</p>

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		<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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		<p>Solution:</p> <p>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, 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.</p> <p>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.</p> <p>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.</p>
1/4/2023	Courtney Jones	<p>Farmington Option B is the best solution to solving congestion issues around south Farmington and north Centerville. The Park Ln and Parrish Ln interchanges are currently overloaded and will only get worse as growth in this area continues.</p> <p>Minimizing the impact to the neighborhood east of the project should be a big focus if Option B is chosen. The elimination of the fewest number of homes (zero if possible) should be strongly considered.</p> <p>On the same token, buying or building a home next to an Interstate highway carries with it some risk of displacement should the right-of-way need to be expanded. Future projects for large thoroughfares should set aside a large portion of land for clear zones and future expansion.</p>

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1/4/2023	NeighborWorks	Copy of letter appended to the end of this section.
1/5/2023	Benson Haurand	<p>North Salt Lake/Woodscross Where I live I15 is the largest contributor of noise pollution. Sometimes it is difficult to have a conversation outside. I hope a lot more effort can go into mitigating all the noise.</p> <p>The 2600 South interchange in every configuration would make it difficult to get to 800 West from Overland road on the west side. I cross this area often to get to the Frontrunner station. Configuration B would allow traffic to cross under the freeway without as much waiting.</p> <p>The reconfiguration of US89 to Beck Street looks like it would add 10 minutes to Downtown SLC because of the lights added.</p> <p>Please add a multi-use trail with separate grades at crossings to the entire length of I15. Similar to the trail Legacy Highway has.</p>
1/5/2023	Paul Torrisi	<p>I am a resident on the western side of Salt Lake City, and I would like to voice my concerns of expanding I-15 at all, but especially in my area:</p> <p>This project affects more residents on the west side of SLC, which is due for some infrastructure improvements. Pushing the highway/entry farther west not only forces some to move from their homes, but also cuts deeper into western neighborhoods that have been promised improvements from city officials for years. I-15 is already loud enough in my neighborhood, and I think my neighbors and I would like for it to stay where it is.</p> <p>I would argue that the Salt Lake City area doesn't have truly heavy traffic that merits adding more lanes to I-15. Closer to the city, there are always three lanes on each side of the road, and sometimes four or five. For a city of this size, that is more than enough. City plows also have plenty of space on I-15 to work with in the winter and do a great job keeping the roads clear, and adding more lanes might makes their job more difficult. I feel like accessing other interchanges from I-15 is already pretty easy, and adding new connections (ex. SLC and NSL) is unnecessary. Also, if the project does go on for six years or more, local traffic will be much worse during that time. Quite a few reports/studies show that adding more lanes to large highways can create more traffic, and I'll link some below after my thoughts on the potential climate impact of this project.</p> <p>Ultimately, expanding I-15 encourages more driving, which will have a massive impact on the environment, especially in the Salt Lake Valley. Anyone who has lived in SLC for a year or more has seen a nasty inversion or experienced brutal wildfire smoke during the summers. Encouraging more people to move to our city and fill up the roadways with cars will only make our local climate worse. There are probably many brilliant engineering minds working for UDOT, and I think their time and resources would be better spent making improvements to public transportation.</p> <p>All that said, I'd rather not have my tax dollars go towards a very long project that will end up making our city worse, especially in my near vicinity. Thanks</p>

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		<p>for listening.</p> <p>Paul Torrisi</p> <p>more-highways-more-driving-more-emissions-explaining-induced-demand us-highway-expansions-increase-traffic-pollution-environmental-groups-say- 2021-10-20 highways-climate-change-traffic.html</p>
1/5/2023	Derek Miyake	Instead of adding a freeway ramp and demolishing peoples houses how about you fix the [REDACTED] state roads that need to be fixed like 200 east
1/5/2023	Kimberly Butler	I am concerned about the impact of Alternative B on the intersection of 200 East and Glovers Ln. The grade of Glovers Ln as it connects to 200 East seems less ideal for heavier traffic flows, especially in slick driving conditions.
1/6/2023	Danny Brewer	<p>SMART Transportation Union represents the employees that work for Union Pacific Railroad and Amtrak, including those that work at the North Salt Lake Railyard Terminal.</p> <p>We are in favor of changes to the freeway in the study area, but have concerns about the safety of our members who are employed in the area and the public as it relates to the change in traffic patterns around our workplaces.</p> <p>Our position is that any new overpass built over the railyard needs to preserve existing open lanes for possible future expansion of North Yard and UTA Fronrunner, improve employee access for employees going to and leaving the property into the yard, discourage trespassing and camping, and that the 1800 North crossing at grade should be separated. We do not believe that option A or B option does this.</p> <p>If possible, we would like to meet with those involved in the planning to detail our concerns. Can we set something up?</p>
1/6/2023	Paul Gonzalez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to</p>

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		<p>lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>Social Media Campaign</p>
1/6/2023	M. Honer-Orton	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p>

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1/6/2023	Mary Wright	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <p>-Expanding public transportation infrastructure to connect east and west side communities.</p> <p>-Expanding public transportation infrastructure from Farmington to Salt Lake City.</p> <p>-Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>Social Media Campaign</p>

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1/6/2023	Anna Clare Shepherd	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>Social Media Campaign</p>
1/6/2023	Spencer Bagley	<p>Thank you for the opportunity to provide public comment on the I-15 alternatives study. I am writing to voice my strong opposition to freeway widening. It will displace residents and negatively impact air quality, while simultaneously failing to address the congestion problems that it purports to solve.</p> <p>Thank you for considering my comment.</p>
1/6/2023	Shauna Lund	<p>I appreciated the meeting that your four representatives had with the Farmington Neighborhood.</p> <p>I am currently in my home office which looks onto Glover Lane. It is currently 4:53 pm, Friday afternoon. There is literally NO traffic on the street and after the meeting last night I am totally confused over what is driving such a Massive intersection to be built at the frontage road. I have several questions that I would like, or concerns if you will, that I would like you to address.</p> <p>* Today, I drove in my car and it is .3 miles from where the exit going to Farmington 200 West begins on I 15 and the intersection of Glovers Lane and Frontage Road intersection. If I continue driving the exit, it is a total of .6 miles from where the exit enters the actual 200 west</p>

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		<p>location and the Glovers Lane and Frontage Road intersect. Why are you having a huge, massive interchange being built when the 200 West exit currently is in place LESS THAN A MILE from each other? I am concerned that there has not been any information collected on continuing to use the currently existing 200 West exit and on ramp heading south on I-15. I am</p> <p>really baffled when this area is currently a small, narrow area, where homes are currently in place and the land is built up. The information given us last night is for foreseeable traffic in 2050, but with there being no more property available for building, we are at the maximum right now. We will not have continued growth. I still do not see that there is a need for a huge intersection at Glover Lane and Frontage Road.</p> <p>*The distance from the intersection at Glover Lane and Frontage Road to the nearest interchange going East on Glover Lane is 200 East and is only .3 mile away. It is a short road stretch that ends at 200 East if heading East on Glover Lane. I would like a Traffic Impact Study (TIS) to be done to show what the impact would be if MASSIVE Amounts of Cars were to be taken from one area and diverted to this exit. Who are the cars that would be taking this exit?</p> <p>Certainly NOT the cars from the local residences. We are fine with the exit and on ramps currently in place. The current on and off ramps for our residential area are currently more than adequate. The 200 West exit into Farmington is rarely backed up and we don't see backed up traffic onto the freeway. It doesn't make sense to produce a new gigantic intersection when the need is not there. What we currently have in place is great and there is no other places to build in our area. Additionally, as expressed at the meeting last night, there are NO plans to change zoning of this residential area to anything else. We are an existing neighborhood, with NO GROWTH POTENTIAL that is having a huge intersection built when there is no need. I don't understand why you want to bring increased traffic into a residential area?</p> <p>* I live in [REDACTED] which is adjacent to Glover Lane. I am concerned that the increased traffic will make it incredibly difficult for me to get out of my subdivision. We have only one in/out entrance to our subdivision and that is onto Glover Lane. Again, has a traffic study been conducted as to the amounts of cars and what their destinations will be? Please don't make this new exit to bring extra traffic from somewhere else into our neighborhood. If there is not a need for this intersection, then please leave things as they are. Also, as discussed last night, no one was sure of how many actual homes would be taken to facilitate Option B. With the increased slope necessary to get all 6 lanes in, who knows how many homes on Glover Lane would need to be taken or impacted. I also question, where is the traffic coming from on the east heading west on Glover Lane that would cause the need of a 6 lane interchange. I am concerned that as I drive from Spanish Fork on I-15, to Brigham City, I do not see there is any other massive lane, diamond (spui?) interchange that dumps into a purely residential area. I don't understand that there is data that would show this is necessary and the impact to the residents be good. I question why are you doing this?</p> <p>*Because I do live in [REDACTED], I regularly walk my dog, sometimes several times a day. I walk the area, I observe what is going on, the traffic, the walkers and hikers, the mothers and babies, and the school students going up and down Glovers Lane. I am worried</p>

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		<p>beyond belief that if this interchange goes in you will have massive accidents as people and cars try to go one place. We have high school student drivers who come, hurrying down the road to get to school on time. They are the least experienced drivers who will now have to traverse this most confusing intersection (Option B). Already, I have observed one girl, who was distracted, as she was going from 200 East to the high school run into a property owner's fence and take it down. She was not hurt, there were no other cars, but I worry this girl would be killed</p> <p>if this intersection (Option B) goes into place. I am concerned that the students walking across the frontage road will not go the extra distance to be on a walker's path. They will instead choose the bike path and accidents will occur. I am concerned that Elementary, Jr. and High School students living in my in my neighborhood will be hit and killed as they have to walk across Glover Lane with increased traffic to go to and from schools. Many students ride their bikes or their scooters. All three schools hold yearly Run-a-Thons, or track practice with students running on Glovers Lane. Are they going to be safe?</p> <p>* I am concerned that the wetlands area on the Frontage Road, north of Glovers Lane is not being considered. We have deer that daily go to that area to feed and drink, we have nasty raccoons that congregate and plan their nightly fiascos there while they drink and rest. We have woodpeckers, although I dislike them immensely as they like to make Swiss cheese of my house, who rest and drink as they travel to and from, and who knows what else lives in this wetlands area. It is a small area, but it should also be considered. Many people walk on this trail between 200 West and Glovers Lane as they access one of the many Farmington trails. I worry about their safety and opportunity to access the trail system.</p> <p>In summary, the area is built up and there have been no traffic studies to show that there truly is a need for this interchange. Also, there has been no studies done to show what the impact will be to having additional cars into this residential neighborhood for no reason. Will 200 East need to be widened both North and South? Will Glover Lane need to be widened taking more homes?</p> <p>Is having additional traffic on 200 East funnel into downtown Farmington what is truly wanted? And what about the City's pumping station that is on Glovers Lane near 200 East? What will be the impact there? There are too many concerns that have not been answered.</p> <p>It is currently 5:53 pm now. It has taken me nearly an hour to compose and type this letter. In that time, 11 cars 3 trucks and 1 van has gone up or down Glover Lane. Where is the need for this massive intersection? There has not been enough studies done to warrant this outrageous intersection that will displace long-time residents from their homes. (2 more cars went down and 1 up). Please consider leaving things as they are. Putting our children at risk is not worth it. Governor Cox has stated his desire to have roads constructed with the option that displaces people the least. I do not believe that the NEED for this new interchange has been proven. I worry that the safety of the residents in this area has truly been shown.</p>

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1/6/2023	Margaret Hatch	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>Social Media Campaign</p>
1/6/2023	Tiffany Baird	<p>As a resident of Salt Lake County, I am concerned about the impact that expanding I-15 will have on residents and business owners.</p> <p>The current allocation of funds to support this program fails to address Utah's projected transportation needs. I saw this play out in my last state of residence (Georgia) where constant expansion of highways in the city of Atlanta did nothing to relieve congestion and only fragmented the city further. In the decade that I lived in Atlanta, the biggest improvement in transportation was the creation of a rail-to-trail beltline. This non-motorized, paved path encircles the city. It has expanded business opportunities and connected communities.</p> <p>I urge you to include funding for projects that (1) expand the public transit infrastructure from Farmington to Salt Lake City and (2) connect east and west side communities.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/7/2023	Richard S, Lund	<p>Thankyou for taking your time to read my letter. I am a resident of Farmington and have been for about 40 years. I recognize there will be growth through out the state of Utah in the future. At the present time the exits into and out of Farmington are adequate for our needs. The northbound 200 west exit into Farmington provides access but there are no commercial buildings unlike the Parrish Lane exit in Centerville to multiple commercial properties. If you look at Farmington option B it is one of very few exits in Utah that take traffic from the interstate on to a residential area. I find it difficult to believe that traffic from the interstate doing the speed limit of 70 mph to drive into a residential area where the speed limit is 25 or 30 mph. If you listen to the news drivers don't do the speed limit, some go well over it with a record number of drivers doing over 100 mph on the interstate this past year. The present exit onto 200 west into Farmington is adequate for south Farmington. There is very little growth potential east of I-15. The growth, as we have seen so far, is west of I-15. Why can't an exit/entrance be on the West Davis Project located south of Farmington High School or near Glovers Lane and Snowberry Lane?</p> <p>My other concern are children. Schools near this construction are Canyon Creek School, Farmington High, Farmington Junior High, and Farmington Elementary.</p> <p>For those of you that have children, or you are grandparents, do your kids ALWAYS obey you? Fortunately, mine obeyed most of the time but there were times they didn't. If kids are walking to Farmington High from east of I-15 the route can be difficult or deadly. If they stay on the Farmington trail it takes them out of the way. Option B is potentially deadly for children and others that use the proposed trail to cross I-15.</p> <p>Thankyou for your time. I look forward to hearing from you.</p>
1/7/2023	Emily Child	<p>Why are we putting in a new intersection at Glover's Lane and Frontage Rd? I know you are forecasting traffic and growth out to 2050 but I believe your projections are flawed. Has a traffic Impact Study been done? Our neighborhood is a narrow residential area that is already built up. There is no more space for growth in the area. Where is all of the traffic coming from? And where will they be going? We are a residential area and no where from Payson to Brigham have you put such an intersection into a residential area as you are wanting to do. The Farmington City Council has stated that our neighborhood is zoned residential and there are NO PLANS to have it changed. Homes are built up. It doesn't make sense to bring high levels of traffic that do not belong there into a residential area. What forecasts have been used to deem a 6 lane intersection is needed when we are currently a neighborhood that is already "built up"? Why can't we use the currently existing 200 West exit and on ramp? Why was there no options developed for this exit? Option B seems like an expensive "fix" for something that is not broken needing to be fixed or needed. Having people loose their homes for something that is not truly needed is too high of cost.</p>
1/7/2023	Shirley Cole	<p>Twenty three years ago I bought my home at [REDACTED] in Farmington. I am very concerned about your plans to make Glovers Lane and Frontage Road into a new intersection? Why? Wha we have now is adequate for our neighborhood. I understand that in 2050 traffic may have changed, but our area is already built up. What is driving this change? If the traffic in West Farmington and West Kaysville is forecast to increase due to new housing starts, then why not put an on/off ramp where the need exists, in West Kaysville or West Farmington off from the new West corridor freeway? If the need is there, then build it where the need is. It makes no sense to bring high levels of traffic into a residential area that does</p>

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		<p>not need additional access.</p> <p>Stacy Circle is on circle north from Glovers Lane. We have many children that play in the area or walk to the elementary school. I am worried that if traffic ever gets backed on Glovers Lane heading eastward that cars will choose to take side streets where our children are playing and our children will get hurt. I am equally concerned that traffic to and from the high school will not be safe for inexperienced drivers like high school students. I would like to leave that intersection as it is presently and would suggest a new intersection be placed further west where the actual need and growth is.</p> <p>Thank you for taking the time to read my letter. I am hopeful you will consider the impact it will have in this established neighborhood.</p>
1/7/2023	Mary Eargle	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/7/2023	Dee Rowland	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/7/2023	Lisa Christensen	<p>After reviewing the materials, it seems like the reversible HOT lane, while initially confusing, would be the most efficient way of addressing the forecasted increase of traffic. However, I am distressed at the plan of expanding I-15 so much to begin with. I know well how congested the freeway can get. I also live about a mile away from part of the area in question, and my neighborhood will be materially affected by the expansion. I am not a civil engineer, so maybe adding more lanes really is the best you can do to address the issue of congestion. From an outside perspective, though, adding on lane after lane seems like a default solution that keeps assuming that space is infinite and will solve the problem despite not (to my understanding) doing so in the past.</p> <p>We definitely should invest in replacing aging infrastructure, and think of ways to use the space we have as efficiently as possible. But as a lifelong Utahn, it's hard to look at this and not expect yet another proposal for yet more lane expansions after this fails to address the problem yet again. I understand that UDOT and UTA are not sister organizations, but perhaps more interorganizational collaboration could be helpful in addressing the problem of congestion during the morning and evening commutes in a way that continuous expansion has not and likely will not.</p>
1/8/2023	Beverly Boyce	<p>Do not expand the freeway. We have too many vehicles spewing too much pollution already. That seems to be an obvious conclusion. Expanding the freeway will only make pollution worse. Rather, expand and enhance the Trax options in that area. Put significant financing into making taking Trax the logical option. That would include more public bus lines covering more areas, etc.</p>

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1/8/2023	Trish Greenfield	Please consider mass transit as a solution to the I15 traffic mess. It is time to move away from our complete dependence on cars. Look to Portland to better understand how well mass transit can work before it is too late
1/8/2023	Ann Carter	Please please do NOT WIDEN I15. We no that widening a freeway does not solve the problem of congestion! Please be more forward thinking about your solutions to moving people. Just because you have the money doesn't mean you should endanger the residents with more pollution and encourage more cars on the roads. Your plans do consider pedestrians but your vision for the future is stuck in the past. Please reconsider
1/8/2023	J Wyman	We need to stop accommodating more cars and spend our money on better public transportation. We have an air quality issue that will worsen as the great salt Lake disappears. Let's discourage growth instead of facilitating it. We are running out of water . ABSOLUTELY NO MORE FREEWAY EXPANSION
1/8/2023	David Harada	It seems to me you have already decided to widen i15 from Salt lake to Farmington, and are asking what option to use, the state government does what ever it wants to do, and then asks the public what choices to use. The legislature has to much power, (gerrymandering), the (republicans) will always keep control, if both parties don't have a say there are no checks and balances
1/8/2023	D C	I do not want I-15 to be widened between Salt Lake City and Farmington. We need to invest in better transit infrastructure, Rio Grand Plan, and update zoning policies across the state to allow for higher density mixed use development. We must serve our future communities by ensuring that they have a sustainable city to live in. Thank yoy
1/8/2023	Bonnie Sucec	Please think of a more beautiful and balanced way to widen the free way. Ugly and dangerous.
1/8/2023	Sylvia McMillan	Please stop the growth in Utah. You are ruining my home and the home for millions of others, not to mention literally killing hundreds of millions of wildlife. They don't allow growth in Jackson, Wyoming. Period. Hence, it is a wildlife refuge and a place of unspoiled beauty. You are literally killing our environment, from birds (windmills) to snakes, to aquatic and plant invasive species, destroying our lake and water, the source of all life. Pumping from the ocean?! Come one. Where is the common sense? Do our politicians hate this state as much as they seem to through their actions of allowing unfettered growth? Do you think the Olympics or winning competitions for airport design (thanks now we have the most hated airport in the world, but hey, look at that white wave on the wall) are going to make us 'cool' again. Cox for cool. Wow! Rural development? How about rural death, for that is what will happen as the wasatch front down to St. George fill up with "affordable" condominiums and tiny homes with tiny yards to help the poor. I was middle class until you started raising taxes on my home to the point that now I have to sell because I can't afford to pay for your genius plans of affordable housing. I'm unhomed so you can home someone who makes more money than me as I am now retired. 90% of the people who live near the canyons don't want a gondola, yet we read in the news that they do. Hey, we do talk to each other. Thanks again for destroying the natural beauty of this state. Twenty years from now the tourism is going to drop to nothing because by then you will have dried up the lake, killed off a majority of the wildlife that keeps this beautiful ecosystem going and those that can afford to move out, will have. On a final note, I've written this as a personal release. Voters know we are no longer 'represented' by anyone in office and exercises like these are futile. Feel free to stop the

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		pretense of public surveys just like you completely stopped the pretense of representing us during Covid through fascist commands of closing small businesses and the wearing of masks.
1/8/2023	Gregg Alex	<p>Without going in to the detail of each alternative, I have some general comments:</p> <p>1) I urge you to involve Envision Utah in the planning and alternatives development. If we want smart growth, UDOT cannot work in a vacuum.</p> <p>2) I urge you to involve UTA in the planning and alternatives development. If we want smart growth, UDOT has to consider public transport options vs. adding more car lanes.</p> <p>3) There are so many of examples of how more lanes on a freeway are not a long-term solution to traffic problems. Let's stop adding more car lanes and instead expand public transport options. How about spending all that cash on high speed rail?</p>
1/8/2023	Patsy Washburn	<p>I don't like any of your ideas for I-15.</p> <p>As they say, 'If you build it, they will come.' Adding more lanes for the short-term may suffice in the short-term, but what happens in five or ten years when those added lanes will be as packed as I-15 is today? Just keep adding lanes into perpetuity?</p> <p>Utah is definitely bursting its highway seams, but adding more lanes will add more cars and that solves nothing.</p> <p>Why not look further into the future and plan for the growing population?</p> <p>I would prefer seeing greater investments in mass transit. Bullet trains from St. George to Ogden and beyond. Expansion of bus and trolley service within cities.</p> <p>More car traffic will certainly not help the climate crisis. That should be the main focus.</p> <p>Most Utah government decisions are made for the benefit of land developers, realtors, and private businesses. Inland port, new prison, new road or gondola in Little Cottonwood Canyon, etc.</p> <p>Try thinking of the people of Utah now and in the future for a change.</p>
1/8/2023	Jake Barnett	<p>As someone who has a degree in urban planning, I understand that growth in cities results in the need for growth in the city's roadways. Growth is inevitable, but please help it be smart growth. Many are wondering if UDOT is not really concerned about the residents of Utah. Many are wondering if those at UDOT just simply feel powerful and do what they want. I know that it is hard to balance the wants of the citizens and the needs of the state. But let me offer my feelings. Adding a northbound on ramp and south bound off ramp to reduce traffic on Parrish Lane and Park Lane makes sense. If the location for this solution needs to be Glovers Lane area, why not consider alternates that do just that? Add the on and off ramp without making a major rescale of Glovers Lane which will destroy homes, memories and live's of the many families that live there. If you are thinking of choosing alternative B, think if your family was one of the many that would need to uproot and find a new location or who's home value would drop significantly in this very hectic economy. Alternative B is not needed. The on and off ramps can be added with minimal impact on the residents of Farmington. The solution to helping others is not destroying the lives of others.</p> <p>Thank you for taking time to listen to a concerned Farmington resident. I know you can find a solution to your problems that doesn't create problems for those of us that live on and around glovers lane.</p>
1/8/2023	Sarah Wilmot	As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation

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		<p>infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/8/2023	Troy Grassley	<p>Please give public transportation more funding. I ride the UVX and front runner daily and have such a better time than when I am part of traffic. Don't people know if you ride public transport you can just stare at your phone! It's so fun.</p> <p>The bus in Lehi 871 doesn't even stop at my work anymore so I'm currently walking up hill in the snow. Which is fun to use an excuse that old people use because they refuse to fund public transportation.</p> <p>Okay love you bye</p>
1/8/2023	Tom Stephens	<p>Thank you for the opportunity to offer my comment.</p> <p>My comment is focused not just on this particular project, but more generally --- expanding freeways to accommodate the ever expanding number of vehicles is a losing proposition. I know it will be a tough transition, but UDOT needs to aggressively support mass transit along the Wasatch Front freeways, as opposed to more and bigger freeways.</p>
1/8/2023	Tyler Yeates, M.D.	<p>My strong preference as someone who breathes our air and takes care of people who breathe our air is none of the above. All of these options are expensive and more importantly, terrible for our health and community. Please use this money to improve our public transportation options. Thank you.</p>

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1/8/2023	Mike Hanson	<p>I am writing concerning the I15 work proposed at Farmington and Glovers Lane. Specifically Alternative B. This Alternative B needs to be eliminated immediately!</p> <p>This plan is not the best use of resources and our tax money to alleviate I15 congestion and access to Lagoon or keep cars from backing up on the freeway. This plan would be the only plan in Utah that would put a major interchange exiting right into a residential area. The safety of the citizens would be at risk as well as the students that live around the high school, junior high and elementary school. This area is zoned residential and has no businesses. No reason to put people out of their homes and cause disruption for years to come.</p> <p>From a safety standpoint, this would be a disaster. The kids that walk or ride to school would be at risk due to higher traffic volumes exiting the freeway. These kids would be at risk at all three schools. The cross country kids use Glovers Lane daily for their runs. This puts them at higher danger from too much concentrated traffic. This is a real concern. Adding traffic to this area does nothing to help I15 traffic and only adds risk. This area is only zoned for single family homes. No growth is projected EAST of I15 in this area. All of the growth is in Kaysville or WEST of the freeway. It makes no sense to put a major interchange in an area with no growth. There is no room to build EAST of the freeway. The safety of the kids and families is at risk and needs to be the number one concern.</p> <p>The expense of the Alt B project is the most expensive option. We can't believe that UDOT has a budget to eliminate about 30 homes in Farmington in the impacted area. How can UDOT afford this? Also to think of the additional bridge work and lights at 200 East and Glovers Lane. Why would you want to move these 30 or more families? The cost would be enormous. UDOT is already finishing the West Davis Corridor. This would be used to move more traffic to the WEST. There is NO GROWTH coming from the EAST side of the freeway. Use the WDC to move traffic from West Farmington and West Kaysville. The major interchange proposed at Glovers Lane is a waste of money and resources, not to mention the many families that would be displaced!</p> <p>We have also not seen the traffic impact study of the intersection of Glovers Lane and 200 East. Again, pushing more traffic EAST on Glovers Lane will cause not only safety issues but bottleneck traffic at 200 East. The homes there would be impacted with safety issues and increased noise. Have there been noise reduction studies done here? Again, just causing safety issues and displacing homes. More expense!! The value of the remaining homes would be drastically reduced as well. No one will want to live where there is so much traffic and safety concerns along with the noise!</p> <p>This is a bridge to nowhere. It's obvious to the citizens of south Farmington that this Alternative B is a terrible idea from a safety, cost and noise view. UDOT needs to go back to the drawing board and eliminate Alternative B once and for all. The Governor and State Senators will also be hearing from us. There are other ways to control Lagoon traffic and to keep cars from backing onto I15. Alternative B only will displace families and be the most expensive project ever. NEVER put an interchange such as this into a residential area!</p>
1/8/2023	Judy Olson	I don't agree with widening this freeway in the Davis County area. Several members of my family already suffer from pollution caused by cars. Please work on other solutions.
1/8/2023	Sara Wolovick	I've lived in downtown SLC for years and I'm emailing to voice very strong opposition to any plans to widen I-15. Widening I-15 will not reduce traffic, and it will lead to worse health outcomes, particularly for low income communities, in an area of the state that's already

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		<p>plagued by air quality issues.</p> <p>Induced demand in traffic is a well-documented and studied phenomenon and UDOT planners should already be aware of it. If the state is actually interested in reducing traffic north of SLC then the state should have frequent, high quality rail service. Frontrunner runs too infrequently to be of much use, and doesn't have enough stops. Widening the freeway is just going to lead to more traffic in the long run (not to mention the serious and deadly health consequences for the long income communities nearby). Investing in frequent transit will make taking public transit a convenient alternative to driving, thereby reducing traffic. Thank you.</p>
1/8/2023	Lisa Poppleton	<p>Adding more lanes to I-15 between Salt Lake City and Farmington is a mid-20th century approach to addressing the over-crowded freeway. In the first quarter of the 21st century we need bolder and more consequential action. The public must be offered as many mass transit options as possible and be educated and encouraged to use them. Just adding more lanes increases air pollution, disrupts neighborhoods, and leads to more people driving a private automobile in an age when this wasteful, selfish, and addictive habit of so many Americans must be decisively reduced if we are not going to destroy the natural world that sustains us. Even if a non-polluting, renewable source of powering all these vehicles was implemented tomorrow (which we know will not happen), the immense and ever growing number of automobiles and trucks is still unsustainable. All those new lanes will immediately fill with bumper-to-bumper traffic, and then where will we be? Even further from a rational, long-term solution to our transportation disaster.</p> <p>Spending the \$1.6 billion on viable ways to get people out of their cars and moving via more efficient, community- and nature-friendly transit options would be a much wiser investment. To conclude, I reject both alternatives presented for comment.</p>
1/9/2023	Tyler Peterson	<p>I think the expansion of the highway is a classic case of treating the symptom and not the cause. Adding additional lanes is only encouraging more drivers, I feel like UDOT is having a Field Of Dreams moment and "if you build it they will come".</p> <p>The "one more lane, bro" mentality that the United States has is destroying neighborhoods, increasing pollution, displacing disadvantaged people, and uses our tax payer money in ways that are not effective.</p> <p>We should be spending billions of dollars on infrastructure that will support a modern city instead of continuing to add more lanes to a highway that is only beneficial during commuting hours.</p> <p>I live in Marmalade and our community is already completely segregated from Rose Park by train tracks and a huge highway. Not sure if this is by design or just poor planning without any thought of many people that call the west side their home. Are more families going to be displaced? Are their quality of life going to go down because the highway further encroaches upon their homes?</p> <p>I feel like UDOT is going to build the highway regardless of public opinion and that they really don't care about the people living in the communities. UDOT should be ashamed of the car environment that they have helped build in the state and the auto/pedestrian accidents that are continuing to happen at a faster and faster rate, should weigh on UDOT and their workers shoulders. We can do better and we should do better.</p> <p>Let's protect our neighbors.</p>

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1/9/2023	Austin Wood	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	andy Gaither	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From</p>

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1/9/2023		<p>I believe the answer to our dilemma is to stack the roads. Please Google freeway stacking - images, for many good ideas. We are land-locked between the mountains and the lake, and there isn't room for all of us who live along the freeway to rebuild. My grown children have bought homes by us (not along the freeway), and I have to stay close to them! We're retired and our home is paid off, but it wouldn't be possible for every home lost to be replaced with the money we get from the government. I really believe that freeway stacking is the answer!!!</p>
1/9/2023	Sara Kenney	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/9/2023	Kim Gaither	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Don Gaither	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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1/9/2023	Amanda Rino	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/9/2023	Amiko Uchida	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Josh Palmer	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From</p>

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1/9/2023	Mallory Howard	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Jackie Baker	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation</p>

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1/9/2023	Clarissa Chipman	<p>I have lived in Provo for 20+ years, and I have growing concerns about air quality and pollution in Utah. Instead of widening I-15, which has been shown to increase traffic and pollution over time, please invest the proposed budget into public transportation!! Try making front runner and bus routes free for a year and see how traffic lessens. Expand on existing bus routes to make them more accessible in more areas.</p> <p>More traffic lanes will inevitable fill with more cars. There needs to be better and cheaper options for Utahns to commute to work. Investing in public transportation will provide this.</p> <p>Please prioritize public health and safety! Private cars are a huge source of air pollution and accidents in Utah. Getting more private cars off the roads is the healthiest and safest option for Utah as development continues in this state.</p> <p>Thank you for taking the time to read my public comment. Please take care of our state residents by taking measures to insure better air to breathe and safer transportation to work.</p>
1/9/2023	Claire Jones	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/9/2023	Grant Mauk	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/9/2023	Claire Jones	<p>Hey UDOT,</p> <p>I read this New York Times article yesterday and immediately thought of the I-15 proposed expansion: Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It? .</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs. There have been multiple studies that prove that widening highways only alleviates traffic for a short period of time, and then traffic increases again.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/9/2023	Madilyn Morgan	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Angeles Martinez	<p>I am a born and raised Utah citizen and find myself increasingly concerned for the future well being of the great salt lake valley and it's residents. I wonder if serious consideration for the sustainability of our ecosystem is being given in regards to the proposed I-15 expansion.</p> <p>Our environment has plenty of threat with our water resources being depleted and air filling with toxins. Adding additional asphalt square footage and not only adds to the toxins being released into our are but also attract a greater degree of sun heat and increasing our effect on climate change.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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		<p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>The people of Utah deserve to be cared for on a more personal degree than trying to decrease commute times, which will likely be unresolved by additional lanes on the freeway. I ask you to be mindful of a precious space provided to us by Mother Earth and how intentional we are when using it.</p> <p>A concerned Utah citizen.</p>
1/9/2023	Olivia Bennett	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Klay Anderson	<p>We need to fund *alternatives* to reduce vehicle traffic. Please read <https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?searchResultPosition=3> this NYT article and include it in my comments.</p>

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1/9/2023	Kennedy Flavin	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Pama Bermudez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From</p>

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1/9/2023	Spencer King	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Chad Eggertsen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation</p>

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1/9/2023	Jacqueline Miller	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/9/2023	Victoria Stafford	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Erica Wood	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/9/2023	Samantha Kipack	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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		<p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Jyl Read	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Abigail Carmody	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side</p>

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		<p>communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Jessica Flores	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City.

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		<p>-Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future. Having been born and raised here in the Salt Lake Valley I have a lot to say about this proposal. First and foremost: Utah legislators need to stop acting like people/homes/businesses on the West side of The Valley are disposable. They are people and part of our community. They need to be given as much opportunity as people residing on the 'east side' it's ridiculous that this continues to happen and there's a stigma against the west side from mostly from legislators.</p> <p>2: Utah and Salt Lake Valleys, more like it, air quality is terrible to say the least. Personal vehicles are the main purpose of why our air is so bad and we need to take it seriously! Put more money into making public transportation more user friendly and more accessible to everyone in The Valley. This would help with air pollution and help with people's way of life. More lanes mean more cars will be driving on the freeway which means more pollution. I remember when the freeways were being expanded for the Olympics in 2002, and now we're talking about doing it again? The construction never ends!</p> <p>3: legislators need to focus more on natural disasters such as the salt lake drying up rather than trying to expand the freeways. It's so unimportant compared to living in. Complete toxic dust bowl. We won't be able to drive around if we can't live in The Valley at all.</p>
1/9/2023	Emily Sharp	<p>As a concerned resident of Rose Park and Utah, I am recommending that the Utah Division of Transportation disclose information about how this project will impact west side residents and businesses. More importantly, I recommend UDOT come up with alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed expansion within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front. The west side is already more affected by pollution.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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		<p>Utah's most significant contributor to air pollution is vehicle emissions, which cause PM2.5 Pollution throughout the Wasatch front. In Salt Lake Valley alone, residents experience an average of 40 days per year of pollutant levels exceeding the U.S National Ambient Air Quality Standards (NAAQS). This is due to weather-related events, topography, and emissions.</p> <p>Countless studies have shown evidence that the expansion of freeways and highways incentivizes car use and does not result in shorter driving commutes. Instead, the result is an increase in traffic and air pollution.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>Thank you for the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Markell McCubbin	<p>Hello, I am an educator, a parent, and an environmental supporter living in Salt Lake City. I do NOT support increasing pollution to build more roads. We need less cars to help our air problems, not more. Please spend your time, energy, and our money on public transit solutions! As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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		<p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>We must prioritize the environmental sustainability of our city and state, or people will leave and tourism will die out.</p>
1/9/2023	Nikole Allen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p>

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		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/9/2023	Brit Bieber	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Naomi Flinders	<p>I am asking that the Utah Division of Transportation develops alternative plans to the proposed I-15 expansion. We don't need more lanes on the interstate. We need public transportation expansion and accessibility, additional alternative modes of transportation infrastructure.</p> <p>We don't want increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front in exchange for more asphalt. What a horrible deal.</p>

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		<p>UDOT should put the funds towards expanding public modes of transportation.</p> <p>Besides less air pollution more public transit options and availability encourage more movement and a healthier community. It's also safer than private vehicles.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>We are tired. Please make better decisions. Thank you.</p>
1/9/2023	Kara Rasmussen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/9/2023	Jane Pearson	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Christian Petersen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/9/2023	Alex Veilleux	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/9/2023	Valarie Stewart	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p>

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1/9/2023	Isabel Quilantan	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Nicholas Haertel	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/9/2023	Joan Gregory	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/9/2023	Kary Norton	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/9/2023	Crystal Trentelman	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Jocelyn Morales	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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		<p>the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Ana Gonzalez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/9/2023	Rosa Bandeirinha	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p>

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1/9/2023	Lara Gallacher	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Joshua Mcfarland	<p>Do not allow more traffic and more air pollution on the wasatch front. Research clearly shows that if you build it they will come. Instead, invest in functional mass transit options.</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/9/2023	Brianda De Leon	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than</p>

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1/10/2023	Chloe Boyd	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City.

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		<p>-Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Michelle Ludema	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Elliot Gleich	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/10/2023	Jasmin Cruz	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>Thank you for your time and consideration.</p>

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1/10/2023	Roxanne Conroy	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Caitlin Lodge	<p>Please don't dismiss this immediately. Our residents are already concerned about toxic air, we do not need an expansion in an already insanely busy metro area. Our city can't handle it and we don't want it.</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms</p>

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1/10/2023	Collette West	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does</p>

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1/10/2023	Amanda Curtis	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/10/2023	Aaron Short	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Rachel Coffey	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/10/2023	Brett Carroll	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/10/2023	Robert Johnson	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/10/2023	Terry Thomad	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Lisa Mountain	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/10/2023	Rick Walton	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/10/2023	Joni Koncar	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Toni Sherwood	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms</p>

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		<p>of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Cathryn Cordray	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does</p>

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1/10/2023	Lyndsey Anderson	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/10/2023	Cara Despain	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Theresa Sheets	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/10/2023	Skyler Fleming	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/10/2023	Sarah Muir	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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1/10/2023	Jessie Hicks	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Alex Brasher	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/10/2023	Daniel Clinch	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/10/2023	Rob Cramer	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p>

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		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/10/2023	Hannah Spinner	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Lindsey Witt	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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1/10/2023	Andrew Cupp	<p>As a concerned resident of Rose Park in Salt Lake City, just near I-15, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>Basically, I believe UDOT should invest in anything other than widening the freeway.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fails to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people</p>

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		<p>to drive more and leads to increased air pollution and traffic. From past experiences in states like California, where I am originally from, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Angela Chavez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and

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		platforms for better access. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/10/2023	Suzanne Stensaas	Sorry, but if you widen it they will come and a few minutes in time saved is nothing. Lets spend the money on free public transit for bus and front runner., Less pollution, can work or read on transit, less carbon emissions, and most of all not divide the city with freeways making the inequities even more obvious and difficult to remedy.
1/10/2023	Colleen Shepherd	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Nate Housley	As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility,

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		<p>additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Kyle Grismore	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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Date	Name	Comment
		<p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Rick Gregory	<p>Apparently this is a case of "if your only tool is a hammer, everything looks like a nail." Or, in this case: If all you can do is build roads, that's the only solution to everything. If that is your only option, then it's probably time for the Utah Legislature to find some more intelligent ones.</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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Date	Name	Comment
		<p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Rebecca Burrage	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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Date	Name	Comment
1/11/2023	Amanda Barusch	<p>As a long time resident of Utah whose husband suffers from pollution-induced asthma, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and it fails to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p> <p>Please don't make my husband's asthma worse!</p>
1/11/2023	Nathaniel Barusch	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing</p>

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		<p>the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Veronica Sanchez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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		<p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Sarah Foran	<p>As a resident of Utah, I am concerned about the proposed highway plans. This plan seems to focus on moving cars rather than people. There are multiple alternatives that would circumvent the necessity of this expansion. Funds could and should be invested in evaluating alternative transport options including UDOT funded and operated fast trains, increased studies on people-based movement (identifying the why and investing in an alternative how). UDOT needs to include health and no health based assessments of the increased traffic on both corridor residents and the whole of Utah. This evaluation should include an Environmental Justice screening of the area and proposed mitigations for overburdened communities.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>Multiple studies have determined that more lanes do not decrease traffic but rather increase the number of cars on the road. The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. - Funding safer bike lanes and routes. And utilizing and incorporating bike rentals and e-bike options for commuters and residents. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access and more suitable/comfortable waiting areas. Including shelters and heated options. Funding should be invested in public transport communication and accessibility. This includes outreach through school on public transport use, schedules, and maps. Social media and applicable communication investments. And ease of purchasing (such as purchasing bus tickets through</p>

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		and app or with contactless payments on busses or at bus stops)
		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/11/2023	Judy Lord	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Briana Sullivan	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South</p>

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		<p>to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Jackson Green	<p>Hey there! I am from Salt Lake Valley, and I am recommending that the Utah Division of Transportation develop alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and health impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs!</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does</p>

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		<p>not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Expanding public transportation infrastructure from Farmington to Salt Lake City would help with this problem.</p> <p>I appreciate the opportunity to provide public input. -ClimateJack.</p>
1/12/2023	Marvin Breton	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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Date	Name	Comment
1/12/2023	Erin Davis	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front. This does not address the irresponsible growth and development we have seen in Utah over the last 5-10 years; our housing market is space constrained and our natural resources such as water and clean air cannot sustain the explosion of housing development.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. -Improve incentives for electric vehicles (tax incentives) and utilizing public transit (periodic free days) <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Kaitlyn Mahoney	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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Date	Name	Comment
		<p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Rachel White	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people</p>

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		<p>to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Caitlin Cahill	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and

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		platforms for better access. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/12/2023	Ruedigar Matthes	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Alonso R Reyna Rivarola	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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		<p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Dane Hess	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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Date	Name	Comment
		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/12/2023	chad eggertsen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Larissa Esquivel	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance</p>

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		<p>on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	John Glade	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/12/2023	Brittany Adams	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Margaret Spight	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From</p>

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		<p>past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Hester Henderson	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/9/2023	Melissa Ogilvie	<p>To whom it may concern.</p> <p>Please consider these points for Farmington Alternatives.</p>

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		<p>Maintain road to Lagoon for northbound traffic while adding a northbound on ramp at the 200 West exit.</p> <p>Make it safer for the elementary and junior high school kids walking to school on frontage road. Extremely dangerous crossing the road there where cars are coming off the freeway.</p> <p>Consider adding an additional on/off interchange to west corridor to help those in west Kaysville travel to Farmington High. Not necessary to use I15 for travel when the corridor is closer and easier to access.</p> <p>No need for interchange at Glovers lane. Farmington is not going to grow more in this area. Consider adding an interchange instead where there is growth and need, such as 1500 w Glovers lane.</p> <p>Glovers lane is residential area and interchange would cause numerous problems:</p> <p>Unnecessary traffic during commute times when school traffic to the high school is also extremely busy.</p> <p>The demolition of homes for alternative B is unacceptable and cannot be compensated for monetarily for the loss of neighbors and friends.</p> <p>This is a quiet neighborhood and Alternative B will drop property value and is incompatible with the land use and zoning.</p> <p>Alt. B would make it more dangerous for students walking and biking to the high school with unnecessary additional traffic. This would essentially be like the Parish lane exchange traffic competing with high school traffic and then expect students to remain safe while crossing over Glovers lane. The way people drive nowadays, no amount of lights or crosswalks can protect as much as limiting the amount of traffic can.</p> <p>Need a traffic impact study on Alt B up to 200 E. B will likely need a light at 200 E, take out additional homes to accommodate this, and create safety concerns for 200 e drivers. It will clog up 200 E more, add more traffic to this road which is used by numerous bikers, kids walking to school and joggers/walkers who use it daily. This will make crossing Glovers and 200E more dangerous and divide up the neighborhood.</p> <p>To avoid 200 E nightmare, people will cut through neighborhoods (Hollie Avent) where grade school and Jr. High kids walk to school. It will increase the congestion, making it more difficult for residents to get in and out of their property.</p> <p>Noise will dramatically increase on the frontage road, glovers lane and in neighborhoods, through all hours of the night. It would be difficult for UDOT to mitigate freeway noise.</p> <p>Alt B will further divide east and west Farmington, reduce access to the trail system on the west side. The floodplain trail on the west side of the freeway and frontage road north of Glovers lane will be impacted.</p> <p>Farmington has been a nice quiet area. Please consider these items and let's find a solution</p>

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		elsewhere that won't cause more problems then it solves. Thanks for your consideration.
1/9/2023	Adam Daly	Please. There are numerous studies on this already that more lanes do not ease congestion. You are going to have the same congestion in a short time and then what? Please look into this further before deciding.
1/9/2023	Dayna McKey	I do not agree with the alternatives. We should be looking at better ways to move people without displacing existing residents. There are no details on how many homes and people you intend to displace in order to expand the freeway. People deserve to have more information. We live in Rose Park and it is already difficult to maintain housing as it is. With the current affordable housing crisis in Salt Lake City, it seems quite irresponsible to further displace people who are already without many options. Transportation expansion in our city should focus on alternatives to polluting vehicles and include rail, car share, and other alternatives that do not increase pollution or displace communities.
1/9/2023	Annie Studer	<p>As a concerned resident of Utah, I ask the Utah Division of Transportation research alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution and construction time traffic delays.</p> <p>Furthermore, by the time the expansion is finished, demand will likely exceed the expansion route.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/9/2023	Julia Huddleston	<p>I live within a half mile of the 600 North I-15 freeway entrance/exit. I am very concerned about the lack of transparency about what the expansion would mean for my community. I absolutely do not support any displacement of people or businesses to build a bigger freeway. I strongly support alternative transportation options, rather than expanding I-15.</p> <p>Please take this opportunity to re-imagine the future where we do not value cars over our health and wellbeing.</p>
1/9/2023	David Eyer Davis	<p>Hello Folks at UDOT'S design team,</p> <p>I have read the 36 page design brief that summarizes your plans to expand I-15 north of Salt Lake in an attempt to alleviate freeway-based traffic. There are plenty of highlighted improvements on surface streets: bike lanes, pedestrian amenities, which I am happy to see. What I am unhappy to see is that the project's main expense and goal is to double I-15 in places, to a width equal to a 18-20 lane superhighway. You and I both know that this doesn't fundamentally solve Utahns' transit issues, and will continue to prioritize our use of single occupancy vehicles for transportation, which leads to more road widening, which ruins our cities, our air, our communities, and our health. I know you think your hands are tied on this issue, that your goal is to reduce delay hours and increase vehicle throughput. It's an admirable goal, but solving this challenge in the short term is not solving it at all. If we continue to expand our freeways without investing a greater share of our budgets, engineering prowess, and priorities in public transit and walkable communities, road expansion will simply make it more compelling to drive and harder to create alternatives. You are the biggest transportation force in our state and your priority needs to be to work holistically with every transit option to shape our transportation infrastructure on a statewide scale for the better. It's time to make that jump.</p> <p>You know this is important. Why else would your 36 page design brief highlight, center, and lead with alternative transportation imagery (trains! pedestrians! bikes!) and focus on small accessibility improvements at interchanges? UDOT seems to want to rebrand as a holistic transportation agency without fundamentally changing your car-centric infrastructure projects. You operate this way, I assume, because you have the expertise, networks, and contracts in place to build massive freeways, and because it will alleviate traffic in the short term. Your goal should not be to increase traffic flow and do nothing to discourage car use. The only long term solution is to design our comprehensive transportation infrastructure so the only people using the freeway are the people who absolutely have to. This means not widening streets or freeways for cars, it means investing in public spaces that slow drivers down and discourage them. It means drastically increasing availability and connectivity of train, bus, and microbus options. It means increasing the cost of road use for end users through tolling and gas taxes that go to providing alternatives. And it means divesting your budget from freeway expansion and into large scale and comprehensive alternatives. Some of the work required isn't in your jurisdiction, it needs to be done by our local municipalities, or our state and federal legislators. You are in constant communication with them. Tell them what you really need to get the job done.</p> <p>Be the organization that your design document insinuates you to be. Wide roads are alienating to neighbors, reduce the likelihood of people going outside in anything but a car, and contribute to inefficient commute-heavy life choices and the chasing of real estate further and further out from the city centers, which chews up public space. It's time to prioritize transit that will preserve our mental health, public space, public lands, and help us reclaim our communities from our own cars.</p>

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1/9/2023	Erica Marken	<p>I am a longtime resident of Utah, homeowner and tax payer and am against the proposed widening of the I-15.</p> <p>I urge you to look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>Thank you for your careful consideration of the voices of many concerned Utahns.</p>
1/9/2023	Brian Smith	<p>I am a SLC resident and regularly bike and walk around I-15 in the SLC area. I'm extremely concerned about the impact of this project on our community.</p> <p>The entire premise of the expansion is flawed. It extrapolates recent population growth forever and doesn't include any mitigation from transit alternatives. Induced demand proves that traffic levels will remain constant regardless of how many lanes exist.</p> <p>Far too many homes will be displaced from the expansion through Salt Lake. We should be prioritizing long-time residents over space for more vehicles.</p> <p>Even those homes not demolished will suffer from elevated air pollution, noise pollution and increased traffic on neighborhood streets used by cyclists and pedestrians like myself.</p> <p>Diamond interchanges are unacceptable. I am terrified as a pedestrian or cyclist going through these intersections as they promote high speed traffic that crosses at angles where people don't look out for non-vehicular traffic.</p> <p>Underpasses for only cyclists and pedestrians need to be prioritized whenever possible, consistent with design alternative B. Overpasses require huge detours and extra grade for users that render them impassable.</p>
1/10/2023	Krin Riedel	<p>Hello,</p> <p>I have been a resident of the Country Hills subdivision since it was built, 30+ years. I want to make my comments as to why Alternative B does not strengthen the community, connect communities and in prove health and mobility for use of the I-15 corridor.</p> <p>This neighborhood is a quiet, residential neighborhood which will be profoundly affected by an offramp unlike other areas that could be considered. The homes left in the neighborhood will have a reduced quality of life and property values. this is incompatible with local zoning and land use.</p> <p>We in Farmington do not need another offramp. It is said this plan is for growth elsewhere but Alt B would not impact those peoples lives, only the people of Farmington specifically off of Glover lane. UDOT has not shown area specific need here in Farmington. We are not going to grow to need Alt B.</p> <p>The demolition of homes would remove 15 -20 houses with our friends and neighbors is not acceptable. I am guessing that this is a very conservative number and the real number of homes removed would be greater. Our neighborhood is a tight community and this would take away valued friendships from our community.</p> <p>The removal of these homes would devalue our neighborhood and bring in noise, traffic nightmares and impact wildlife. This would absolutely divide East and West Farmington and limit the East Side of Glover lave area's access to trails and recreation. My family currently uses the Glover Lane overpass at least once a week to access the bike trails on the West Side of the Freeway.</p>

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		<p>This action would also make it unsafe for kids going to school. There are many High Schoolers from my neighborhood that use the Ped Overpass as the traffic would make it less safe for pedestrians. It would increase the drive time to and from schools, create busy traffic jams where the currently do not exist at 200W and Glover Lane.</p> <p>to avoid the 200 east nightmare people will cut though our neighbor hood making it less safe where children currently walk to school making it less safe for them.</p> <p>Increased crime has been associated with areas that have immediate access to the freeway which would make out neighborhood less safe and impact resident's lives negatively because of this.</p> <p>The impact on wildlife greatly since there are always deer on Glover Lane and in the area.</p> <p>The traffic nightmare alone should be enough to speak against Alt B. This impact from the freeway all the way to 200 East will disrupt our quiet neighborhood and create safety concerns for drivers on 200 East. A light will be necessary on Glover and 200 E which will also take more homes. 200 E is the major traffic artery in our neighborhood and the action of Alt B will be a huge impact on this area. Roads were not designed for this level of traffic, access to homes on Glover lane will be next to impossible and safe access of surrounding neighborhoods will take more time and be more dangerous.</p> <p>The result of Alt B would ruin our quiet, residential neighborhood. It will destroy the rural, quiet nature of south Farmington. The reason we all moved here in the first place.</p> <p>I request that UDOT please reconsider the proposed offramp and investigate other areas where it is actually needed and not ruin a long standing neighborhood that does not need it or want it.</p> <p>Thank you for your consideration.</p>
1/10/2023	Damon Martin	<p>Hello,</p> <p>I recognize this is an important issue and decisions are a challenge. With that in mind, I respectfully implore you to NOT implement Alternative Option B for the Farmington section.</p> <p>I've actually worked on freeways in other areas and can see the importance of smoother traffic patterns, but they must fit the need and environment of the area. Putting an off/on ramp at Glover does NOT fit either of these.</p> <p>There's actually not a need for increased access here. The current set up works fine. Safety would be drastically DECREASED. With the high school on Glover, the current traffic pattern actually works more than adequately.</p> <p>Adding a higher volume interchange will drastically increase the number of accidents with less experienced, mature drivers. (And I'm sure you, more than anyone know how that turns out). The area is currently all residential. Adding a high volume interchange will drastically and negatively impact that as well as increase the likelihood of crime and accidents. Neither of which fits the current environment and decreases safety. (The very aspect, I suspect is a key objective of the project).</p> <p>Destroying 15-20 residences will not do well to improve our small town community. This is more than heartbreaking. This cannot be the reasonable choice of a concerned government</p>

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		<p>that is looking to improve life of its constituents.</p> <p>Again, these points are submitted with respect, hope, and belief that those making the decisions will make the choice that will impact the fewest current homes, improve overall safety, and keep the positive community feel in tact. Alternative Option B does NOT do any of that.</p> <p>Respectfully, Damon Martin Resident [REDACTED]</p>
1/10/2023	Spencer Lookk	<p>I pass through the 200 West intersection daily on my commute to and from work. Accessing Southbound I15 from this intersection makes me a little nervous every day due to the speed at which people exit the freeway coming Northbound. Add a little snow or rain to the mix and you may even get a little adrenaline rush as you attempt to 1) not get hit by people exiting North Bound and 2) not get hit by people accessing South Bound I-15. I'm fully supportive of Option C because it doesn't affect the neighborhoods that were never intended for a major interchange. This area is commercialized. I also support Option C because it includes walking/biking improvement to the Glovers lane overpass. Please do not consider option B. It will be bad for the community.</p>
1/10/2023	Susan Burdett	<p>Friends,</p> <p>The Tribune suggested that readers weigh-in on the changes we would like to see on I-15. It's a good suggestion. This will be the first of three suggestions I will send. It will be the easiest to implement.</p> <p>I want the speed limit lowered. Lowering the speed limit will lower fuel use, reduce air pollution, and lower the accident rate. Win. Win. Win. I've written to Carlos Braceros once about lowering the speed limit, and I'm writing again.</p> <p>Sincerely, Susan Burdett</p>
1/10/2023	Susan Burdett	<p>Friends,</p> <p>This is the second email I'm sending regarding things I would like to see regarding I-15.</p> <p>I would like the speed limit lowered considerably, back to 55 mph year round if possible. A 55 mph speed limit would lower fuel consumption, improve the air quality, and reduce the accident rate. The lower limit would also encourage citizens to invest in other forms of public transportation. If a 55 mph speed limit is impossible year round, it should be implemented from December 1 to March 31, the period of high pollution.</p> <p>Sincerely, Susan Burdett</p>
1/10/2023	Susan Burdett	<p>Friends,</p> <p>This is the third email and final email I am sending regarding what I would like to see regarding I-15. It's probably the most fanciful, too.</p> <p>Many of my friends are too young, too old, or too compromised to negotiate I-15. The cars and trucks are going too fast to make the trip pleasant. Also, the environmental damage I-15 is causing makes using it spiritually offensive. I suggest lowering the speed limit. Along with</p>

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		<p>lowering the speed limit, I suggest limiting the use of commercial trucks by imposing heavy license fees. Also, I suggest that all drivers be required to schedule a time to use I-15. If scheduling works for the national parks, it can work for I-15. Finally, entrances and exits should be spaced at about every twenty miles. That ought to work. Changes like these will encourage Utahns to take public transportation.</p> <p>Sincerely, Susan Burdett</p>
1/10/2023	Onie Grosshans	<p>Having read Robert Caro's THE POWER BROKER – about how Robert Morse build highways/roads thru NYC neighborhood, ruining them beyond repair – the lesson learned: if you build roads to accommodate more autos, more autos fill the roads.</p> <p>With the Morse mentality – eventually northern Utah will be covered with a thick webbing of roads.</p> <p>Frankly, there will never be enough roads to handle the influx of new people into Utah, causing more roads, more areas under concrete. Why not invest in improving mass transit, making it more convenient, more affordable.</p>
1/10/2023	Annie Carlile	<p>Without attempting to sound callous and intense, the idea to expand I-15 by such incredible measures, is an insane idea. There is plenty of proof from other urban areas like Texas and California, that huge freeway expansions do not help reduce traffic in the long run. Such a huge and expensive project will inevitably become obsolete. Indeed, the idea that we aren't better planning to reduce individual car use by the year 2050 is also incomprehensible. Why not expand public transit and make it more useful and affordable so that people do not need to rely on freeways? Why not community-build so that people feel more inclined to use public transit? Have the past 50 years of science confirming climate change and environmental degradation meant nothing to the state of Utah? Our best solution to giving our children better futures is jam pack more concrete for more cars?</p> <p>Deeply saddened by the state's inability to look further than profit and actually build a life and community here that does not need such developments. Invest in the people, not in the cars.</p>
1/10/2023	Liz Layne	<p>I am writing to express my opposition to both alternatives to the I15 plan. It has been established in numerous states over many decades that widening highways does not actually reduce congestion in the long-term. It would make the most sense to broaden UDOT's mission to include all forms of transportation, not just moving vehicles; but that is beyond this project.</p> <p>I would support using I15's existing footprint to create reversible high-occupancy lanes for peak travel times, actually charging for these appropriately to reduce the tax payer burden in funding more concrete that creates ongoing maintenance costs.</p> <p>Transportation improvements should build wealth, not destroy it. With the existing footprint the neighborhoods of N SLC will not be condemned. The money saved by not expanding the highway needs to be used to make transit free, easy, pleasant; driving everywhere all the time needs to be costly, difficult, and unpleasant to get folks out of their cars. If Traxx and Fronrunner were free or lower cost, with more frequent service at peak travel times, with updated/clean interiors, with better shelter at stops, that would be helpful.</p>
1/10/2023	Alexia Pappas	<p>Please DO NOT go through with this expansion. The environmental effects alone are enough reason to not expand I15. We need to address current air pollution problems BEFORE we add even more issues to our horrible air quality. This is a bad idea.</p>

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1/10/2023	John Bennion	I propose improving mass transit rather than widening I-15; therefore, I am in favor of neither of the presented options.
1/10/2023	Devin Weder	As a resident of Rose Park, I ask that the EIS team consider alternatives other than roadway solutions. Rather than continuing to expand I-15, please consider investing in other transit modes that are more future proofed and take up less land to serve the same number of people. Ideally, solutions that allow people to walk from their doors to the transit, and then walk to their destination, without wasting space on parking lots. As Jason Davis, UDOT's former Deputy Director, once said, we don't want to become California. So please choose smart, forward thinking alternatives that don't lead us to become a congested, gridlocked Wasatch Front. Otherwise, it won't just be the Cottonwood Canyons that will be called the Wasangeles Snakers
1/10/2023	Lindsey Witt	<p>I wanted to take a moment to express my concerns about the proposed I 15 expansion. Not only will this change impact my friend's homes, but I think it's a short-sighted solution to the issue of growth. Investing in better (and more frequent) public transit options is something that would benefit everyone in our community, not just car-owners. As a side benefit, our air quality will improve!</p> <p>I simply can't encourage or promote more individual car ridership, which is what this "solution" aims to do. There are better, long-term solutions that transit can help solve.</p>
1/10/2023	David Osokow	<p>My name is ____ and I live in the ____ neighborhood.</p> <p>The alternatives proposed by UDOT to increase the capacity by widening the highway in an area with already high levels of pollution will exacerbate the problem and have negative health impacts on the community. It would be important for UDOT to fully consider the potential effects on air quality, noise pollution, equity and public health. Some of the expansion areas in Salt Lake are located in communities that have been historically redlined and the state's plan to potentially demolish homes for this project is untenable and unjust. The project area has some of the largest percentage latino neighborhoods in the state and this is doubling down on past racial and inequitable highway placements throughout the country. The federal government should consider this a title 9 violation and strip funding from UDOT if they continue with this widening project. Burying the I-15 needs to be on the table as well. Having an elevated highway in a lower income area is not right and you see other area highways such as I-215 without adequate sound walls.</p> <p>The state's own healthy places index shows some of these neighborhoods like Fairpark to have the highest PM 2.5 readings and the increase of lanes and construction will only exacerbate this.</p> <p>I do like the improvements along 600 N , 500 N and 400 N which would seek to better improve East to West connections but I don't see enough to be done to mitigate noise and air quality concerns. I think the underpasses at 500 N and 400 N are a good idea but there are also crime concerns which need to be considered while also maintaining the ability to easily go East and West.</p>
1/10/2023	Andy Evans	<p>UDOT –</p> <p>I'm writing this letter to document my feelings about the Alternative B proposal for I-15 Farmington. My home and yard is [REDACTED] Glovers Lane and runs along Frontage road and I'm very concerned and opposed to this alternative for the following 8 reasons:</p>

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Date	Name	Comment
		<p>1. LOSS OF HOMES – Many of my friends and neighbors would lose their homes if option B was approved. It's horrible to think that people that have lived here for 10,20,30 or even 40 years would lose their homes and memories if this option was approved.</p> <p>2. LOSS OF YARDS – While my home may not be lost, I would lose a big chunk of my yard, as would many other families with the current proposal. Our yards are already small in this area and greatly needed for family activities.</p> <p>3. LOSS OF SAFETY – I love to take walks and ride my bike and frequently drive down frontage road across Glovers lane. At anytime of the day you will see dozens of families crossing this street and I fear for their safety if this was to change to a huge 5-6 lane intersection with fast cars exiting the freeway.</p> <p>4. HIGH SCHOOL ISSUES - High School kids would have a much bigger increase for injury or death if a large on/off ramp was added right next to Farmington High School. Currently the parking is limited at the High School and so kids part all the way up the street on Glover Lane, which would further increase injury or deaths.</p> <p>5. INCREASE IN CRIME – I don't have the exact numbers, but I do know that crime does increase near freeway on/off ramps. Criminals can do their illegal acts of theft, injury and property damage and can quickly jump on a freeway entrance to never be seen again.</p> <p>6. INCREASE IN NOISE – I understand that the freeway has to be expanded, but we do NOT need a large interchange at Glover's Lane. This will add a significant amount of noise to this residential neighborhood effecting hundreds of homeowners.</p> <p>7. RESIDENTIAL AREA – I travel I-15 daily and I'm unaware of any other major on/off ramp that dumps traffic right into a residential area without any commercial services. This brings a large list of problems to residents that they should not have.</p> <p>8. VERY LITTLE GROWTH EXPECTED – Farmington is land locked and especially at Glovers Lane. No new homes can even be built in this area, so adding a huge on/off ramp at this location does not make any sense. The traffic we have now is the same we will have in 25-50 years for this neighborhood.</p> <p>Having easier access to I-15 for residents can be accomplished with Option C, which does not have any of the downfalls and problems that Option B would have that I have listed above. Please make safety and protecting families your highest concern and do NOT approve Alternative B for Farmington.</p> <p>Sincerely, Andy Evans (REDACTED)</p> <p>South Farmington Resident for 20+ years</p>
1/10/2023	Todd and Nadine Garrett	<p>UDOT, To Whom It May Concern, 8 Jan 2023 Glover's Lane Interchange (Option B) We wanted to provide some input to you on our opposition regarding future consideration for Glover's Lane Interchange (Option B). We have looked carefully at Options A, B, & C provided by UDOT and do not support any of them. Specifically, we are very concerned that Option B would bring major traffic flow directly into small</p>

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		<p>residential neighborhoods. There is already access for the Northbound exit ramp and a Southbound entrance ramp on 200 West, which keeps major traffic out of what is primarily family neighborhoods.</p> <p>We do not want the additional congestion that this new interchange would bring. It looks like Option B impacts a great deal more homes, with additional intersection lights at the frontage road and Glover's Lane. It will make it extremely difficult for residents of these neighborhoods to get onto the frontage road when turning off from the subdivision streets when heading south. We are concerned about bottlenecks occurring at the interchange and the inability of residents to reasonably access Glovers Lane or the frontage road, and the possibility of this congested traffic using the adjoining neighborhoods to get free of the congestion. We are sure that due to the increased traffic flow this interchange would inevitably bring to this area, the need for additional work to be done at the east end of Glover's Lane and 200 East, to include an intersection light and additional lanes. If that happens, then more homes will be impacted to widen the street.</p> <p>We do not like the idea of dropping a major North/South interchange from the freeway directly into a residential neighborhood. Glover Lane and adjoining neighborhoods have already been impacted by the addition of the West Corridor access near the Glover Lane and Frontage Road intersection. As a community of Farmington, do we really want additional direct access both North and South to I-15 with a High School, Junior-High School and Elementary School so near to the intersection? We are concerned with the safety of Farmington children crossing what will be a major intersection in order to walk to and from these three schools.</p> <p>We suppose easy-on and easy-off in both directions to the freeway makes it easier also for crime access to nearby homes and schools than what already exists. What is the impact to home values? Who wants to move into an area that has a freeway interchange right in the middle of family homes?</p> <p>We will end up becoming just like the Centerville's Parrish Lane, with one exception. Instead of businesses surrounding that major interchange, there will be private residential homes with families and their young children surrounding it.</p> <p>From at least Provo to Ogden this option B exit would be the only one north and south that drops directly into a residential neighborhood with homes right on the corners of the traffic-light controlled intersection and is a safety issue for using pedestrian cross walks.</p> <p>What considerations are in place for existing wetland at the corners of the intersection as well as additional traffic noise that will impact these family neighborhoods?</p> <p>Has consideration been given to add an on/off exit on the West Corridor connection that is being put in place on the West side of Farmington that would help resolve some of these same issues?</p> <p>We know that Lagoon's traffic, when in the height of their season, impacts this area. Has there been any reasonable consideration given to eliminating the Lagoon access from the 200 West exit into Farmington and funneling the North/South traffic to Lagoon into the Park Lane interchange by adding dedicated lanes for exits and movement into and out of Lagoon entrances.</p>
1/10/2023	Ben Trueman	<p>I am writing to express my opposition to the expansion of the I-15 freeway. As a resident of Salt Lake City, I am concerned about the potential negative effects that this expansion will have on our community. Adding more lanes will not solve traffic problems and highways are proven to decrease the quality of life in cities. We should be investing in public transit, not cars.</p>

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		<p>One of the main reasons that I am opposed to this expansion is the impact it will have on air quality. More lanes on the freeway will inevitably lead to more traffic, which will produce more air pollution. This is a serious problem, as poor air quality has been linked to a range of health problems, including respiratory issues and heart disease. Especially on the west side of SLC where we are surrounded by freeways and have worse air quality as a result, we need solutions that improve the quality of life for everyone, not just drivers.</p> <p>Furthermore, adding more lanes to the freeway will not necessarily solve the problem of traffic congestion. In fact, it is likely to have the opposite effect. When freeways are expanded, it often leads to an increase in the number of cars on the road, as more people are attracted to the convenience of driving. This can create an "induced demand" effect, where additional lanes ultimately lead to more traffic, rather than less.</p> <p>Instead of expanding the I-15 freeway, we should be investing in alternative modes of transportation, such as public transit. Public transit has many benefits, including reduced traffic congestion, improved air quality, and increased mobility for people who do not have access to a car. It is also a more cost-effective solution in the long run, as the construction and maintenance of public transit systems is generally less expensive than building new freeways.</p> <p>I urge you to reconsider the expansion of the I-15 freeway and to focus on developing sustainable and efficient public transit options for our city. Thank you for considering my concerns.</p>
1/10/2023	Laurie Christie	Please do anything you can to save the Great Salt Lake.
1/10/2023	James Pagoaga	I want to let you know that I am strongly against the I-15 expansion project between SLC and Farmington. The expansion of that section will do nothing more than increase the traffic spews harmful particulates into the air which will lead to even poorer air quality that will harm the populations lungs and hearts. Please spend the money on less harmful commuter types of transportation. The valley is already faced with the harmful particulates from the drying up of the Great Salt Lake. We don't need to add to the problems that this expansion will generate.
1/11/2023	Laura Rogers	<p>We are facing an expansion that would make I-15 (from SLC to Farmington) 18-20 lanes wide.</p> <p>Seriously a bad idea. Instead of praising people for giving birth to many children, maybe help them think about restricting their reproduction. I know religion recommends procreation, but let's start thinking about limiting it.</p> <p>Maybe the Governor (I understand he is LDS, but maybe making room for those who are already here might appeal to him?) and other politicians can join this plan. Maybe generate a different idea by making people realize how procreation damages the environment when it gets this high.</p> <p>It's dangerous!!!</p>
1/11/2023	Amy	<p>As I am looking at option B of the Farmington alternative plan, I have a question. How many freeway exits in the state go into fully established residential areas with no business zoning? Has this been done before?</p> <p>Thank you for taking the time to answer my questions.</p>

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		Sincerely, Amy Evans
1/11/2023	Brayden O'Brien	<p>I grew up a resident of Farmington, and routinely commuted southbound on I-15 into SLC and beyond. I understand the frustrations of slow-moving traffic, and am not naive about the need to strategically plan for the rapid growth along the Wasatch Front.</p> <p>However, I am writing to voice my strong opposition the proposed widening of I-15 along the Wasatch Front. Our car-dominated culture is unsustainable and detrimental to our environment, health, and quality of life. Studies have shown that widening freeways does not actually reduce traffic, but rather induces more cars to the road. Instead of pouring resources into expanding outdated infrastructure, we should be investing in meaningful alternative transportation systems such as public transportation, bike lanes and pedestrian infrastructure. Widening this freeway is a policy failure that perpetuates our reliance on cars and neglects the long-term health of our community.</p> <p>We will never build enough roads. We need to build alternatives.</p>
1/11/2023	Nickie Nelson	<p>I lived in Los Angeles for 23 years and in northern Virginia for 6 years. Both of those areas demonstrate that widening interstates does not reduce traffic.</p> <p>Both of those areas demonstrate how delaying building public transit such as trains and subways dramatically increases construction costs per mile.</p> <p>Be smart, Utah! Spend the money NOW to double track Frontrunner and add buses that run every 15 minutes (with parking so that we can drive to the nearest bus station).</p>
1/11/2023	Christine Aston	<p>We have lived in Farmington for 31 years. We raised our four sons here in the wonderful community of Farmington! Farmington has gone through a lot of necessary changes that has come with growth. But, alternate B will just create more of a traffic nightmare to add to what we have already experienced in recent years. Farmington has already lost most of its small town appeal that once made it such a great place to live. I can't imagine it has come to needing to take out established homes of families in our community so that a major exit can run right into a quiet neighborhood.</p>
1/11/2023	Julie	<p>I say NO to all the plans to expand I-15 what we don't need is more growth, the quality of life in this valley is suffering especially on the west side due to pollution caused by too much rapid growth.</p>
1/11/2023	Jan Ellen Burton	<p>I think the plan to widen I-15 to 6 lanes plus additional space for bikes is a terrible idea. The proposed section of expansion from Salt Lake City to Farmington provides a route to wonderful bird habitat, and allowing for increased traffic to planned development is not appropriate in this area. It is not only the addition of extra lanes in terms of land space, but the pollution from trucks and vehicles which will be a negative for the people—as well as the birds—living in this region. People in the Northwest area of Salt Lake City need to be protected from the degradation of their air, land and water, which will be amplified by widening the freeway.</p> <p>The freeway has not been well maintained, as is obvious, and improvements to the infrastructure may well be needed.</p> <p>Thank you for the opportunity to comment.</p>

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1/10/2023	WFRC	<p>Ms. Pocock:</p> <p>As a Participating Agency to the I-15 Farmington to Salt Lake City Environmental Impact Statement (EIS), the Wasatch Front Regional Council (WFRC) thanks you for the opportunity to comment on the EIS Alternatives Analysis. Provided below are comments from the Wasatch Front Regional Council. Please note that these comments were prepared by WFRC staff and were not considered by our Council.</p> <p>I-15 Farmington to Salt Lake City Environmental Impact Statement</p> <p>We would like to thank the Utah Department of Transportation (UDOT) for their leadership and commitment in addressing the growing transportation needs across the state and particularly along the Wasatch Front. The significant effort dedicated to the I-15 Farmington to Salt Lake City EIS is further evidence of UDOT's commitment to identify solutions to connect communities, address safety, health, and the environment, support all mobility options and modes, with an eye towards the regional and local economy in southern Davis County and northern Salt Lake County.</p> <p>As the Metropolitan Planning Organization (MPO) for the greater Wasatch Front Region, WFRC's role is to plan for an integrated transportation system including roadway, transit, active transportation, and other facility improvements to meet projected travel demand over 30 years, with consideration of land use, air quality, economic opportunity, and other factors relevant to quality of life.</p> <p>Understanding the focused, defined Purpose and Need of the I-15 Farmington to Salt Lake City EIS, we note that the MPO's goals and responsibilities in planning for long-range transportation, in terms of geography and objectives, are broader. The Regional Transportation Plan (RTP) takes into consideration transportation, land use, the economy, and the relationship between all three. It focuses on accommodating and best serving the needs of all users and communities along the Wasatch Front.</p> <p>The RTP process includes input from local communities, transportation partners (including UDOT), stakeholders, and the public through a robust engagement process. The need to make improvements, at a regional level, to I-15 in southern Davis County and northern Salt Lake County has been identified and included for decades in prior RTPs and is included in the current 2019-2050 RTP and draft 2023-2050 RTP, but relies on the EIS to address alternatives and more fine-grained details against the Purpose and Need.</p> <p>Stemming from our regional and long-term perspective, we offer the following recommendations:</p> <ul style="list-style-type: none"> ● The I-15 EIS will work within the broader RTP to provide a system of improvements in the vicinity of I-15 including a range of transportation choices for residents. We recommend that the potential improvements being evaluated in the I-15 EIS therefore also be considered within the context of the additional projects within the RTP, and the need to provide transportation choices for driving, transit, biking and walking in the area. ● Within the I-15 EIS process, WFRC encourages UDOT's recognition that certain capacity enhancement strategies such as widening and additional lanes reach a point of diminishing functionality from an operational and safety perspective. The decreasing marginal utility of adding capacity suggests that innovative strategies be evaluated that will enhance the long-term functioning of I-15. ● Any approach taken for the I-15 corridor should maximize community connectivity by

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		<p>accommodating multimodal connections across the corridor.</p> <ul style="list-style-type: none"> ● Efforts should be taken to consider demand that may be induced as a result of potential improvements. Considerations should likewise be given to approaches that ensure that overall growth in travel demand does not unduly degrade the ability to maintain reliable mobility consistent with the Purpose and Need. ● I-15 improvements should lend themselves, whether in whole or in part, to being flexibly repurposed to accommodate or encourage use of new mobility technologies such as connected and autonomous vehicles and innovations in trucking operations. This suggests lane design where one or more lanes could be repurposed over time. ● When focusing on I-15, as in the EIS, the potential broader regional impacts and benefits of a regional system connection should be fully considered. We recommend that implementation strive for regional connectivity, integration, and support to the existing and planned transit, roadway, and active transportation systems consistent with Utah's Unified Transportation Plan and the Wasatch Choice Vision for our region. <p>Again, thank you for the opportunity to provide comments and participate in this important study. WFRC looks forward to our continued participation.</p>
1/11/2023	Jake Packer	<p>expand it. We need more roads. we should do other types of transportation in line with demand, but we shouldn't make driving a car a bad experience in hope it will make drivers miserable enough to ride the bus.</p>
1/11/2023	Clark Sonzini	<p>I have lived for more than 50 years on west State Street in Farmington. I live in an old historic house about [REDACTED] of the Frontage Road and drainage ditch. The ditch drains some natural springs that are in the area where some want to expand I-15.</p> <p>It is my thought to not expand I-15, but to look at the expansion of Legacy Highway. Most of the future growth of Davis County will be in the northwest portion of the county. Most of the future expansion of Weber County will be in the western portion of the county. To prevent added miles of driving and air pollution for the drivers in those areas who want to access I-15, add lanes to Legacy. My youngest daughter deals with respiratory issues. This may have been brought about by her growing up so near to the pollution from I-15.</p> <p>I am not a traffic engineer, but in traveling Legacy, I believe one lane could be added in each direction without increasing the current footprint of the highway.</p> <p>Please consider this as an alternative to I-15 expansion.</p>
1/11/2023	Laurie Bray	<p>I am opposed to expanding the number of lanes on I-15. Reasons:</p> <ol style="list-style-type: none"> 1. Increased pollution by more cars using it=worse air quality. 2. If we build it....they will come... 3. If we invest in efficient and affordable mass transit, then people will use that. If the option does not exist, then of course they will drive. <p>The Wasatch front and all of Utah cannot possibly endure continued air pollution. If the Great Salt Lake continues to shrink, we will have those toxins added to our air.</p> <ol style="list-style-type: none"> 4. We need to start exploring other options to preserve what is left of our beautiful state. 5. We need to do better at balancing economic growth and preserving our very special natural resources in Utah. <p>I live in West Jordan and commute to Sugar House every day. I have learned to drive at off</p>

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		peak hours. We need to rethink our habits if we want to sustain our state.
		I am a Trustee on the Sugar House Community Council and it is important that all voices are heard in this. How have you reached out to the public?
1/11/2023	Dallin Witt	<p>I am writing to express my deep and sincere opposition to the proposed widening of I-15.</p> <p>As a lifetime resident of Utah, and a homeowner on Salt Lake City's west side, I am immensely concerned at the damage that this project would do to my city and neighborhood, without any meaningful long-term benefits.</p> <p>This tremendously costly project would only induce demand, utterly defeating its own purpose.</p> <p>If we want to make the Wasatch Front easily navigable by a large number – and wide variety of types – of commuters, then we need to expand public transportation options, not continue to widen an already pointlessly wide highway.</p> <p>Please consider the impacts that this will have on the lives of the people who live near I-15. We need transit options, not to have our homes destroyed in the name of fruitless "progress."</p>
1/11/2023	Georgie Corkery	<p>As a resident of Northing for 30 years and counting, I am strongly opposed to making I-15 from SLC to Farmington an 18-20 lanes wide. Even UDOT admits that this plan won't solve the congestion issue that we're looking at as the area continues to develop and grow. As a Salt Lake Tribune editorial puts it, "the sad fact about widening highways is traffic always grows to fill the available space." Expanding the highway would be an act of disregard for community concerns, opinions, and values.</p> <p>Between our issues with dust from Great Salt Lake, an extreme increase in emissions from the Inland Port, and beautiful but pollution-trapping geographic location, the last thing Northern Utah should be focusing its resources on is increasing vehicle traffic. The money allocated towards fixing the issue could be utilized to encourage public transportation that would save residents time, money, lungs and heart.</p>
1/11/2023	Paul Weiss	<p>Dear Director Bracer and I-15 EIS Study Team,</p> <p>Members of the all-volunteer neighborhood organization, Capitol Hill Action Group (CHAG), submit this comment to express our appreciation for the National Environmental Policy Act (NEPA) process by which UDOT, as lead agency, is incorporating public input into the planning process for proposed Interstate 15 expansion from Farmington to Salt Lake City. We appreciate this opportunity to share concerns we have about the project and to offer recommendations for improvement during the current Alternatives Development phase.</p> <p>I-15 is in close proximity to our Capitol Hill neighborhood, bringing vehicular traffic with its noise, air pollution, and other safety issues that affect us. The planned expansion of I-15 would likely have undesirable local consequences including increased traffic congestion, increased noise, and further degraded air quality. That --combined with additional air pollution from the Inland Port, Salt Lake City airport expansion, the new prison, Northpoint development, refinery emissions, and fugitive dust from the shrinking Great Salt Lake-- portends an increasingly dangerous public health environment for our sector of the Wasatch Front.</p> <p>CHAG members recognize that transportation planners face growth challenges that are anything but static. Population growth along the Wasatch Front increasingly stresses</p>

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		<p>transportation infrastructure and renders some traditional responses inadequate and unsustainable. Long-time area residents recall that earlier responses to I-15 overcrowding relied heavily on construction of additional traffic lanes. That "capacity improvements" approach amounted to a temporary fix.</p> <p>The adage that "Build it and they will come" proved true. I-15 was expanded to handle more cars. They came, and we're overcrowded again; this time with even greater traffic volume and more vehicular air pollution. CHAG is therefore wary of any new "capacity improvement" approach that will serve to promote additional traffic volume on I-15 and inexorably lead to a déjà vu of where we are now.</p> <p>We wonder why such entities as the Utah Department of Environmental Quality, the Salt Lake County Health Department, and the Wasatch Front Regional Council haven't been more assertive advocates for our well-being. Where is the comprehensive area traffic study that incorporates all population and pollution growth factors into a human health impacts assessment that UDOT and other planners can use to inform viable, sustainable transportation policy, programs, and projects? The latest proposed expansion of I-15 shows again what happens when crucial planning data is missing.</p> <p>Closer to our Capitol Hill neighborhood, we are pleased that Salt Lake City has appropriated nearly \$600,000 for a Capitol Hill Traffic Calming Project as part of its wider Livable Streets Program. The initial 'scoping' for the Project took note that one of the problems requiring mitigation is cut-through commuter traffic --largely from Davis County-- spinning off the increasing I-15 traffic flow. We hope that the I-15 expansion project does not intensify the Capitol Hill cut-through traffic situation and thereby undermine our Traffic Calming Project objectives and efforts that the city has so graciously funded.</p> <p>Is UDOT working with Salt Lake City and Salt Lake County planners and traffic engineers to ensure that no local traffic calming initiatives are put at-risk by potential build-out of the I-15 mainline and various I-15 connector and interchange alternatives?</p> <p>We acknowledge that the No Action alternative the NEPA process requires to be considered won't ameliorate the Wasatch Front population, vehicular, and pollution growth problems exemplified by the I-15 congestion crisis. We support sustainable interventions by local, state, and federal agencies. The Action alternative that's really needed does not yet appear in the I-15 expansion process to which this public comment is directed.</p> <p>To that end, CHAG recommends that UDOT and its cooperating and participating agencies revisit and expand the Levels 1 and 2 EIS screening criteria to incorporate potential impacts of public transit improvement options for each of the quality of life categories --safety, connectivity, economic, mobility-- and associated range of indicative measures. We hope that such action by UDOT and partners will result in provision of at least one additional alternative, with options, for consideration and comment by the public.</p> <p>CHAG is aware that the Capitol Hill Neighborhood Council (CHNC) has proposed that UDOT embrace a similar perspective to ours that would prioritize public transit improvements to a much greater degree than UDOT's latest [Alternatives Phase] I-15 expansion report indicates. We endorse the CHNC's call for shifting highway expansion monies toward:</p> <ul style="list-style-type: none"> ~ providing transit to facilitate access to Frontrunner stations in Davis County; ~ providing other solutions to the "last mile" problem across the region; ~ increasing the density and frequency of transit service; and, ~ subsidizing transit to make it an attractive alternative to driving. <p>We like CHNC's suggestions for reconfigurations of the overwhelmed 600 North intersection and viaduct at I-15 and changes to the dangerous 600 North inter-sections with 400 West and 300 West, though we fear the existing problems there will ultimately resurge as I-15 expansion-driven traffic volume increases occur.</p> <p>Therefore, CHAG does not support the current set of I-15 expansion options presented in the</p>

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		<p>Alternatives Phase report due to its deficiencies identified in this comment. However, we look forward to providing input on, and possibly support for, a revised plan that is more appropriate to the long-term challenges faced and that offers more durable, livable solutions for our neighborhood and the Wasatch Front.</p> <p>Thank you for thoughtfully accepting this comment. We hope you will take action in accord with our recommendations.</p>
1/11/2023	Jon Jensen	<p>I wish to formally register my total opposition to any and all expansion via lane addition or otherwise of the I-15 corridor between Farmington and Salt Lake City. In other words, the only alternative I support is the 'no action' alternative, vis-a-vis highway expansion.</p> <p>Instead, I urge the agency to redirect the funds towards comprehensive and robust support for improved, increased public transit and non-motorized transport options. Trying to address traffic by adding more highway lanes is a dead-end strategy, known for decades to merely induce further traffic. For air quality, for quality of life, for the protection and interest of West Side communities, for mitigating further greenhouse gas emissions and climate change, abandon I-15 expansion plans.</p>
1/11/2023	Eric Ewert	<p>I choose None of the Above!</p> <p>Between our issues with dust from Great Salt Lake, an extreme increase in emissions from the Inland Port, and beautiful but pollution-trapping geographic location, the LAST thing Northern Utah should be focusing its resources on is increasing vehicle traffic. The money allocated towards fixing the issue could be utilized to encourage public transportation that would save residents time, money, lungs and heart.</p>
1/11/2023	Kevin Bullock	<p>Thank you for the opportunity to give comments and input. I live right in the impacted area of the proposed Glover Lane option. I attended the meeting in Farmington on January 5th where UDOT officials were present. They were very gracious and informative. Still it was clear that UDOT does not have study data to support the viability of proposition B - the Glover Lane exchange. It also is clear to me that the Glover Lane proposal is not a good one, and definitely the worst of the three options.</p> <p>At that meeting I learned of the four purposes (improve safety, economy, community connectivity, and mobility) of the planned I15 corridor expansion. As I listened to both UDOT and concerned neighbors I became more concerned about option B. It fails badly on safety and economy. There is no data to support better connectivity and mobility. From my perspective Glover Lane is the wrong place to put an exchange.</p> <p>The safety of the area would be greatly impacted in a negative way. The Glover Lane neighborhood is too close to elementary, junior high, and high school locations for bussing to be provided. Children walk or bike to the schools. The travel path of many includes crossing Glover Lane in the vicinity of the proposed exchange. Their play also includes crossing Glover Lane. Data from other schools on busy streets shows this to be a formula for tragic accidents. This is an unneeded and unwarranted safety hazard. The other proposals are not in residential areas and do not have children's safety impacted as proposition B would definitely do.</p> <p>The second UDOT objective is to better connect communities. We have heard in two meetings that UDOT feels a Glover Lane exchange would correct or alleviate traffic problems at Parrish Lane in Centerville and Park Lane in Farmington. That thought loses credibility when looked at closely. Adding an offramp at Glover Lane will not solve, or even help the problems of traffic at Parrish Lane and Park Lane because people will not go out of their way</p>

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		<p>to use Glover just to use surface streets to get back to those areas. Both Parrish and Park have a large commercial presence that brings the traffic. The congestion at both of those locations is driven by commercial business. Noone in the Glover Lane area uses Parrish as the way to travel home. If they get off there it is to shop.</p> <p>As stated by the Farmington City Council, there are no development plans for the Glover Lane area that will bring shopping traffic. The number of homes in the area will also not grow very much. I see no way that future projected growth in Davis County will be experienced in the Glover Lane area. The closeness of the steep mountain on the east and the protected wetlands to the west do not leave room for big expansion. What development could take place would have to be to the north and west. An on and off ramp at 1100 West Glover Lane, to and from the West Davis Corridor would be far less expensive, far less intrusive, and at the correct location for any possible future growth.</p> <p>Improving the mobility of all users can not happen by putting an I5 exchange on Glover Lane. There is no local need for the offramp. If the added traffic is pushed to a Glover Lane exit it would be passing beyond the immediate area. Local traffic does not need it. There are no roads in the area that would support the heavier traffic. This exchange would force the city of Farmington to further deteriorate the immediate neighborhood with widening of existing roads and removal of homes and the quiet setting.</p> <p>I open mindedly believe that the option B consideration should be dropped. It will fail on all four UDOT project purposes. There is no good reason for this option to be selected. There are other options that will improve things and not greatly negatively impact the Glover Lane area.</p> <p>Thank you for your time and consideration.</p>
1/11/2023	Christine LaSalle	<p>I do not support widening of northbound I-15 and believe that added capacity will not long thereafter again be met with substantial traffic congestion and additional pollution. For the sake of Utah's health, climate and quality of life, please look at other transit options.</p> <p>Thank you.</p>
1/11/2023	Curt Singleton	<p>Neither choice is acceptable. They would increase traffic and pollution along the Wasatch to unacceptable levels. UDOT should look for ways to reduce traffic and pollution, not increase it.</p> <p>Public transportation choices should be the prime method to accomplish this rather than two these choices. More Front Runner tracks and stations, more public transportation tying into SLC trax lines should be the prime methods.</p> <p>Increasing pollution is not an acceptable.</p>
1/11/2023	Tanner Maerz	<p>I would like to add a comment about the I-15 Mainline section. I attempted to add it on the arcGIS application, but there was no place to mark "no build."</p> <p>I will put it bluntly, I don't believe the traffic calculations for travel time and speed for the no build option. It feels like fear mongering and I dislike how there is no consideration to air quality along the Wasatch Front. I feel that this is an egregious misuse of my tax dollars that will only result in suffering for my fellow citizens. For the same amount of money, we could have a truly multimodal transportation system that doesn't displace low income people, further divide communities, and destroy preciously limited homes.</p>

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		This project's costs DO NOT outweigh its benefits in the slightest. In fact, it feels like a middle finger to everyone who lives on the Wasatch Front. I strongly recommend continuing with the no-build option, investing the money in a project that actually benefits the citizens of Utah.
1/11/2023	Janet Ellsworth	<p>I live on Glover Lane. My home would be one of those removed to complete Proposal B. Needless to say, I am very concerned about this proposal.</p> <p>This neighborhood is an established residential area and is relatively quiet. There are three schools within approximately one mile of the proposed Glover Lane revamp - Farmington Elementary, Farmington Junior High, and the new high school. Some of the homes are small starter homes and have young families. The remainder larger homes also have young children/families. Many of the children walk along frontage road to and from school. Using the B proposal, the walking routes would change drastically and with added traffic in and out of Glover Lane would become a safety nightmare. Altered routes to the schools, would impede smooth flow of child pedestrian traffic. There is no other direct route to the schools. Some children could be forced to use 200 East as an alternate route, which is too busy for the youngest. It is a major thoroughfare through Farmington.</p> <p>As Glover Lane would be altered, much of the vehicular traffic would change as well. The residents living along Glover Lane wouldn't easily be able to move around - pull out of their driveways - due to increased traffic. It would alter the flow of traffic along 200 East and the whole area would become congested. Much of the construction traffic (big rigs) moves along Glover Lane. With an exchange at Glover Lane, it would change that access unnecessarily. The "big rigs" already have established on/off access with the current exit/on ramps. Don't add increased traffic to the already busy corridor/neighborhood.</p> <p>It is unacceptable to interrupt an established neighborhood for access to and from I-15 when other alternatives are available and would be less intrusive. If the widening and growth needed are specific or general (west Farmington for the high school), choose an area that doesn't disrupt neighborhoods. Look at alternatives already being built (West Farmington corridor). Even State Street would be less intrusive and give more access to Station Park, Smiths, the Frontrunner station, Lagoon, and would have less impact on child safety.</p> <p>In addition, the impact of Option B would affect the wildlife in this area. Deer are regularly seen along the Glover Lane neighborhoods. An exchange here would increase danger to the wildlife.</p> <p>Somewhere between 20 and 30 existing homes would have to be destroyed and families relocated. I think the cost to accomplish that, added to the cost of the project would need to be considered as well.</p> <p>I recognize the need for some change to improve flow on I-15. I don't recognize Glover Lane as the best alternative.</p>
1/11/2023	Brent U Smith	<p>Dear Sirs,</p> <p>My wife and I have previously expressed our concerns over the "Option B" solution for providing additional access to I-15, but as our understanding of the reasons for the expansion has broadened, we would like to add a few more comments to what we previously expressed. We live in Creekside Estates which is just east of the high school and I-15 off of Glovers Lane, so it is of immediate concern to us.</p>

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		<p>As previously stated, Option B is our least favorite option by far because of the huge impact it would have on this residential area. We feel it is atypical for a major freeway on/off ramp to be smack in the middle of a residential area. This is for obvious reasons: noise, destruction of residences, safety concerns, impact on property values, etc. The positive convenience of very close access to the freeway does not come remotely close to counterbalancing these negative impacts.</p> <p>Because many children in the surrounding neighborhoods either walk or ride bikes to Farmington High School and Farmington Jr. High School, the freeway on/off ramp would definitely be a major safety hazard unless proper pedestrian access is also planned into the project.</p> <p>It is not at all clear that the increased feeder traffic has been adequately taken into consideration. What needs to be done on 200 East in order to properly compensate for the increased traffic? Further widening of that road too (additional turn lanes)? A semaphore at the intersection of 200 East and Glovers Lane?</p> <p>It would seem to make more sense to find a way to put the on/off ramps to the west of I-15 where there is plenty of non-residential land. There is still future population growth to the west, so it would seem better to place the intersection there. The east side is nearly fully built out, so there should not be much increased traffic from that direction.</p> <p>The current freeway access can be a bit congested at times, so planning for additional population growth does seem reasonable, but Options A and C may be adequate to accomplish that without nearly so much disruption (devastation!) to current residents. Knowing the speed at which UDOT projects progress, residents along Glovers Lane (the one's not forced to move) will be severely impacted for about two years with the construction noise and chaos of torn up streets and redirected traffic flows. Pretty ugly!</p> <p>We are also concerned that immediate access to/from the freeway in our neighborhood would result in a higher crime rate.</p> <p>Because there is no Industry or other commercial interests in the immediate area of the proposed interchange, it does not seem to be the appropriate place for an additional interchange to support the traffic flow that seems to be envisioned.</p> <p>Final Plea: Please, please do not choose Option B !!!</p>
1/11/2023	Brett Lund	<p>Hello</p> <p>My name is Brett Lund. I currently live at [REDACTED] in Farmington. I am very concerned about you making any change to the interchange at Glovers Lane and Frontage Road. I don't believe that there is a real need for this interchange. I would like you to do a traffic impact study of bringing extra, high-number of cars up the street along Glover Lane to 200 East. That is just a short street of .3 mile. Then the road dead ends at 200 East and traffic must go North or South on 200 East, My home is on 200 East and I can't imagine that you have studied the impact this would have on 200 East. The road is not meant for that kind of traffic. Would you then be widening 200 East to absorb all the traffic? Will my property also be taken to make additional lanes on 200 East? What does a traffic impact study say about this? It seems to me that if the traffic is needed for the West Side of Farmington and West Kaysville that you should build new on/off ramps for the areas where the growth is forecast. There isn't any more room to build on east Farmington. Put your big intersection where the traffic really needs it. You will destroy this residential area and take out many homes when this isn't the area that needs it. Please don't "create" another traffic mess where the area doesn't need this access.</p>
1/12/2023	Dale Shutt	<p>Dear UDOT,</p> <p>I am voicing my concerns. This is for the Farmington area. I obviously would prefer to have option "C", if anything had to be done. Option D would be better. See below. I</p>

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		<p>think there are some alternatives that should be looked at.</p> <p>Although I do not have a lot of faith in the government listening to their constituents, I feel it is my duty to have my voice heard. I really hope I am wrong in my thinking. An example of UDOT not listening is West Davis Corridor, and no access in Farmington city, when Farmington city and residents wanted it and had requested it.</p> <p>I also understand that Davis School District and Lagoon are trying very hard to persuade UDOT for option "B". I don't feel Special interests, should dictate on this, especially where there are so many homes that would be affected, and neighborhoods! I would want you to consider how you would feel if UDOT wanted to come in and destroy your neighborhood / home that you have spent decades making it yours. This small narrow piece of land cannot grow very much more. The off ramp for 200 West should be plenty to take care of this community. If you are trying to make Davis School District happy than put the off ramp where Farmington City had proposed it! (West Davis corridor) This would not add near as much traffic as it would making Glover Lane a major interchange. You are stating that you want to make it better for the commute to Salt Lake for the year 2050. Honestly, making Glover Lane a major off ramp will NOT help the commute</p> <p>Page 02</p> <p>because of this narrow piece of land that is locked by both the mountains and the wet lands.</p> <p>Putting a better on ramp for North bound and off Ramp for South bound (option C) is the most that I think should be done, but I am perfectly ok with the way things are. According to UDOT's words, they are doing this, and each option has to meet certain criteria. My understanding is that all three do meet the criteria, then why pick the one to disrupt the neighborhoods the most.</p> <p>Below are some observations from my point of view:</p> <ol style="list-style-type: none"> 1. You are wanting to prepare for 2050. Having an exit on Glovers lane is NOT going to help. If you get off at Glovers Lane, you can go maybe ½ mile East. All this is residential. You cannot build higher on the mountain. No room for more growth. Way to steep. You might be able to go 2 miles to the West. Again, this is all Residential. at the end point you have the Bird refuge and wet lands. You cannot build any further West. Thus making this for Growth does NOT make sense. This area is a very narrow strip, Even the City councilman had explained that there is very little room for any growth, and it is all single family homes. Why build a huge off ramp for an area that cannot grow? 2. I currently get off at the Farmington 200 West exit. I have noticed for the most part Traffic is not too bad, until AFTER this exit heading North. It is Much worse in Kaysville and South part of Layton, there are less lanes and the traffic is always worse North of Park Lane. The semi's at times will use all three travel lanes, which slows traffic even worse. Making an exit in Farmington does not help those North of this prosed exit. 3. This would be the ONLY Major interchange on the I-15 Corridor that would dump into a residential neighborhood! I travel up and down I-15 from St. George to Plymouth. NOWHERE is there an Exit that dumps directly in a neighborhood! 4. Making an Onramp to I-15 North and being able to get off at the 200 West current off ramp makes better sense, because it would reduce traffic at Park Lane for those coming South on I-15 and those going North on I-15 an option to where you already have this off ramp going North and On ramp going South. This is also more of a commercial area. You have businesses, Banks etc. on this current street. 5. Because there is basically NO room for growth in this area, (again can't go very far

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		<p>East or West to build) It really doesn't make much sense to put such a huge interchange in a Residential area. It will not help that much for your 2050 traffic.</p> <p>Page 02</p> <p>Putting the full interchange at the partial you already have on 200 West would be less impactful and handle all current traffic and the very little growth that could happen.</p> <p>6. I heard complaints about students going to Farmington High school. The UDOT had a chance to fix that problem with the West Davis corridor! A small interchange from a small local hwy, to help those coming from the North to go to the High School. Against the will of the people / Farmington City, UDOT decided NO interchanges at all in Farmington. As I talked to one of the DOT girls at the open house she told me that they have made it so they can add it later. Why not do it now?? If you are NOT going to add an interchange for the local people coming from the North on this corridor, then why do we have to do it on Glover Lane? They can still get off on 200 West (option C) and yes, they may have to go an extra half a mile at best. The only people really for Option B are people from Kaysville for the high school students. This could be remedied with much less expense by putting the interchange in now on the West Davis Corridor!</p> <p>7. Having a major interchange on Glovers Lane (6 lanes no less!) on a street where you have fresh new drivers is bound to take it's toll. These kids have trouble stopping at the four way stop at Glovers and the frontage road right now, how on earth do you expect them to do it safely on a 6 lane road? I have already seen several instances on Glovers Lane with the high school kids. History has shown that putting a high school on a very busy road causes fatalities!</p> <p>8. As far as the Frontage Road is concerned. Again, there is not much room for Growth in this area, thus I do not see a need to make the Frontage Road huge. I personally think, especially looking at the current construction of the overpass going to the West Davis Corridor, you really can't make the freeway much larger there because the brand-new posts will be in the way. I believe there is plenty of room to add another lane, and NOT have to move the frontage road further East! At the very worst you should be able to take some of the grass but leave the cement wall alone.</p> <p>9. One thing that really bothers me is that you hear of environmental studies, and thing not built or things have to be built around them because of the spotted Owl or some Tortoise or other wild life. Are you aware of how often Deer are all around the area by Glover Lane and the Frontage Road. Many times, I go past the 4 way stop and see deer grazing or bedding down in that area. It amazes me that UDOT, or the environmentalists don't seem to care about the humans that live in this area and have for many decades! It is nothing to tell them sorry you must move or have your property damaged or decreased all in the name of progress! (If it doesn't affect me or even makes it better for me, who cares if others have their homes</p> <p>Page 02</p> <p>destroyed or property values go way down. It would be a different story if it was your house or neighborhood!)</p> <p>10. I understand that IF UDOT goes with option B, the path for bicycles and pedestrians is a separate path that is North of Glover lane, that would add roughly about half a mile to get across the freeway. Do you really think High School kids are going to</p>

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		<p>take that path?? They get up as late as they can and they will walk / skate board the least amount of distance possible. That is just another example of safety issue with option B.</p> <p>11. If option B is selected, I would suggest you do a study on 2 nd East and the amount of traffic that will make that street busier. (I believe it is state road 106?) That road would probably need to eventually be widened, because you made Glover Lane a major intersection, so people from other area's would come into our quiet neighborhood and go down Glover to the freeway. On 2 nd East and Glover there is a hill. Hard to see cars approaching. You would have to put a light there or you will have lot's of accidents.</p> <p>12. I have neighbors on 5o East and Glover. To get into the Creekside neighborhood you only have one choice to serve that community. Making Glover lane a freeway entrance will make it very difficult for them as well as their visitors to get across the street. Another light should be put there.</p> <p>13. Option B will add considerable amount of noise in the neighborhoods! Along with dust and pollution. I would think this would fall under the safety of our citizens? All this for "other" people that do not live in this area. Again this is a narrow piece of land that is landlocked NO room for growth.</p> <p>14. I mentioned before about the environmental impact. Are you away how many deer are down in the area of Glover and the frontage road? Increase traffic there and I will guarantee that there will be more Deer / Car accidents. Leave the Deer alone!</p> <p>15. I also know that we are on a flood plain. Have you taken that into consideration? Yes right now we have been in a dry cycle, but that is bound to change by 2050.</p> <p>16. Another item is with easy freeway access, it will make the homes left standing more vulnerable to crime. I have some neighbors that got robbed. Farmington police said because of the easy access to freeway crime has gone up. Could you imagine if we made it easier yet?</p> <p>17. Last and probably the very most important piece to me, is, you will destroy our neighborhood by tearing down houses, Now I lose all those friends I have had for so many years, making it noisy, and watching my home value drop like a rock. I am trying to retire soon. Hoping that my house could help if needed. That option will be taken away from me if option B goes through. If you do Option B, because you have dropped this off ramp into the only neighborhood on an interstate in this</p> <p>Page 02</p> <p>state, you should have to compensate those that are left behind with de-valued homes.</p> <p>I give you my thoughts with all due respect, and hope that you will carefully consider not only the expensive cost to option B, but the major impact it would have in our tight nit community. Many of us have lived here for many many decades.</p> <p>If the other options satisfy UDOT's need, then why destroy many families lives to make it better for Lagoon, that operates maybe 5 months out of the year?</p> <p>I think an option D should be looked at. Doing this somewhere where it will help where growth is possible. We all moved in here with knowledge of the on and off ramps available to us. We don't want our community ruined! Especially because there is no room for growth in this area. The current off ramp on 200 west has NEVER backed up on the freeway. Even on a busy Saturday for Lagoon, it never gets backed up onto the freeway, and if Lagoon is going to add another way to get in from the North better, that would even reduce it more. And lets face it, Lagoon can only handle so many people, or</p>

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		<p>it would be against the fire code. I do not believe there needs to be another off ramp in Farmington. Add one in Centerville, or Kaysville, they both have only one for their big cities. Farmington has several, 2 nd West, Hwy 89, and Park Lane. Kaysville is quite a bit larger than Farmington. You put another exit in Kaysville and that would reduce the congestion at Park lane.</p> <p>In option D, I would strongly suggest the off ramp at 10 th West? (by the overpass your making) That would be better for Kaysville residents and their kids going to school at Farmington High School. Now the kids are on a hwy that most common commuters are not going to use thus making it much safer than putting the kids on I-15 that is heavily used with big heavy trucks. Not going to have many trucks on West Davis Corridor. Again much safer for young drivers.</p> <p>And the benefit to option D is it would be less costly.</p> <p>Please don't tear up homes in this area. If there is no possibility of much growth, than it does NOT make any sense to do option B.</p>
1/12/2023	Susan Beck	Sent from my iPhone
1/12/2023	Vince Ybarra	Sent from Mail for Windows
1/12/2023	Ralph Evans	<p>I am written to express my opposition to Farmington Alternative B. Living in this beautiful area I would hate to see it totally destroyed by having an off ramp here. One of UDOT's intentions is to lower the traffic in Parrish Lane. This will do very little to impact that in my opinion. Daily commuters are not going to backtrack from a Farmington exit to go to Centerville. Centerville is a major shopping hub.</p> <p>I also feel like you haven't addressed the impact this will do on the 200 east road at the top of Glover Lane.</p> <p>I also have grandchildren that will be walking and biking to the Hight School. The alternative you have purposed will increase their time in getting there and I'm afraid most of the kids will still try and walk across the Glover Lane roads.</p> <p>I am concerned about the safety of all the school children at Farmington Elementary that walk to school down the frontage road and Hollie Ave.</p> <p>This will increase traffic through our quiet subdivision.</p> <p>I believe we should not sacrifice the number of homes that will need to be taken to do Alternative B if as you said in the meeting "all of the Alternatives meet the need"</p> <p>I strongly encourage you to not choose Alternative B. Let's look for a better way!</p>
1/12/2023	Kathleen Strelch	<p>I have lived in Cache Valley for nigh on 50+ years and have traveled I-15 to SLC frequently for work, to visit friends and family and to attend events. I have experienced the growth of the interstate and appreciate the efforts UDOT has made to accommodate the increase in traffic. The efforts have never been enough!</p> <p>For at least the last ten years I have often thought, why don't we have more mass transit? I have taken the FrontRunner and TRAX to the University. It was a delightful experience but still required driving to Pleasant View. Building a second track and extending the Front Runner to Logan, or even Brigham City would definitely increase the ridership and decrease the use of cars, thereby reducing air pollution, the destruction of homes and communities and provide a safer, more ecological option to moving the increasing population</p>

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		<p>from one place to another.</p> <p>Investing in more mass transit will bring Utah into the 21st century and be a more lasting and healthier solution to our transit challenges. It should be a serious consideration of the Legislature as it meets this session.</p>
1/12/2023	Duane Huffman	<p>The leadership of West Bountiful City expresses appreciation to the UDOT team for their professionalism and friendly help through this process. We understand that much work has gone into the models and alternatives to this point, and applaud UDOT's dedication to improving the quality of life for all Utahns.</p> <p>In the spirit of partnership, West Bountiful City submits the following comments on the November 2022 Alternatives developed for the "I-15 Environmental Impact Statement Farmington to Salt Lake City":</p> <p>I-15 Mainline Options</p> <p>1. The City expresses serious concerns with any option that requires additional private property for the widening of I-15.</p> <p>1.1. The area mostly likely to be impacted in West Bountiful are commercial properties that are vital to the economic health of the community. The loss of business opportunities seriously impacts the quality of life of residents, and has the potential to exacerbate the need for longer commutes.</p> <p>1.2. Any additional width to I-15 has the potential to increase air, noise and light pollution to an area already disproportionately affected by oil refining activities that support the entire State.</p> <p>1.3. Any additional width to I-15 also has the potential to further physically separate a compact community and make it more difficult for residents to cross I-15 for vital services such as education and healthcare.</p> <p>1.4. The City respectfully requests that UDOT re-evaluate traffic models to ensure that they fully anticipate future growth of the use of transit (Frontrunner double-tracking, Rapid Bus Services), additional capacities on the Legacy Parkway and the new West Davis Corridor, and future technological advances that will reduce congestion (e.g. autonomous vehicles).</p> <p>1.5. Additionally, the City requests that UDOT provide an analysis on the concept of "induced demand", to ensure that adding additional width to I-15 does not simply lead to additional traffic/congestion rather than reducing its impact.</p> <p>WEST BOUNTIFUL CITY</p> <p>550 North 800 West West Bountiful, Utah 84087 Phone (801) 292-4486 FAX (801) 292-6355 www.WBCity.org</p> <p>City Administrator Duane Huffman Recorder Cathy Brightwell City Engineer Kris Nilsen Public Works Director Steve Maughan</p>

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		<p>Mayor Kenneth Romney City Council James Ahlstrom James Bruhn Kelly Enquist Mark Preece Rodney Wood</p> <p>Page 2 of 3</p> <p>2. The City expresses concern with "Option B" in regard to the Reversible HOT Lanes. 2.1. These lanes appear to require a significantly larger footprint for I-15 while at the same time not being available for use to those who live, work, or shop between Salt Lake City and Centerville. 2.2. The City is concerned with having adequate access for public safety to respond to incidents within these lanes.</p> <p>500 South Interchange 3. The City supports a shared use path on both sides of 500 S to facilitate active transportation. 3.1. The City requests that UDOT further evaluate options for additional separation (elevation and/or distance) between the road and the shared use path to provide additional safety and enhance the experience for those outside of vehicles.</p> <p>4. The City recognizes that the existing interchange installed less than 10 years ago has significantly reduced traffic in the area. Is there a way to have a separated shared use path for active transportation while maintaining the current interchange design?</p> <p>5. The City strongly requests that vehicles traveling eastbound have access to the shopping district on the north side of 500 S. This access is critical to the economic health of the area.</p> <p>6. The City requests that any improvements be designed to allow for a future grade-separated crossing at the rail tracks directly west of I-15.</p> <p>400 North Interchange 7. The City strongly supports Option A, maintaining the 1/2 interchanges at 400 North and 500 West. 7.1. Option A supports the existing infrastructure investments on 500 W. 7.2. Option A best supports economic development in the area. 7.3. Option A best protects 400 N from additional congestion.</p> <p>8. The City is concerned with the impacts from Options B and C and opposes these options.</p> <p>9. The City strongly supports widening the 400 N overpass to add protected bicycle lanes in each direction.</p> <p>10. The City requests that a pedestrian path be added to the south side of the road on 400 N, in addition to the path planned for the north side.</p> <p>Pages 16 / 1600 N 11. The City strongly supports the options related to widening the underpass to allow for additional bike/pedestrian improvements.</p> <p>Porter Lane 12. The City does not believe that the option for a shared use bridge at Porter Lane is necessary.</p>

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		<p>Page 3 of 3</p> <p>Active Transportation</p> <p>13. While not currently listed as an option, the City strongly encourages UDOT to evaluate the possibility of a north/south shared-use path adjacent to I-15. This would be similar to the Legacy Trail concept.</p> <p>13.1. This path represents the best opportunity in the region to provide for active transportation in the center of the community.</p> <p>13.2. This path should be designed to minimize the need for any additional property outside of the existing corridor. No homes or businesses should be lost.</p> <p>The City again wishes to thank UDOT for their commitment to quality of life in the community, and we look forward to continuing to partner on this project.</p>
1/12/2023	Ken Leetham	See link
1/12/2023	Jennifer Mayer-Glenn	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future</p>

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		<p>***</p> <p>https://radiowest.kuer.org/show/radiowest/2022-12-15/planning-transportation-for-a-booming-population</p> <p>https://www.strongtowns.org/highways</p>
1/12/2023	Jane Willie	<p>Please increase use of light rail, Front Runner, busses and other modes of environmental friendly transportation and NOT more cement and car exhaustion.</p> <p>Thank you.</p>
1/12/2023	John Yancey	<p>Thanks for the opportunity to make comments regarding this proposal. I think one of the reasons for Alternative B may have been to give drivers an exit near to Farmington High School. Currently, many of the Farmington High students come from west Farmington and west Kaysville. I doubt if many of them would come east to I-15 just so they could get off near Farmington High. If, however, an exit from the West Davis highway (currently under construction) could be made at or near Glover Lane, this would be helpful for those coming from the west Kaysville area.</p>
1/12/2023	Caitlin Cahill, PhD	<p>To Whom It May Concern:</p> <p>I am unequivocally opposed to the I-15 expansion proposal. I reject the alternatives presented on the UDOT website (https://i15eis.udot.utah.gov/) which would be harmful to the West Side community. There are several problems with your public input process that suggest the need for litigation.</p> <p>The public input process was not participatory. To present two alternatives that would increase I-15 by 18-20 lanes on the west side of Salt Lake City is a travesty! To present the two options as if they are the only alternatives, is condescending, as if a baby only has a choice between the red and blue bib. This is not a public participation process of engaging with the community, but instead a participation check box sham. Not only was there not adequate notification given to the communities for public comments on the proposed alternatives this Fall, but it is clear that the communities were not notified beforehand to adequately assess the impact. Why was an EIS not done? Why was an induced demand effect study not done?</p> <p>UDOT has yet to disclose how many homes and businesses will be affected by the expansion. Before moving forward with any proposal, UDOT must publish a report of the displacement. To not do so is not adequately inform the community of the impact. This lack of transparency is clearly problematic and can be part of the basis of a lawsuit.</p> <p>The proposed I-15 expansion is racist. This is a civil rights and environmental justice issue. This is the basis of a lawsuit. Why did you choose to expand I-15 on the West Side of Salt Lake City, and not elsewhere?</p> <p>Due to past practices like redlining and discriminatory policies from city and state regulators, the West Side of Salt Lake City, which is historically diverse and working class, has disproportionately been exposed to higher levels of environmental pollution. The West Side is an EPA study site. Recent studies indicate a higher concentration of air pollution in West Side communities and a higher concentration of urban heat islands in surrounding communities.</p>

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		<p>The proposed I-15 expansion is retrograde. On top of our shrinking Great Salt Lake, Utah must do better with public transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads. Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front. This will not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>What do we need in terms of transportation? Let's put funding into</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>Communities are coming together to fight the proposed I-15 expansion and are prepared to not only sue, but to involve the US Transportation Secretary to assess the climate impact.</p> <p>I look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Rhonda Margaret Bullock	<p>Dear Sirs and Madams,</p> <p>I have deep concerns about the proposed Glover Lane, Alternative B option for I-15. I live on [REDACTED] just South of Glover Lane. As I read the information available, it appears that this is the only alternative that interferes with well-established neighborhoods and would remove homes and displace people. Surely it makes a great deal more sense to use one of the alternatives that will not cause such distress and havoc with people's homes and lives.</p> <p>I am deeply concerned about the safety of elementary, junior high, and high school students coming to and from their schools each day as a freeway exit on Glover Lane would create a safety hazard for these students; for Glover Lane is a primary road and crossway for many of these students from their homes. I believe it is a very poor alternative to place a busy freeway exit so near the busy pedestrian and automobile traffic of schools which would endanger the lives of our children.</p> <p>The freeway exit onto 200 West in Farmington meets the needs of South Farmington quite well. It seems to me quite obvious that a new freeway exit should be placed where there is a current need and where it will meet the needs of anticipated growth rather than placing it in an area that has little more room for growth.</p> <p>I appreciate your time reading this email and your interest in receiving and reviewing the thoughts, concerns, and observations you receive.</p>

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1/12/2023	Paul Kuttner	<p>I am a west side Salt Lake City resident who lives within the area directly impacted by these proposals. While I applaud the efforts to improve live in our city, I am concerned that:</p> <p>These alternatives were developed without real collaboration with impacted communities These alternatives will negatively impact communities already carrying the brunt of pollution in our city These alternatives double down on private vehicles as the main form of transportation, and we will be hearing about this same issue in a few years as the growth continues.</p> <p>I request that there is a more in-depth community engagement process that looks at possibilities to investigate in public transportation options, and brings a real vision of a better, healthier future.</p>
1/12/2023	Jeannine Leeman	<p>I am writing regarding the proposed I15 interchange at Glover Lane in Farmington. I have concerns regarding the quality of life this interchange may create. The following are my concerns.</p> <p>Safety Concern</p> <p>Presently, I frequently walk or ride a bike west on the pedestrian walk-way along Glover Lane. I feel safe. The proposed SPUI interchange of Plan B will eliminate this safe passageway. The new proposed pedestrian bridge is displaced from the current roadway making it less accessible and fraught with additional safety concerns as pedestrians, especially children, walking or riding bicycles continue to use Glover Lane as a preferred pathway.</p> <p>Other</p> <p>I live in [REDACTED], north of Glover. There is a small wetlands area west of my home and east of the frontage road that is not shown on any UDOT map. This wetland area is a home for many animals and birds and really adds to the aesthetics and wildlife habitat where I live. This wetland area is great for picnics. I have taken my grandchildren to this area countless times and it is a place for me, my children and grandchildren to connect with nature and recreate outdoors. Are you aware of this wetland area and how will this be preserved if the frontage road is moved eastward?</p> <p>Trails</p> <p>Located in the Rice Farms HOA is a trail around the wetlands that helps contribute to the health and wellness of our community. According to the UDOT diagram this would be eliminated with the Glover Lane interchange. Many, many trees would be eliminated with the Glover Lane option and noise and pollution from cars on I15 would be at dangerous levels for those of us in this area. The 100-year-old Cottonwood trees are a noise and pollution barrier that can't be replaced.</p> <p>Traffic</p> <p>The existing Glover Lane connections, especially going east, is ill prepared to handle the traffic that may exit this interchange. I do not believe those factors and where that traffic will be funneled has been vetted. The back-ups and congestion will result in unintended consequences for our neighborhood. Please appreciate that this proposed interchange will essentially be the only "neighborhood" interchange along this 17 mile I15 reconstruction. I</p>

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		<p>believe that all of the existing interchanges serve commercially developed areas and have been or will be modified to handle the traffic loads anticipated. This does not apply to Glover Lane and makes this site for an interchange very problematic.</p> <p>Thank you for the time you took to meet with us on January 5th at Farmington City Hall.</p> <p>Consuelo Jeannine Leeman</p>
1/12/2023	Margaret A Spight	<p>Salt Lake area</p> <p>We don't want to see any homes destroyed in our neighborhood. The West side needs to be improved not destroyed by more noise and a larger highway taking away homes. You are focusing on users of your proposal and not those who will be impacted by the land take aways.</p>
1/12/2023	Daniel Romero	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/12/2023	Terry Datz	Let it be. The last thing we need is more traffic on I-15. The inland port is going to increase pollution for westsiders. Leave it alone. Sent from my iPad
1/12/2023	Janet Tate	I have been reading information from Utah Physicians for a healthy environment, and I find that they have some compelling arguments. Widening the freeway helps for a short time and then traffic naturally increases. Money could be spent on safety improvements and changes to on and off ramps, such as near 600 North. Communities near the widened freeways are stuck with higher pollution and lower property values. As newer generations drive less, it is possible that needs will decrease within our communities. The Great Salt Lake is shrinking, and money could be better spent working with agriculture to decrease water use and help wetlands. Widening the freeway will encourage more development of the inland port, which is hugely increasing air pollution and making valley inversion worse. I used to live in Centerville, and I am aware of some of the commuter issues. It seems that we should be working to decrease traffic that will come from inland ports more than we need to widen our freeways.
1/12/2023	Becky Workman	Thank you for listening to comments. Thank you for coming to Farmington to meet with us twice. Thank you for seriously considering that an interchange at Glovers Lane into a quiet residential neighborhood is lacking in study and planning and thought. No where along the corridor do you at UDOT do this to neighborhoods. 1. Centerville has a nightmare of an exit. They need the SPUI, not Farmington. If you fix their offramp so that it can accommodate their residents, we in Farmington can exit off of the Freeway in South Farmington just fine to accommodate our South Farmington residents. Please don't let Centerville dictate to Farmington. Please don't think that our South Farmington residents use Centerville as an exit to go home. We exit in Farmington. If we exit in Centerville it is to support their tax base. It should not be a punishment to us. 2. The Glover Lane road going east is short. At Centerville Parrish Lane goes clear up the mountain and can accommodate a lot of lights and turns and traffic. Glover Lane east is two blocks long with homes. You know how much traffic flows through Parrish Lane, can you imagine that kind of traffic being handled at Glover's lane? There isn't the land or space to handle that traffic. 3. 200 East is our north/south flow for getting to places in our communities. Throwing more traffic from the freeway on it would make it hard for us to get around. Centerville has many roads - main street, 400 east, and 400 west that their people can use to get around their city. We have one road - 200 east. Please really consider this when wanting to dump a bunch of cars at this location. It will make our city unsafe on the south end! 4. Children walk to school in this area. That will make it unsafe. 5. There are no high school students coming from the south to the high school, no freeway exit is needed from the south. If you want to have an exit from the north on Glover's lane that is a different story. But it isn't necessary for 2 hours a day of traffic. The high school kids live mostly west of the freeway. There are many roads west that can accommodate traffic. 6. You have just fixed highway 89. Please give this expansion time to show it will flow traffic off of I-15. 7. You haven't completed the West Davis Corridor. It will take traffic west so the slow down on I-15 will be relieved. You failed to have an exit at Canyon Creek Elementary which would have solved the problem of Glover's Lane for people living in West Farmington. You could add one at 1500 West where the residents could exit. So now you want to add an offramp at

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		<p>Glover's Lane in a neighborhood?? Doesn't make sense.</p> <p>8. We don't want increased crime with people dumping into our neighborhood. We already have increased crime because of Lagoon patronage.</p> <p>9. I think we have a wonderful trail system in Farmington that we have spent many many years perfecting. We can bike and walk all over Farmington. By putting in a huge SPUI on Glover's Lane you make it hard for us on the east to access the trails in west Farmington. Yes you will put in bike and pedestrian overpasses, but with all the traffic at that location who will want to deal with that interchange? Honestly! You will ruin our way of life in South Farmington!</p> <p>10. Please move the proposed offramp to where there is a need.</p> <p>11. We will have the West Davis Corridor offramp, the Station Park Spaghetti Bowl, the Shepherd Lane offramp. Centerville has one! Bountiful has two. Really?! We are the narrowest neck of land in Farmington and we get three??? Doesn't really seem right to me.</p> <p>Please consider my comments.</p>
1/12/2023	Patricia Negus	<p>To Whom It May Concern:</p> <p>I am writing this comment objecting to the implementation of Alternative B as a concerned citizen. I have looked at the proposal and attended the meetings, but I have some serious concerns. I will outline several of them below.</p> <p>I am gravely concerned for the children that will be attending the high school. Most of them will not use the alternate pedestrian/bike path that will be provided as it adds substantial distance (at least a ½ mile) to their journey. Instead they will opt to use Glover and as your own spokespersons acknowledged the SPUI is unsafe for pedestrian traffic. Additionally for the young people who drive to school there will be a significant increase in traffic as school times will coincide with rush hour traffic. This scenario is an accident waiting to happen. It is not clear from all of the discussion I have heard why this particular off/on ramp is needed. The surrounding area is strictly residential with no opportunity for commercial development. In addition it is zone for single family dwellings and thus there is not much potential for significant population growth in the immediate area. Thus, it is not clear why this interchange is necessary and who is it going to serve. If it is to become an off/on ramp to decrease congestion on Parrish Lane or at Station Park then most of those using this interchange would be from outside the area and would simply cut through residential streets, increasing traffic and potentially causing safety issues for local children who walk to the nearby elementary school and junior high school.</p> <p>Other concerns are the increase in traffic and noise on Frontage Road and other local roads. None of these roads were designed with high impact traffic as a consideration. Most of the roads are two lanes. Thus, the increased traffic would impact the ability of local residents to access their properties.</p> <p>Initially this plan would bring about the destruction of 15+ houses. However, as the need to widen local roads, install traffic lights, etc. becomes apparent more houses would need to be sacrificed. This loss of property and homes seems so unnecessary when other alternatives are available.</p> <p>Finally, I do not feel there has been adequate study of the environmental impact this will have on the local area. For example, there are resident deer herds that regularly access the wet lands and surrounding parklands including Glover Lane. They would be severely impacted by the heightened traffic and noise.</p> <p>I hope UDOT will give serious consideration to some of the issues raised above. Thank you for your time and willingness to consider other alternatives.</p>

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1/12/2023	Norman Negus	<p>To Whom It May Concern:</p> <p>I am writing this comment objecting to the implementation of Alternative B as a concerned citizen. I have looked at the proposal and attended the meetings, but I have some serious concerns. I will outline several of them below.</p> <p>I am gravely concerned for the children that will be attending the high school. Most of them will not use the alternate pedestrian/bike path that will be provided as it adds substantial distance (at least a ½ mile) to their journey. Instead they will opt to use Glover and as your own spokespersons acknowledged the SPUI is unsafe for pedestrian traffic. Additionally for the young people who drive to school there will be a significant increase in traffic as school times will coincide with rush hour traffic. This scenario is an accident waiting to happen. It is not clear from all of the discussion I have heard why this particular off/on ramp is needed. The surrounding area is strictly residential with no opportunity for commercial development. In addition it is zone for single family dwellings and thus there is not much potential for significant population growth in the immediate area. Thus, it is not clear why this interchange is necessary and who is it going to serve. If it is to become an off/on ramp to decrease congestion on Parrish Lane or at Station Park then most of those using this interchange would be from outside the area and would simply cut through residential streets, increasing traffic and potentially causing safety issues for local children who walk to the nearby elementary school and junior high school.</p> <p>Other concerns are the increase in traffic and noise on Frontage Road and other local roads. None of these roads were designed with high impact traffic as a consideration. Most of the roads are two lanes. Thus, the increased traffic would impact the ability of local residents to access their properties.</p> <p>Initially this plan would bring about the destruction of 15+ houses. However, as the need to widen local roads, install traffic lights, etc. becomes apparent more houses would need to be sacrificed. This loss of property and homes seems so unnecessary when other alternatives are available.</p> <p>Finally, I do not feel there has been adequate study of the environmental impact this will have on the local area. For example, there are resident deer herds that regularly access the wet lands and surrounding parklands including Glover Lane. They would be severely impacted by the heightened traffic and noise.</p> <p>I hope UDOT will give serious consideration to some of the issues raised above. Thank you for your time and willingness to consider other alternatives.</p>
1/12/2023	Tessa Cramer	<p>I was disheartened to hear of plans to expand I-15. I've been a Utah resident for 25 years. I've seen I-15 expand before. It wasn't the answer then and it's not the answer now.</p> <p>There are truly no benefits to expanding the interstate and many devastating effects if the project moves forward. I have a degree in Urban and Environmental Planning and it feels like you are either intentionally trying to make the lives of Utah residents worse or there is some profit motive that benefits a small cohort. It's such a bad idea that I can't imagine another reason. You should all know better.</p> <p>I've traveled extensively and the US and currently, my work takes me to Switzerland for 4-12 weeks a year. After spending time in Switzerland, a country that invested in public transportation infrastructure, it's clear what Utah needs to do to manage its growing population and air quality issues. Usable public transit. We'll need to make it free (for a time) and</p>

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		<p>functional. It needs to be free to make sure people are comfortable using it and buses need to expand their reach and increase their frequency.</p> <p>Wider freeways and electric cars are not a solution to our crumbling cities. The cohesion of community comes when we see each other and work together toward common goals. An expanding freeway keeps everyone in their own head in their own car.</p> <p>Do the thing that is proven to actually work. If you continue down the same path, we'll be lost.</p> <p>I just bought my home in Salt Lake City (in Poplar Grove) in March of 2021. I want to stay here forever and I'm eager to see our governing bodies make decisions that will take us to a brighter future and not the dystopian hellscape we're currently barreling toward.</p>
1/12/2023	Tessa Cramer	<p>Dear Utah Department of Transportation,</p> <p>I was disheartened to hear of plans to expand I-15. I've been a Utah resident for 25 years. I've seen I-15 expand before. It wasn't the answer then and it's not the answer now.</p> <p>There are truly no benefits to expanding the interstate and many devastating effects if the project moves forward. I have a degree in Urban and Environmental Planning and it feels like you are either intentionally trying to make the lives of Utah residents worse or there is some profit motive that benefits a small cohort. It's such a bad idea that I can't imagine another reason. You should all know better.</p> <p>I've traveled extensively and the US and currently, my work takes me to Switzerland for 4-12 weeks a year. After spending time in Switzerland, a country that invested in public transportation infrastructure, it's clear what Utah needs to do to manage its growing population and air quality issues. Usable public transit. We'll need to make it free (for a time) and functional. It needs to be free to make sure people are comfortable using it and buses need to expand their reach and increase their frequency.</p> <p>Wider freeways and electric cars are not a solution to our crumbling cities. The cohesion of community comes when we see each other and work together toward common goals. An expanding freeway keeps everyone in their own head in their own car.</p> <p>Do the thing that is proven to actually work. If you continue down the same path, we'll be lost.</p> <p>I just bought my home in Salt Lake City (in Poplar Grove) in March of 2021. I want to stay here forever and I'm eager to see our governing bodies make decisions that will take us to a brighter future and not the dystopian hellscape we're currently barreling toward.</p> <p>Thank you for your time.</p>
1/12/2023	Taylor Johnson	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance</p>

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		<p>on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Kristine Smith	<p>Hello, resident of Farmington, Kristine Barnett here. I'd like to submit a comment on Alternative B. It destroys the homes of many of my friends, and I believe that is completely unacceptable and unmitigable. I also haven't seen any hard data that Farmington really is going to grow enough to merit an option like Alternative B. I am also worried about all the kids, my children included, who walk to school and how that will affect them. It will likely make their walk to school less safe and much longer. Even if pedestrian ramps are implemented, I imagine many of the high school kids will still attempt to cross streets as it would be a more direct route. There are 4 schools within a few blocks of where Alternative B would take place. I also am worried about increased noise and crime in my neighborhood. And about all the homes that line Glovers lane, it will be very difficult for them to pull in and out of their driveways. This is a neighborhood with many small children,</p> <p>I appreciate you taking the time to read. I hope you consider the other options, as they seem to meet the needs of the community and the growth in Farmington. I do not support Alternative B.</p>
1/12/2023	Daniel Barnett	<p>I am emailing to voice my opinion against the expansion of a on and off ramp at glovers Lane and the frontage road in Farmington Utah.</p> <p>I think this would cause unnecessary traffic and danger to the children in the comity that are walking on the road to school. In addition, it would lead to destruction of several homes in the area.</p> <p>I Request that UDOT move the proposed offramp to areas where it is needed</p>
1/12/2023	Mark Nilson	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington</p>

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1/12/2023	Matthew Hyer	<p>I am opposed to any I-15 widening. I also think the lack of information about widening in the released materials should require you to start the public engagement process over.</p>
1/12/2023	Courtney Lund	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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1/12/2023	Camille Houghton	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that</p>

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		<p>residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Kaitlin Loosle	<p>I am opposed to the I-15 expansion.</p> <p>Instead of continually adding lanes to I-15, UDOT should focus on expanding public transit options.</p> <p>Building an entire new highway (Legacy) has not significantly eased the traffic on I-15.</p> <p>Expanding the Frontrunner, as well as making it run more often, would be safer. The bigger the interstate, the more construction, the more cars on the road, the more car accidents will happen.</p> <p>It would also be an economic opportunity. Just look at all the businesses and housing that have sprung up around Frontrunner stops, especially Farmington. The expansion of the S Line in Salt Lake has already brought in \$3 billion in revenue because of industry around the tracks.</p> <p>Expanding I-15 would not provide any economic development. Utah's weather is incredibly hard on roads which make them more expensive to maintain. Expanding interstates takes up land and displaces residents.</p> <p>Expanding interstates and roads only increases air pollution, which is devastating to Utahns' health, especially children. Increasing public transportation reduces air pollution.</p>

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		<p>I hope that UDOT considers these things when making their decision. I hope they help bring Utah into a healthier, safer, and more prosperous future instead of making the same mistakes.</p> <p>Thank you for your time.</p>
1/12/2023	Blake Perez	<p>The following are formal comments from the Westside Coalition (WSC) regarding UDOT's alternatives development for the I-15 EIS. We thank you for the opportunity to comment on this critical project and look forward to continued dialogue as this project moves forward. The Westside Coalition's mission is to advocate for the health, safety, and quality of life of Westside Salt Lake City residents. The WSC values a transportation system that provides accessible, equitable, and convenient transportation options. The WSC values a forward looking transportation system that reduces emissions, reduces household transportation costs, and enhances our communities. The WSC recognizes the disproportionate negative impacts the current transportation system has on SLC's Westside communities. The WSC values building a sustainable transportation network that connects our communities to each other, our city, and region.</p> <p>The alternatives development plan includes considerable expansion of I-15, interchange updates, improved west-east connections, and improved bike facilities. Several of these items align with the Coalition's values and the hopes of westside residents, including improving west-east connections.</p> <p>However, the I-15 EIS fails our communities and does not meet the overall vision of the westside. Our major concerns include impacts on air quality, the elimination of houses and business in our community, the induced demand this project will bring, increased noise pollution, and impacts on local corridor plans.</p> <p>1) The alternatives development does not consider air quality impacts. SLC's Westside is disproportionately impacted by increasing emissions and particulate matter. Our communities are surrounded by interstates, airports, and refineries. Our neighborhoods are the first considered for projects bringing more emissions and the last to see air quality improvement. This is in an EPA non-attainment area and does not meet goals to improve air quality. We request that air quality forecasting be included in future analysis. We also request information about how this project will help the region achieve attainment level status.</p> <p>2) The removal of homes and businesses, or any other form of displacement, is unacceptable. The proposed alternatives also show a potential for the loss of houses and businesses. The City as a whole and the Westside in particular are facing an unprecedented housing crisis. The homes that appear to be in the crosshairs of this project are among the highest density housing in the Westside. Eliminating these homes would strike a serious blow against Westside neighborhoods, further drive West-East inequality, and further a disturbing trend of forcing our most vulnerable community members out of the neighborhoods they helped build. Eliminating housing for highway expansion should not be considered in any alternatives. Elimination of local businesses should be avoided at all costs as well.</p> <p>3) Additional highway capacity will lead to more congestion.</p>

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		<p>The WSC is concerned that the highway expansion and addition of roadway capacity will lead to induced demand, quickly leading to more congestion and negative impacts on air quality—as well as virtually nullifying the apparent purpose of the project (to reduce travel time).</p> <p>Induced demand is a well-known and much-documented phenomenon rendering these kinds of highway expansion projects a poor return on investment. UDOT needs to account for induced demand and explain how any of the alternatives would avoid it. Alternatives need to consider the impacts to local health conditions as a result from the induced demand. Consider a more robust and dynamic roadway charging system to better manage the current corridor, ease congestion, ease wear and tear, and prolong the life of the roadway.</p> <p>4) The proposed alternatives should consider, accommodate, and support local neighborhood roadway plans.</p> <p>Many of the Westside neighborhoods have worked collaboratively for many years to rebuild roadways that are safer, improve multi modal access, reduce speeds, and work better for our neighborhoods. The alternatives development should engage with Westside communities in a meaningful way (more than just a few open houses and calls for public comment) to determine how the community's needs can be served by this project. UDOT must consider how automobiles, pedestrians, and cyclists will navigate railroad track crossing at both 400 N. and 500 N. While it is a nice feature to gain that access and connectivity, it leads users to another barrier: railroad crossing. With the increase in access there will be an increase in conflict between roadway users and the railroad crossings.</p> <p>5) With the proposed increase of automobiles, alternatives should address the increase in noise pollution and strive to reduce noise pollution in surrounding neighborhoods.</p> <p>Noise pollution is real concern and impact of westside residents. With increased vehicles in the coming years that noise pollution will grow having impacts on the quality of life for those who live adjacent to the interstate. Alternatives should consider how reduce that noise pollution and continual monitoring of noise levels from the interstate should be implemented.</p> <p>6) Increased asphalt and concrete will lead to increased temperatures and heat islands that impact Westside communities.</p> <p>Alternatives need to consider how implementation will impact temperatures. By adding more roadway, it is assumed this will lead to an increase in heat and add to the already significant heat island Westside communities face. Alternatives should include how heat islands will be mitigated, projections on impacts to temperatures, and how an alternative may reduce the heat island on the Westside.</p> <p>In addition to the items outlines above, the WSC requests that alternatives consider how travel times would be impacted if double tracking FrontRunner and full implementation of the proposed Davis County BRT were to be realized. Alternatives should consider how to achieve an equal travel time between various high capacity transit modes like FrontRunner and BRT. While UDOT still has yet to release the draft EIS and due to the high sensitivity of the matter and with so much at stake, we request UDOT separate the release of the Final EIS and</p>

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		<p>the Record of Decision. This will allow for better public dialogue and input. There should be no rush in making a final decision in this matter. The Westside Coalition urges UDOT to reconsider the proposed alternatives to include better management of the current corridor without the need for highway widening. The current proposed alternatives double down on the historical trauma, inequities, and divides the interstates have caused to our communities. The Westside Coalition thanks UDOT for the opportunity to provide input on the proposed alternatives development. We look forward to staying engaged and keeping UDOT up to speed on the priorities of the Westside communities we serve. The Westside Coalition is committed to serving the needs of our communities and this project has potential to either be a catalytic project that addresses past inequities and improves quality of life for our future or can have severe negative impacts for our communities. Thank you for your consideration.</p>
1/12/2023	Yvette Romero Coronado	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/12/2023	Karen McMullin	<p>Comments for I-15 EIS for South Farmington</p> <p>From Karen S. McMullin, [REDACTED]</p> <p>These comments were submitted on January 12, 2023 via the website https://experience.arcgis.com/experience/fa4a9f9635384196b0b137766e15c2ee/page/I-15-Mainline-Options/ and via email at i15eis@utah.gov.</p> <p>Comment #1 – Wetlands Designation</p> <p>Farmington Option B appears to disregard all "wetlands protection" and obliterates the existing "wetland" areas south of Glover Lane and east of the frontage road between 1150 S. and 1340 S. in Farmington. Other "wetlands protection" exists directly North of Glover Lane on the west side of the frontage road. Both areas were designated as protected "wetlands" when the Legacy Highway was built in response to concerned residents about the impact of building Legacy Highway. Any change in the landscape of these two areas, such as suggested in Option B should not be allowed unless this protected designation is changed.</p> <p>Comment #2 – Commercial/Residential Zoning</p> <p>As a 43-year resident living south of Glover Lane in Farmington, please consider the following: the history of development in South Farmington has been determined by the city and land owners to be residential. Expansion or increased traffic, such as suggested in Option B, in the area around Glover Lane is extremely limited due to close proximity to the mountains and the lake/Farmington Bay. The high-water table has also limited large buildings in the area. Supporting evidence regarding finding the land which would support the building of churches in the South Farmington area can be obtained from the Church of Jesus Christ of Latter-day Saints real estate department. The recent 6 years have been designated as "drought years" but as the water cycle improves (as we are now experiencing in 2023), the area becomes and stays very wet. The impact Option B has on existing residences is inappropriate for residents, the land is subject to water issues, and any expansion of I-15 using Glover Lane is impractical for the area and its residents.</p> <p>Comment #3 – UDOT Goals</p> <p>Comments about UDOT goals for I-15 expansion in Farmington (Glover Lane-Option B):</p> <p>a) Improve Safety: Because the Glover Lane area has been developed as residential, Option B would create an extremely hazardous walk for school children to the three local schools- Farmington Elementary, Farmington Junior High, and Farmington High School. School children from these neighborhoods regularly walk to and from school and they would be in danger from the increased traffic created through Option B. Farmington High School parking regularly overflows onto Glover Lane and cars are parked on the North side of the Glover Lane overpass. Additionally, at the far east end of Glover Lane, where it intersects with Highway 89, there is a T intersection with presently just a stop sign. The current map does not go east to Highway 89 and this intersection should be evaluated. Option B would increase the traffic at this intersection and create a very hazardous back up, especially during commute time or when accidents occur on I-15.</p>

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		<p>b) Better Connect Communities: Option B divides the South Farmington community through the inherent fact that more traffic will be present discouraging walkers and bike riders to use the area. The Davis Creek, which has been virtually dry since 2016 due to the drought, is a natural barrier but the Davis Creek trail is regularly used by hikers in the area. The hiking/walking community relies on easy, safe access to this trail at the frontage road (south of Glover Lane) and 200 East (aka Highway 89). Option B would make access to this area dangerous for children and adults and one to avoid due to the extreme increase of traffic. Increased creek runoff and water rights that presently exist for local residents should be considered. The Legacy Trail access is located on the Northwest corner of the Glover Lane overpass. Option B shows no way for the walking/biking community to safely access the trail for South Farmington residents living east of I-15.</p> <p>c) Strengthen the Economy: The area considered in Option B is void of commercial businesses and land for future development does not exist. Any off/on ramp to I-15 in the Glover Lane area would not strengthen the economy as vehicles would be using the proposed ramps for residential access only. In the past, development in the area was restricted to residential and should stay that way. Presently, a 5–10-minute drive for South Farmington residents takes one to either the Station Park area or downtown Farmington, both of which have commercial developments sufficient for future growth in West Farmington and the entire South Farmington area.</p> <p>d) Improve Mobility for all Modes: Presently, the two UTA Bus Routes 455 and 470 through South Farmington travel exclusively on 200 East (aka Highway 89). As the South Farmington area boundaries are limited by close access to the steep mountains, and the Great Salt Lake/Farmington Bay area (protected by a “wetlands designation”), additional public transportation options by bus are not practical. Many students presently use these bus routes as they can access both Weber State University and University of Utah. Some commuters also use the routes to go to work. Option B would inhibit safe walking access to the bus stops for South Farmington residents because of increased traffic and lack of traffic signals on Highway 89. As the closest UTA Frontrunner stop presently exists at Station Park, a 5–10-minute drive for South Farmington residents, Option B would only slow down access to this public transportation option due to increased traffic. The Legacy Trail access is located on the Northwest corner of the Glover Lane overpass. Option B shows no way for the walking/biking community to safely access the trail for South Farmington residents living east of I-15. Local residents of South Farmington, myself included, frequently walk the area impacted by Option B. Creating an on/off ramp at Glover Lane would decrease the safety for walkers and bikers</p> <p>Thank you for considering the issues regarding the I-15 expansion which impact South Farmington, especially Option B. I am opposed to Option B.</p>
1/12/2023	George Rigby	<p>I think the impact on Farmington would be horrendous. We are a small community trying to keep the hometown feel. As soon as you exit on 200 there is a relaxed feel to the area. The skate park just south of Glover is accessed by so many children on bikes, skateboards, scooters, and roller blades. Crossing Glover there would be a nightmare.</p> <p>Major freeway access would be horrible. Centerville has businesses, Kaysville has businesses. Layton has businesses, Farmington has residences. Farmington is landlocked. Option B would be such a disappointment to those of us who love living here.</p> <p>Making Glover Lane a 3 down to 1 lane doesn't sound like it would work. There is no place to go except up to 200. That road is already packed with a school crossing and imagine the traffic into Farmington City. The intersection at State and Main is already a nightmare for the</p>

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		crossing guards and traffic coming all 4 ways, and that is exactly where I15 traffic will exit to via Glover and 200.
1/12/2023	Dustin Cook	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Abigail Ghent	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance</p>

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		<p>on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Susan and Kenneth Peterson	<p>We have lived in Farmington for over 13 years. We built our home, the third home built, in Rice Farms Estates ([REDACTED]). At that time, there were no other homes on either side of Rawl Drive, on Rice Road. It was just fields and designated wetlands. All further construction had to comply with the regulations for development in the wetland areas. Station Park didn't exist.</p> <p>The Parrish Lane exchange was in place to accommodate access to a huge shopping area, containing big box stores and smaller stores and businesses. There are also many fast food and other types of restaurants in the area. Placement of that freeway access made complete sense.</p> <p>Although Rice Farms Estates runs parallel to the freeway, it is set back enough that the freeway isn't too much of a nuisance. The larger freeway issues have always existed, for more than thirty years, from Lagoon, north to Ogden. Traffic always backs up there.</p> <p>The frontage road between Centerville and the Farmington exit (Exit 322) has been a great place for baseball and soccer games, kids walking to and from school, people running, pushing strollers, kids on their bikes on the running trail and on the sidewalk across the street from the running trail. This trail stretches for miles. Traffic increases in the morning and late afternoon, but still it's relatively a low car traffic area. There is a four way stop at the intersection located at Glover Lane. At this time, the most it backs up is 3 to 5 cars in each direction - usually early evening. There are residential homes to the east, on Glover Lane and there is a park and a high school and other schools on the western portion of Glover Lane. It is safe for people to walk across the bridge to reach the other side.</p> <p>There are NO businesses on Glover Lane. It's a safe, quiet area that links to other smaller neighborhoods. People living in Farmington take the Exit 322 off-ramp to get to their homes or destination. Exit 322 also contains access to Lagoon. Those wanting to shop at Station Park, proceed to the Station Park access instead of driving through Farmington City. Along the road, after exiting 322, there is an elementary school and a Junior High school. It is currently a safe place for children to walk to and from school.</p> <p>Adding another exchange, less than 3 miles from the Parrish Lane interchange and Station</p>

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		<p>Park doesn't make sense. Not only will it endanger wildlife and residents from having a safe, walkable community, turning it into an area with tenfold, or more, of traffic to residential neighborhoods. Most major freeway interchanges, in Utah, do NOT exist where there are purely family homes and no commercial areas.</p> <p>In order to protect the wetlands, trail access and preserving existing homes, Alternative B is a poor choice. If UDOT has so much money to spend, that money should be put to better use fixing the mess at the freeway access by Station Park. The way it is laid out is confusing and that is why there are so many head-on accidents with cars going freeway speed, the wrong way.</p> <p>We want to keep our neighborhoods quiet and accessible. We don't want, or need, additional traffic in those areas. We would propose that the proposed off-ramp be moved elsewhere other than Glover Lane. We suggest that an intensive study needs to be performed to consider all of the considerations that would impact our area. With the other current ongoing freeway changes, currently being built, our beautiful area is turning into something like a spaghetti bowl.</p> <p>Please address these concerns and consider Alternative A or come up with another plan.</p>
1/12/2023	Christian Stewart	<p>Please do not widen I15. It is already an extremely wide road that presents multiple hazards. In addition, driving on I 15 is currently the only transportation infrastructure in the valley besides frontrunner. Salt Lake city does not need more traffic inducing megahighway, it needs transit, cycling, and public transportation options. This is an example of the "just build one more lane bro" mentality that is pushing out meaningful city spaces, driving up property values, and paving the earth at the expense of peoples lives. The city is already very sprawled, and this widening will destroy the urban core even further at the expense of subsidizing commuters. Traffic is not inevitable, it is designed.</p> <p>Transit options over I 15 for the sake of Utah's people. People over cars.</p>
1/12/2023	George Rigby	<p>After attending two (2) meetings with UDOT personnel talking about the three (3) options that may impact Farmington I wish to express my opinion in which I am unanimous.</p> <p>1) Whatever you decide, you must take into account the SAFETY of children and residents. Safety has to be and must be your focus.</p> <p>2) The real human touch to Farmington is that on the east side of I15 the feel of the city is not the mortar and concrete and impersonal feel as the other cities in Utah. Growth is good but growth does not need to always impose the will of businesses and government upon the residents of a city.</p> <p>3) Drivers in Utah are crazy. The majority of drivers go way over the speed limits on the interstate and on residential roads. You are proposing option B (as in BAD). These law-abiding drivers in their rush to get home, get to work, get to school or whatever will most assuredly be driving over the speed limit, not obey school zones, or residential areas. You know that as a fact if you have ever driven on the interstate.</p> <p>4) Excess drivers on 200 E or on Hollie will not pay attention to school zones or children in the residential area. UDOT MUST consider the safety of the children and residents on foot. Guaranteed there will be casualties with any increase in motor traffic. No speed limit signs will change that fact. Stop signs will be run through with no regard. Even traffic lights have drivers going through red lights. Do you really think any part of option Bad is going to prevent</p>

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		<p>injuries or casualties????</p> <p>5) The principal of FHS wants better access for the students. Fact, most teenage drivers do not know how to safely drive and Inattentiveness and speeding are major problems. Best option is to build an underground road that leads to FHS. No matter what UDOT may select it will not change and teenager driving habits.</p> <p>6) Let us not worry about the poor Lagoon owner. Do you really need to destroy homes and disrupt people's lives to increase his business revenue? UDOT is smart enough to not ruin a neighborhood for the sake of Lagoon.</p> <p>7) Select a more optimum offramp to locations where it is truly needed</p> <p>8) Reevaluate the need of a 1500 West Glover offramp for the residents of west Farmington.</p> <p>9) Honestly have been with the federal government, I know that going through the process of getting input, getting all the studies done and etc it still comes down to what the government wants and the government will get their way.</p>
1/12/2023	Diane Ogilvie	<p>After attending a meeting with your representatives in Farmington, I feel that I have a better understanding of your plans for this area. Of particular concern is the interchange on Glover's Lane. I have several concerns with this alternative because of the proximity to a high school and residential area. We have a community that utilizes walking to the local schools. There are three in this general area; Farmington Elementary, Farmington Junior High and Farmington High School. I see children walking to school and the running team using the walking path on a daily basis. Safety would be a big problem even with a path over the interstate. Another problem is removing homes to accommodate more traffic. This would leave other homes next to a busy and loud interstate. I have lived in this neighborhood for over 30 years and have seen the growth here in Farmington. With the mountains and the Great Salt Lake surrounding us there is no room for expansion and we do not have commercial traffic. The current system meets the needs of this area. The frontage road and Highway 89 cannot accommodate more traffic. I do not understand where additional traffic will be coming from given the traffic and environmental restrictions. I hope you will drive through this area to get a better grasp of the needs of our community. I am sure you would love it as much as I do but please don't move here. I like it just the way it is with a few necessary modifications.</p>
1/12/2023	Ben Jensen	<p>I'm worried that adding lanes will just induce more demand. We need more investment in more frequent, earlier and later running commuter rail to be built up the same time as more lanes.</p>
1/12/2023	Tony Bermudez	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that</p>

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		<p>investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Hayley Hanson	<p>Dear UDOT</p> <p>I am writing today regarding the Alternative B proposal for the Farmington interchange work. This Alt B does NOT meet the stated goals of UDOT in regards to safety, noise, better connected communities or mobility. This Alt B actually drives up costs for UDOT and does nothing but make safety worse for Farmington residents and commuters. this Alt B needs to be eliminated from all choices for this expansion.</p> <p>First of all, this Alt B is the only proposal or existing interchange that exits into a residential area. How does this improve safety? This is an idea that will only cause more danger to school kids, bikers and hikers in the area. High school kids won't take the longer route and bikers will use Glovers Lane like they do now. This puts them all in more danger with the added traffic. It will also further divide the city. Glovers Lane is never going to be a business area. Only residential zoned. Why would UDOT want to add to traffic in a residential area? We have seen no proposals that prove the need for this Alt B. High School kids use Glovers Lane for training as well. They will be in more danger as they run along the road with the additional traffic. What about the Junior High and Elementary kids? Increased traffic will equal increased danger there too.</p> <p>200 East will also see a major impact with added noise and congestion. It will be a traffic nightmare if there are any accidents North of Glovers Lane. Again, more safety and noise concerns. There is no need for another major offramp so close to the new West Davis Corridor. The West Davis Corridor serves to provide access for West farmington and West Kaysville. The Glovers Lane Alt B access is NOT needed. Again, if there is an accident, these cars will move through neighborhoods with kids. Does UDOT want this risk? What about the increased noise to the area?? Added cars equals added noise. We have seen no studies on how that can be mitigated. Are you taking more yards and homes for that reduction??</p> <p>The EXPENSE of taking about 30 homes away from Farmington residents cannot be justified. This will cost more money that is budgeted for sure. The expense will make the area less inhabitable. The value of the remaining homes will be drastically reduced as well. This area already has enough access. This is also terrible for the people who have to move. There is an expense for that too. UDOT would have to pay for all of that. TOO MUCH EXPENSE is another reason for doing away with this terrible option B. No justification for this enormous cost and disruption of so many familie's lives.</p>

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		<p>UDOT needs to eliminate this Alt B proposal. No need to add risk and noise and expense to Farmington. The cost to this city would be unimaginable. Glovers Lane can stay the way it is with no major interchange. There is NO GROWTH on the EAST side of I15 at Glovers Lane. There is nowhere to build. All growth is North and WEST of I15 and the West Davis Corridor can handle that. Leave Glovers Lane alone and move any proposals to West of the freeway.</p> <p>Thank you for your consideration of doing away with the Alt B proposal at Farmington.</p>
1/12/2023	George Chavez	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Tony Bermudez	<p>I've been a resident of Salt Lake City for over 20 years and have seen this pattern of widening freeways and seeing temporary relief then regress back to the congestion and more traffic. I see the same thing happening with the expansion of i15 from Farmington to SLC. It'll work for a few years and eventually we'll come back to the same problem. What do we do once we've exhausted that solution? Will we then look at improving and increasing mass transit? I wish more would be done to reduce automobile use so that we didn't need to widen i15.</p>

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		<p>I live along [REDACTED] and the noise from i15 is all one can hear. The expansion will only add to it. I also fear the expansion will increase traffic and speeds along 300 West and residential streets in the Marmalade and Capital neighborhoods to the 600 North ramps. I see this a negative impact to this area, as well along Rose Park, and a decrease in the living quality.</p> <p>Some of the proposed changes I do like are the alternative truck ramp and incorporating bike lanes along 600 N. I would like to see dedicated bike lanes along 300 West and speeds reduced so that cyclists would be safer.</p> <p>I came across this New York Times article and it was refreshing to see some transport departments in bigger cities rethink their approach to freeway expansion.</p> <p>https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=nytcore-ios-share&referringSource=articleShare Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?</p>
1/12/2023	Ember Hunsaker	<p>I appreciate your willingness to provide clarification to the public regarding the Alternatives being considered in Farmington; specifically regarding the Glovers Lane area. I further want to thank you for providing an interactive map, as this has been most helpful in better understanding the ramifications of each alternative. I have included this comment in that interactive map, but want to ensure I cover multiple avenues for providing my feedback to you.</p> <p>The purpose and needs statement, specified by UDOT's project manager, was stated to be the "alternative should improve quality of life for ALL users." Option B fails entirely to align with, or honor, that purpose statement. I have read nearly every comment on this page and the voice of the community helps paint the picture as to why it fails to align. The negative impact to residents, whether it's due to loss of their home (and/or value of it), increased risk of safety and security, further noise concerns, or direct impact to the environment/use of trails, worsens quality of life. I am in agreement that Option C offers advantages of a full interchange without the extreme impact on the livelihood of residents near Glovers Lane.</p> <p>On a personal note - my husband and I moved into this neighborhood two years ago and have fallen in love with the community. We specifically chose this home because it is located in an established neighborhood. To see Option B in consideration feels gut wrenching, especially as we continue to watch the price of housing, and interest rates, rise. Option B would push many of our neighbors out into that market - many of whom are either just starting a family, or have lived many years and now live on a fixed income. While I don't think Option A will provide adequate support to help achieve the goal UDOT is working towards, Option C would.</p> <p>I sincerely hope you hear the voice of our community. We love this area, we love our neighbors, and are hopeful that the alternative with the least damage to quality of life is selected.</p> <p>Thank you for your consideration.</p>
1/12/2023	N Brown	<p>I heard this plan was trying to close the South Bound Exit Center Street in North Salt Lake. That would be horrible and not very productive. It is nice that we don't have to get off at 2600 South when we are coming south. I wish there was a better way to manage the traffic off that exit during peak times but closing it would be a disservice to North Salt Lake Residents.</p>

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1/12/2023	Harold Young	<p>I am a resident of Utah, who is very concerned with the I-15 expansion. There are many examples across the country that show, freeway expansion leads to even more congestion and pollution. "Induced demand" is a never ending cycle. Let's not fall into the trap.</p> <p>I urge you to invest more into public transportation before the I-15 expansion. I applaud the governor's idea of offering free fares on UTA. We can get more people out of cars, and reduce pollution with this change. We should also make it possible and convenient for commuters to get to their final destination using public transportation.</p> <p>I would like to see investments in street designs that allow for safe pedestrian and bike travel on all city streets. There has been an explosion in e-bikes. New street designs need to make travel by e-bike safe. The state is doing an amazing job with expanding the trail system. This needs to continue and be expanded to include lanes for e-bikes.</p> <p>I feel that these suggestions can better connect communities, improve the quality of life and life expectancy in Utah.</p> <p>Thank you for allowing for the input. Harold Young</p>
1/12/2023	Brett Sears	<p>Dear UDOT,</p> <p>My name is Brett Sears and I reside at [REDACTED] in Farmington, just off of Glover Lane [REDACTED]. I write you this letter regarding the I-15 EIS and proposed change to Glover Lane "Option B", widening the overpass, widening Glover Lane and the frontage road, and inserting new off and onramps.</p> <p>I sat in a meeting with four members/employees of UDOT (Shane Marshall, Dan Adams, Katie Williams, Brandon Weston) last Thursday evening (Jan 5) at Farmington City Hall. It was explained to us that the I-15 corridor needed improvement and the plan is to meet the needs on a year 2050 projection. They explained that there were three basic objectives, or needs that had to be met.</p> <ol style="list-style-type: none"> 1. Surface of the road (I-15) 2. Structures (overpasses, off-ramps, on-ramps, etc) 3. Storm drainage <p>Additionally, UDOT expressed that any of the options A, B, or C would work for the I-15 project purposes and 2050 outlook. With this being the case, I can't even possibly understand why option B would be on the table. It is the most expensive option, the most intrusive, most destructive, unsafe, and environmentally altering option of the three. As a business owner, if you were seriously considering Alt B as your option, and I came to you and told you that I could meet your needs with a cheaper, less destructive, less intrusive, more environmentally friendly, and safer alternative, would you listen to me?</p> <p>I would hope so. Either of the two other options, A or C, are safer, less expensive, less intrusive, and less life altering for the residents in this community. Please hear our pleas and do not choose option B. The residents of this community and those surrounding us will be just fine with options A or C. And as we were advised by the four representatives of UDOT, A and C will fulfill the requisite needs.</p> <p>Regarding Alt B, my first concern is for the safety of my family, neighbors, and children as they walk and ride bikes to school. With increased traffic comes increased risk of auto on auto and auto on pedestrian accidents. We, as a residential neighborhood, have used the overpass at Glover Lane and the frontage road for walking, jogging, exercise for the pets, and biking. Kids going to Farmington High School use the Glover overpass to get to school. With a major commuter bridge, how will they cross safely. The model presented to us by the</p>

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		<p>representatives of UDOT show that a walk way will be built over I-15, but not at Glover. I guarantee you that high school kids will take the shortest route to school. If they're coming from the South and directly East of the school, they will use Glover. They will not walk or ride their bikes/skateboards out of the way to school. Crossing at Glover will be unsafe, but you'll never be able to keep teenagers from doing unsafe things. They will use Glover, I guarantee it. My children were all very young when we moved to this neighborhood from Bountiful. We moved here because we loved the location, the country feel of our open land (wetlands and farmland). While we have lost some of that feel with the growth in the Farmington Station area and the Farmington High School, it remains quiet and peaceful as the only people that use Glover Lane are the local residents. I understand the need to replace old and crumbling infrastructure, but is Glover really that old and crumbling today? Perhaps you're looking 20-30 years into the future anticipating the need to replace and renew. That's fine, but why turn this quiet overpass into a mega structure? Where is the growth in residences and traffic going to be taking place over the next 20-30, even 50 years. We're not growing on the East side of South Farmington because of the mountain. We're not growing on the West side because of the lake and protected wetlands. So where is the growth? Dare I say to the North (North Farmington, Kayesville, Layton) and far Northwest (West Kayesville). Those are the areas that are growing and need the attention with improved off and on-ramp access, not Glover Lane. Pushing the traffic to Glover Lane will not better serve the residents of South Farmington, we already use it and we don't want it to change because South Farmington doesn't need it to be bigger. It would only serve travelers from other communities (North Farmington, Kayesville, West Kayesville) if I-15 were to become a traffic jam. It will only benefit those communities by allowing them to pass through our neighborhood to get to their neighborhood. If the objective is to reduce pressure on I-15, then alt B will put the traffic through our residential neighborhood and it will create major safety issues for my family, friends, and neighbors. The current exit at Glover Lane lets off in a residential area, not a commercial area. Alt B is suited for a commercial area, not our residential neighborhood. B will never be suitable for such a small, narrow neck of land between the lake and the mountain. It's plain and simply overkill. Not only will there be a safety issue for our families, but there will be increased noise levels with a bigger overpass and intersection at Glover and Frontage. What is going to be done about the noise? I am also extremely concerned about the value of my personal residence if plan B is chosen. Every one of my neighbors is concerned about the same thing. My neighbors to the West of me all along Glover and Frontage would lose their homes or see their property lines encroach on their homes. Not only is plan B going to be extremely costly to buy-out home owners, but those who are left in the wake of destruction will pay the cost in shrinking property value. Plan B is a lose-lose proposition for tax payers and local residents. The only winners are those who do not live in our community, who would have the ability to commute through our neighborhood streets if the traffic gets bad on I-15. Again, that's not a safe alternative for our neighborhood.</p> <p>I am also concerned about increase crime in our quiet neighborhoods. Having been a long time Farmington resident, I have seen first hand what has happened with crime since we've had the rapid growth of high density housing, businesses, and traffic along Park Lane. We do not want that anywhere near Glover Lane. We don't need a survey to tell us that increased traffic and ease of access to our quiet streets won't cause an increase in crime. Plan B will ruin the look, feel, and safety of South Farmington. What is the need for our community? I use the four way intersection at Glover Lane and Frontage road many times a day. I rarely encounter any backup or build-up of traffic at the four way intersection. In most cases, I stop, wait for one or</p>

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		<p>two cars to pass through, then I go on my way. It has been this way for as long as I've lived here (19 years), despite the rapid growth of West Farmington and Kayesville.</p> <p>Even with the new Farmington High School being built here in the last several years, there is minimal wait time at that intersection, except for the morning and afternoon school rush. But even then, it's not bad as most of the traffic to the school is coming from the North and West of the High School. Glover is South and East of the School and is minimally impacted by school traffic. The only time I've seen buildup of traffic there is when the big semi-trucks that are working the new West corridor (Legacy Highway) pass through, and even that isn't too bad. Again, I ask, what is the need for our community? I believe there isn't a need. The residents who use Glover Lane, whether it be today or 30 years from now, do not need an expanded overpass, exits, traffic lights, more noise, more danger, more crime, more pollution, lower property values. We do not need a widened frontage road because there is no room for growth here.</p> <p>If you really want to reduce pressure on I-15, then make off and on-ramps accessible to the local communities to our North. If a resident wants to go to West Kayesville or North Farmington, then provide better options to get off I-15 near those areas. Don't push traffic through far away neighborhoods where kids ride their bikes and skateboards to school, where families play in their front yards and driveways, where husbands and wives walk or jog for exercise. If you're concerned about safety, Alt B is not the solution.</p> <p>Not only is Alt B unsafe for local residents, but there are also a lot of wildlife in this area that would certainly be endangered. Deer, raccoon, fox, coyote, skunk, squirrel, waterfowl, eagles, are just a handful that I can think of off the top of my head. I can see or hear them frequently from my own yard. More traffic congestion, air pollution, and noise will certainly have a negative impact on the wildlife in this area.</p> <p>If there is a need to relieve pressure on off-ramps along this stretch of I-15, please proceed with alternatives A or C. From what I've understood, either of those options would be less impactful to local residents and neighborhoods, wildlife, and tax payers (statewide). They are also more safe for our communities. I plead with you to remove alternative B from the list of options.</p>
1/12/2023	Bonnie Despain	<p>UDOT PERSONNEL AND ENGINEERS:</p> <p>I am writing because I am concerned about the alternatives you have proposed for I15 in Farmington.</p> <p>I do not see that there is going to be a great need to put a large interchange in at Glover Lane. South Farmington is not going to grow a lot because we have no where to grow. Mountains on one side and wetlands and the Great Salt Lake on the other. It would be nice, however, to have an access to I15 going north closer than Park Lane but I feel that could be accomplished around where the exit on 200 West is now and where you enter I15 going south. There is plenty of room to make an north entrance there.</p> <p>If a new interchange is built at Glover Ln , the exit/entrance will come off right into a residential area. That is not acceptable. People's homes would be impacted and these are my neighbors and I do not want my neighborhood disrupted. People living along Glover would have a very hard time getting out of their driveways. There are children's safety that needs to be thought about. A lot of traffic would go east on Glover Ln. and would be backed up at 200 East. Adding more traffic to 200 East which was not built for more traffic. A stop light would have to</p>

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		<p>be installed. I live in the Creekside Estates and the north part of my yard is next to Glover Ln. I do not want the extra traffic and we all would have a hard time exiting our neighborhood.</p> <p>It's makes me sad that you would demolish 15-20 homes in my area. These homes have been here for many years and we have a tight-knit neighborhood. The homes that are not demolished will lose their value which none of us want.</p> <p>The safety of our children going to Farmington High School, Farmington Jr High and the elementary school will be compromised. They will not be safe walking to school. Teenagers will not go a 1/2 mile north to cross a walking bridge. Bikers will also not be safe. Walkers are in the same category.</p> <p>We have a lot of wildlife in this area, having an interchange will affect them. There will be more accidents from hitting the wildlife. It will also affect all the trails in this area. They will either be destroyed or made inaccessible.</p> <p>I am asking you to see different alternatives to the I15 corridor in So Davis Co. There is a lot of space going north where most of the growth is happening. Thank you for your consideration to our concerns. Alternative B is not a good option. Try looking for other options.</p>
1/12/2023	Clifford Record	Repave existing roads before starting new projects!
1/12/2023	Steve Aguirre	<p>I have a comment about the nature of the exit proposed at Glover Lane (Option B) in Farmington.</p> <p>This is a very unusual proposal. Why does this freeway exit need to go here? The traffic does not warrant it now or in the future. No other freeway exit in Utah dumps directly into a residential neighborhood. Usually there is some commercial or open space before homes are reached. I can think of no instance from Cedar City to Tremonton and Snowville where we have a Freeway exit like the one being proposed at Glovers Lane. UDOT is setting a dangerous new precedence for this type of exit.</p> <p>Phase 2 of this project was supposed to provide walking tours and public comment about the proposals. I think UDOT did Farmington a disservice here. I was never asked nor any of my neighbors were involved in any of these activities. Why were we not asked to participate? I met in a meeting last November with UDOT at the Davis Recreation Center. The person we spoke with said that he thought everyone in south Farmington were asking for this exit. Who was he talking to? I have heard that the Farmington High School principal and many residents from northern Kaysville were pushing to get a freeway exit here. Why is their feedback more important, especially with not involving the residents of Farmington. True or not, they do not live here and are not impacted since it is not in their neighborhood. I suppose they want their kids to have quick access to the high school from the freeway. Adding more traffic to the freeway and teenage drivers will most likely make traffic congestion in this area worse, not better. High School boundaries can change over time, so needs for Farmington High School may also change. The residents of Farmington were blindsided by this proposal with no input from us.</p> <p>This area is not growing. We are surrounded by the mountains on the east and the wetlands and bird refuge on the west side. The last meeting UDOT said that the traffic projections were based on the whole area and not necessarily the traffic projection for Glovers Lane. UDOT could NOT find the data or provide the numbers on how Glovers Lane will be impacted when</p>

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		<p>we met with them on January 6th. This data needs to be proven and provided to the residents. We were also told the Option A and Option C will also meet the criteria to achieve UDOTS needs for the area. If UDOT needs to provide relief for west Farmington, then you should look at putting an exit on the new North Davis corridor being constructed.</p> <p>The proposal for the new walkway at Glovers Lane is also a joke. Currently, many joggers, bicyclists, students, etc. just go across on Glovers Lane. They don't even always take the current walkway path over the freeway. Nobody will go up to a mile out of their way to use this new path. Where is the data to show that this will even be used?</p> <p>Deer often come down and walk around the Glovers Lane area. This is already dangerous enough for the wildlife. I don't think the wildlife will use the new pedestrian bridge being proposed in the area and will struggle to survive with a new freeway intersection here.</p>
1/12/2023	Wendy Lemon	<p>I vote for option c in Farmington as it is less invasive to the community and neighborhoods but still provides increased access to the I-15 freeway system for residents. I do not like option B as I feel it is a safety hazard to the Farmington High school as well as the neighborhood communities it impacts. Option B ruins the neighborhoods close to it and the noise pollution would be terrible. The freeway noise bounces off the mountain into all the neighborhoods to the east of the freeway starting at about the south border of Farmington until just before the 200 west off ramp in Farmington due to the proximity of the mountain in that area. The highest noise decibels from the freeway occur where the freeway is closest to the mountain. It is very loud. I live here. Sometimes it is hard to sleep at night due to freeway noise as it currently stands. If you were to build option B, I hope you will use noise reducing materials or provide assistance for reinsulating the walls of all the homes in order to not exceed noise decibel standards. Please select option C.</p>
1/12/2023	Susan Corth	<p>As a member of the Capitol Hill Action Group (CHAG) I would like to resubmit these comments as to why I am concerned with the proposed expansion.</p> <p>CHAG is aware that the Capitol Hill Neighborhood Council (CHNC) has proposed that UDOT embrace a similar perspective to ours that would prioritize public transit improvements to a much greater degree than UDOT's latest [Alternatives Phase] I-15 expansion report indicates. We endorse the CHNC's call for shifting highway expansion monies toward:</p> <ul style="list-style-type: none"> ~ providing transit to facilitate access to Frontrunner stations in Davis County; ~ providing other solutions to the "last mile" problem across the region; ~ increasing the density and frequency of transit service; and, ~ subsidizing transit to make it an attractive alternative to driving. <p>We like CHNC's suggestions for reconfigurations of the overwhelmed 600 North intersection and viaduct at I-15 and changes to the dangerous 600 North inter-sections with 400 West and 300 West, though we fear the existing problems there will ultimately resurge as I-15 expansion-driven traffic volume increases occur.</p> <p>Therefore, CHAG does not support the current set of I-15 expansion options presented in the Alternatives Phase report due to its deficiencies identified in this comment. However, we look forward to providing input on, and possibly support for, a revised plan that is more appropriate to the long-term challenges faced and that offers more durable, livable solutions for our neighborhood and the Wasatch Front.</p> <p>Thank you for thoughtfully accepting this comment.</p>
1/12/2023	Paula Dean	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>We can't keep doing what we've been doing the past 100 years. California has taught us</p>

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		<p>building more lanes doesn't relieve congested roads, it only promotes growth and encourages reliance on cars. Please don't let Utah become more like California.</p> <p>Let's put our money, effort and heart into looking at alternative forms of transportation so our grandkids won't need to breathe bottled air. Having to buy bottled water is bad enough....</p>
1/12/2023	Grant Johnson	<p>This is the single most idiotic idea in the history of the state. In what world does spending a decade and hundreds of millions of dollars in any way shape or form improve traffic during, or after its completion. A decade of congestion and headaches to add one more like while the population balloons.</p> <p>It's just another gift to light our money on fire for worse traffic.</p> <p>Take just 1/10 of that budget and make public transit free forever. One bus takes 70 cars off the road.</p>
1/12/2023	Florence Farnsworth	<p>Thank you for your excellent work and presentation. I live in the Centerville area. I think the connection to the frontage road would be especially helpful off of I-15, as it would help relieve some of those people who are exiting at North at Parrish Lane and trying to turn left to get on the frontage road.</p> <p>I also like the options of getting better bike and pedestrian crossings for Pages Lane, and from Centerville Community Park to the Legacy Parkway Trail. That would be so helpful and well used. That would be a much safer access to Legacy Parkway Trail from Centerville. I think any efforts you make to help Parrish flow better and still be accessible for bikes and pedestrians is helpful. However, I try to stay away from Parrish Lane on foot and bike because it is so busy with cars.</p>
1/12/2023	Matt Smith	<p>Please do not consider Option B. I live in the neighborhood between the [REDACTED] in Farmington, just north of Glover Lane. We already have an exit and entrance at 200 west, and adding one so close on Glover Lane is not necessary. If anything, Option C should be considered to enhance the already existing I-15 interchange. I don't know the cost differences between Option B & C, but they are both likely more expensive than Option A, and if Option A meets the criteria, the lower cost the better.</p> <p>Farmington already has more than one way to access the freeway, and already has access to Legacy and highway 89. Farmington is already home to massive interchanges and roadways. It does not need another one. If needed, please consider adding something between Centerville and Farmington and maybe something between Farmington and Kaysville to alleviate traffic on I-15.</p> <p>In addition, for Option B, large interchanges aren't normally built in residential areas. Our neighborhood is quiet and peaceful and this will add noise and congestion, which will reduce the value of our property and our quality of life. There is no commercial business at this proposed interchange. Increased traffic to the area is unsafe for my kids who walk to and from school everyday. In addition, I run and ride my bike every week across Glover Lane, and am excited that all options include "updating" the Glover Lane overpass. However, option B will also increase the traffic and complexity of the area, which will make navigating the interchanges on foot or bike more complex and dangerous.</p> <p>Lastly, I'm also concerned about the impact of traffic patterns on Glover Lane and 200 East. We do not need more traffic funneled to 200 East and I'm concerned more homes will be affected than initially thought.</p>

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1/12/2023	Sabina Williams	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Jocelyn Morales	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that</p>

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1/13/2023	Lizeth Morales	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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1/13/2023	Austin Rivers	If there's something that we can immediately change that would positively impact the flow of traffic would be to illuminate all Xpress lanes and make them an actual lane to contribute and help to the flow of traffic in my opinion express lanes do not help. It creates confusion to newcomers to Utah and let's be honest nobody follows the rules of an express lane and it's very hard for cops and policeman to regulate and or ticket to anyone who violates an express lane. Thanks for your time and allowing me to express my input on the matter. Austin Rivers
1/13/2023	Hannah Chipman	I am concerned with the plan to expand 1-15 in SLC and Farmington. Specifically the increase in air quality, as SLC is already one of the worst in our nation. The homes and businesses impacted, and potentially demolished, and the cost of the construction. I think the money, time, and resources could be more efficiently used else where. Possibly towards public transportation.
1/13/2023	Jill Fonte	<p>Please start paying closer attention to how proposed traffic solutions affect air quality in SLC and the surrounding areas. For example, invest more money in driver training for buses; invest more in electric buses. Until people find the use of cars to be untenable, they'll continue to drive wherever is necessary. Create more toll roads to encourage car-pooling. Make decisions that make it UNCOMFORTABLE for people to use their vehicles. PLEASE, help us clean up this air.</p> <p>I realize that a wider I-15 will keep traffic flowing and result in less idling (in the short-term, at least), but that does not address the root of the problem. We need to offer better alternatives to driving and make it uncomfortable for people to continue using their vehicles.</p> <p>Your decisions can likely do more to impact our air quality than any other entity in Utah. PLEASE help!</p>
1/13/2023	Eric Bostrom	Consider building another highway over the top of the existing I 15 , this way you would not need an expansion , they have done this in other states like California
1/13/2023	Christopher Davis	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/13/2023	Alison Peterson	<p>I'm sure you've received many emails on the I-15 lane expansion, so to avoid another long, wordy email I'll just stick to bullet points and hope my email is taken into account.</p> <p>Benefits of the expansion: Less congestion of cars in certain areas along I-15</p> <p>Negatives of the expansion: Worsening air conditions Further separation of neighborhoods between East and West of I15 More cars moving throughout neighborhoods along I15, meaning more possibilities for auto-pedestrian deaths and accidents I truly hope this wouldn't happen, but eminent domain of people's homes along I15 to make way for further expansion Tax payer's cost Incentivizing commuters that could have taken public transportation, to now drive Pulling funds away from improving UTA Environmental impacts, even with air quality put aside Taking away from our beautiful scenery with a large, gray-toned highway running right through the center of it. I've driven through cities that have large highways and it's such an eyesore and takes away from the surrounding beauty I understand that I don't know every detail of this expansion proposal but as our wonderful city grows, I'm worried that adding more lanes to an already wide highway wouldn't solve the issue. It would just be putting a poorly fitted bandaid on it.</p> <p>When are enough lanes going to fix the problem? Are we "curing" the issue, or are we really just making the root of the problem worse?</p> <p>Growing cities naturally have to improve their public transportation to accommodate for a growing population. It seems like Salt Lake is just burying our head in the sand and assuming a larger highway would fix the problem.</p> <p>I truly hope this email is received and considered, because we're all apart of this beautiful state and this decision impacts all of us.</p>
1/13/2023	Nigel Swaby	<p>The Fairpark Community Council is opposed to both the proposed I-15 road designs as part of the current EIS process. Two key factors inform this decision. Given the historical redlining of this community coupled with the placement of three freeways within our boundaries, our community has been thoroughly marginalized. The current road designs seem to benefit Davis County commuters at the expense of property owners within the project area who are chiefly in Fairpark and Rose Park.</p> <p>Secondly, we're not convinced extra freeway lanes will improve congestion. Through a</p>

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		<p>process known as “induced demand,” studies show extra lanes only encourage additional auto use, not less.</p> <p>We recognize the current I-15 infrastructure needs updating as a matter of course. Our preference for a new freeway would be to bury it under the existing I-15 just before it reaches residential neighborhoods up to the 400 South terminus. When the new freeway is completed, existing I-15 should be torn down and rebuilt as housing, public transit and public amenities. Let’s use this opportunity to tear down one of the big barriers between Salt Lake’s Westside and the rest of the City!</p> <p>We encourage this model to be employed when additional portions of I-15 are reconstructed in the future. Combined with the Rio Grande plan, an underground freeway system in residential neighborhoods would go a long way in restoring equity to our neighborhood. Reclaiming land currently used for cars would help offset many of the costs of such a large undertaking.</p> <p>Additionally, Federal funding to reimagine freeways in underserved neighborhoods is available through the “Reconnecting Communities Pilot Program.” When Salt Lake City is awarded either the 2030 or 2034 Olympic Winter Games, more Federal transportation funding will also be available.</p> <p>There is not a scenario involving the widening of I-15 at the expense of any private property within our neighborhood we can justify supporting. Let’s look towards better alternatives.</p>
1/13/2023	Melissa Stamp	<p>Thank you for the opportunity to comment on the proposed I-15 widening alternatives. I am writing today to let you know that I do not support any of your proposed alternatives in their current form. I oppose further widening of our already-massive freeway because it will only be a temporary bandaid rather than a solution. Highway widening projects always induce additional demand that fills up the freeway again in a few years. As proposed, your alternatives would primarily benefit developers rather than Utah residents. The direct financial costs would be borne by taxpayers such as myself. And the highest costs would be borne by Utah’s lower-income, minority communities who live near I-15, particularly on the west side of the freeway in and near Salt Lake City. These costs involve impacts to mental and physical health caused by increased noise, increased air pollution, and increased dis-connection from the east side of the city. The costs of freeway widening also involve environmental impacts from adding more concrete, expanding further towards Great Salt Lake wetlands, and promoting car-based transportation that accelerates climate change.</p> <p>I am tired of my tax money being used to perpetuate inequities in our community. Instead of the same old tired, regressive approach to solving our transportation problems, I ask UDOT to abandon the widening component of its alternatives and instead invest all the project’s money into the components related to mass transit, bike lanes, pedestrian safety, etc. Those are the elements of your proposal that I support. Those are the elements that have consistently been underfunded. Those are the elements that will make the Wasatch Front a desirable place to live in the future. Those are the elements that will sustain the economy in the long run.</p> <p>Thank you for hearing my input.</p>
1/13/2023	Myrle Anderson	<p>I have lived in my home on [REDACTED] for nearly 40 years. We went through the mess and noise for expansion of the highway to put the freeway in our backyard. It isn’t but 100 feet away. That resulted in us not using our lovely backyard to any extent all these years because</p>

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		<p>of the noise from the freeway, day and night.</p> <p>Now you want to make it even worse by bringing it even closer to us - 'put more lanes is their backyard, 'it's just Rose Park. Let's increase the the already bad air quality as well.'</p> <p>I wouldn't be surprised if all of you making these decisions don't live on the east side and probably in nice quiet neighborhoods. Or maybe not even in the city.</p> <p>Do I sound a bit bitter? You can bet your lives on it!</p> <p>Put your expansion in somebody elses life!!!</p>
1/13/2023	Taylor Dillon	<p>I would like to thank you for the dedication in making Davis county more commutable into the future. One point that I would like to suggest that is scratched from the plan is the removal of the North Salt Lake Center Street exit of I-15. We already don't have an on-ramp onto North-bound I-15 and taking away the S-bound off-ramp would cause those of us that live at the south end of North Salt Lake a lot of headache and time to trek from the 2600S exit. I believe this will also cause a lot of congestion on that 2600 S S-bound exit as it is a very short off-ramp plus two left turns to get onto 2600 S and will not do well with the increased traffic exiting there. Especially with the South end of North Salt Lake growing in population with the townhomes, condos, and single family homes being built both above and below the "cliff," this plan in my opinion will cause a lot of back ups at the exit lane and even lead to stopping in the exit lane onto I-15. Please don't get rid of the off-ramp at center street. The ramp to I-215 isn't worth the removal and downsides of removing the exit.</p>
1/13/2023	Kerry McCarron	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better

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		access. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/13/2023	Mike Fife	<p>Subject: Widening of I-15 through Salt Lake City</p> <p>Dear Department of Transportation or who it may concern,</p> <p>I am opposed to both options for expanding I-15 through Rose Park and Fair Park in Salt Lake City.</p> <p>Here are the options I think UDOT should consider instead:</p> <ul style="list-style-type: none"> - Widen I-215 from where it splits off of I-15 north of Salt Lake City to carry the cars going around Salt Lake City. - Turn I-15 through Salt Lake City into a Boulevard for people who are coming to Salt Lake City rather than through Salt Lake City. This would provide massive economic development opportunities in addition helping existing residents. <ul style="list-style-type: none"> o I've heard of other proposals to underground I-15 through Salt Lake City which is an option I would support if the Boulevard idea doesn't work out. - Extend TRAX to Davis County - Maximize the ability for people to use FrontRunner, double tracking, longer hours of operation, shorter time between trains, etc. <p>I understand the need for people to get from A to Z, but I chose to live in a smaller house in Salt Lake City because I don't like commuting long distances. I don't think I should have to lose my house because someone made a different choice and wants to get to work 5 minutes earlier. And the fact is, with induced demand, soon after the hypothetical highway expansion, they won't be getting to work any faster anyway.</p> <p>Beyond my personal concerns, Rose Park, Fairpark, Poplar Grove, and Glendale have been the decades long recipients of divisive transportation plans that have cut our neighborhoods off from the rest of Salt Lake City to benefit people who live in other places. I think we're now at a place where people realize that this is unconscionable, and must not only be stopped but be mended. An additional item that is not car related that could help mend this divide is implementing the Rio Grande Plan to underground the rail traffic through downtown Salt Lake City.</p> <p>Please scrap the I-15 expansion plans through Salt Lake City and come up with a better, more equitable, hybrid transportation plan as suggested above.</p> <p>Thanks for your consideration.</p>
1/13/2023	Brittany Parks	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/13/2023	Noah Miterko	<p>Thank you for the opportunity to comment on the proposed expansion of I-15. I am here to oppose the wholesale expansion of lanes on I-15 in the northern Salt Lake and southern Davis County corridors. The poor conditions of bad air quality and the dividing of neighborhoods will only be exacerbated by this expansion. We must invest more in public transportation, like the mentioned Frontrunner double tracking. Perhaps entertain expansion in pinch points on I-15, but not the entire stretch or large portions of it. Thank you.</p>
1/13/2023	Valarie Williams	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public</p>

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1/13/2023	Tyler Simpson	<p>I know you are busy and have a lot going on, so I'll be quick.</p> <p>As a resident and frequent commuter on I-15, I don't agree with widening that freeway. As I have witnessed with freeway traffic, the widening doesn't do all that much for helping with traffic slowing down. Accidents still occur and people stop and watch. More people will get on than maybe expected which means we will be backed up yet again. Also with the housing shortage, taking homes from residents for the expense of widening freeway - especially for mainly residents up north above Salt Lake City.</p> <p>Thank you for your time!</p>
1/13/2023	Scott Behunin	<p>Option A – the most practical but you'll need a light or roundabout at Glover and the frontage road</p> <p>Option B – No- we don't need that size of interchange in a residential area.</p> <p>Option C- No- again the unnecessary impacts to the residential area.</p>
1/13/2023	Ben and Gininda Samways	<p>All of the proposed changes are a hard no from these residents of North Salt Lake as they all remove the NSL Center St south bound exit. We already have to drive to 2600 S Bountiful (1100 N North Salt Lake) to get on I-15 to head north, and now you want to remove another I-15 connection? 2600 S at Hwy 89 already gets extremely busy with the eastbound traffic coming off the freeway at the end of the work day, and you want to add more to it?</p> <p>I'm pretty sure that FedEx won't be happy with the off-ramp removal as they seem to use that exit for their southbound semis, along with Big West Oil and others - instead, you want to send them along 2600 S?</p>
1/13/2023	Stephen Henninger	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side</p>

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1/13/2023	Emily Kay	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p>

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1/13/2023	Jan Striefel	<p>Dear Sir:</p> <p>I am opposed to the expansion of I-15 for a number of reasons:</p> <p>Adding lanes to increase capacity will only incentive automobile travel, when we should be doing more to get people out of their cars.</p> <p>It will only make our air quality worse</p> <p>It will ultimately result in more congestion.</p> <p>It will negatively impact the neighborhoods on either side of the highway, require removing homes, and result in visual pollution.</p> <p>The people most affected by this action are lower-income and ethnically underrepresented and voiceless.</p> <p>It sends the wrong message about where we want to be in the future - not more pavement and congestion, but more open space and public transportation that is accessible and encourage.</p> <p>UDOT is seeking solutions that give it a reason for being, not for the protection, benefit, and social benefit of the citizens of Salt Lake Valley.</p> <p>Its money that should be spent in more productive, sustainable, and community supportive ways.</p>
1/13/2023	Nicole Danser	<p>As a VERY concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would severely and negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/13/2023	Anne Bischoff	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Megan Lopez	<p>Dear UDOT Expansion Project Team,</p> <p>Salt Lake City's Westside communities have just started gaining major traction in the debates surrounding equity, environmental justice, and a seat at the table concerning the direction and future of Salt Lake City. And yet again, there is another battle to fight and contend over: this time surrounding the expansion of the I-15 highway for commuting. The I-15 highway expansion presents big issues concerning housing, pollution, and the perennial east/west divide concerning city resources and representation. For Westsiders in Salt Lake, there is everything to lose and nothing to</p>

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		<p>gain with expanding the I-15 corridor. We, as a neighborhood, will be directly impacted by the short-sightedness of widening this stretch of road.</p> <p>Westside Housing Loss & Housing Crisis</p> <p>With the current boom in population that Salt Lake is experiencing, housing, especially affordable housing, is at a premium. The I-15 expansion directly conflicts with what we already know about the scant availability of places to live - it will further impact and reduce housing stock by disproportionately removing living spaces on the Westside to make room for more cars.</p> <p>Non-profits, like NeighborWorks Salt Lake - whose mission is to revitalize the Westside of Salt Lake via housing projects - will see their hard work literally crumble to dust if we make way for more vehicles on the road. If housing is such a critical issue in Salt Lake, why are we looking to remove affordable places to live (which happen to be on the Westside) instead of bolstering the supply of abodes to dwell in? As Mayor Mendenhall has expressed in concern about the removal of housing on the Westside "there's no amount of other benefits that can balance out the trauma that the elimination of dozens of homes would create in the neighborhood." (Salt Lake Tribune, 2023-01-11)</p> <p>Pollution</p> <p>The Westside of Salt Lake has also been disproportionately affected by the horrible air quality experienced in the valley. The expansion of I-15 will only increase the amount of air pollution swirling around in the air we breathe. It will do so by encouraging drivers to drive more and encourage behaviors antithetical to our worsening air pollution problem. If we are really committed to addressing and tackling environmental justice in relation to the Westside of Salt Lake, we should discourage driving and car culture, and encourage walkable neighborhoods, public transportation, and alternative forms of transportation. We should seek to encourage exploration and enjoyment of our local neighborhoods and downtown areas but in ways that reduce outside air pollution and foster the unique joys our city has to offer. The goal of highway expansion, it seems, is less around the urgent concerns of our health and well-being and more around the ease and convenience for cars - especially commuters from other cities.</p> <p>East/West divide</p> <p>Nothing better typifies the East/West bifurcation in Salt Lake City than the transportation infrastructure that amplifies and echoes "the city on the other side of the tracks". The highway creates a physical, if not psychic, barrier between the "affluent" east side and the "affordable" west side. This is further compounded by the locomotive layout - which traverses the east and west boundaries of all Westside neighborhoods. By expanding the highway yet again, we are furthering not only these distinct divides within the city, but other more insidious divisions that plague this city. It is no secret that major infrastructure projects throughout America are inherently biased against the poor and those of color - of which, Westside residents have historically been.</p> <p>The expansion of I-15 is really a question of funding car commuters or not funding more car commuting. And with the funding for convenient automotive transport comes a slew of other issues - more car crashes, more pollution, more traffic, less housing...the list can go on. "We cannot keep adding lanes to I-15," Governor Cox said in regards to expanding public transportation. "That's impossible, so we have to think bigger and bolder, and that's what we're doing here today." (Salt Lake Tribune, 2022-08-13) And Governor Cox is right - we CANNOT continue to myopically view our transportation needs with car-colored glasses. We have many options and alternatives available to us - alternatives that will help address other disparities and issues uniquely placed and situated in Salt Lake's Westside specifically and Salt Lake more generally. Given the</p>

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		price tag of 1.6 BILLION dollars for such an expansion, we can imagine better public transportation infrastructure in and around Salt Lake, more housing, and mitigating air pollution, to name a few things we could do with this funding. Sincerely, The Board of the Rose Park Community Council
1/13/2023	Judy Mallory-McCorvey	I think expansion of I 15 is a grave mistake and should be reconsidered. More traffic is not the answer and we should be focusing on more environmental issues as well as the effects it would have on the home owners and business that would lose their property. We need to consider front runner and green solutions. I vote No for this project and the consequences it entails. Please reconsider this plan.
1/13/2023	Emina Alibegovic	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Chad Boshell	UDOT I-15 EIS Team, Farmington City Staff has reviewed the I-15 EIS Widening options for Farmington City, listened to the public's input, and listened to Farmington City Council concerns to create the list below of comments. These comments with minor variations have been submitted individually to UDOT on the I-15 EIS website.

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Date	Name	Comment
		<p>1. General</p> <p>a. Provide the modeled traffic increases and impacts that all three option have on adjacent roads and the main collector streets.</p> <p>b. Did the model and three Farmington options account for the new Lagoon entrance on Park Lane? How does this affect the three proposed options?</p> <p>c. How do the three options impact the Park Lane interchange, which is already at capacity?</p> <p>d. Legacy Highway has much more room to expand, did UDOT study how to incorporate, widen, and better utilize Legacy to meets the needs of growth rather than assume growth must be accommodated by I-15?</p> <p>e. Do these options include reducing/eliminating the median between the I-15 north and southbound lanes, which will result in less impact to Farmington residents due to condemning their property?</p> <p>f. The WDC will divert and reduce traffic on I-15 north of the I-15 to WDC fly-overs now under construction. How will this impact the need for an additional lane on I-15 north of this connection?</p> <p>g. Will an additional lane from SLC to Farmington reduce congestion long-term, or just reduce congestion in the short-term? Some people ask, can the state “build its way” out of congestion?</p> <p>2. Main line from 400 South SLC to Parish Lane Centerville</p> <p>a. Reversible double HOV lanes are 8 minutes faster than tradition single HOV lanes in each direction by 2050. The City will support the reversible option as it gives the greatest benefit for our residents without any impact.</p> <p>3. Option A</p> <p>a. The 200 West exit and Frontage Road intersection need to be improved to increase safety with this project.</p> <p>b. This impacts the City’s detention basin on the north east corner of the Frontage Road and 75 North intersection, how will existing capacity be maintained?</p> <p>c. Farmington City appreciates that this option allows Lagoon commuters to have unimpeded access to its entrance and discourages Lagoon traffic from using neighborhood streets to access the park.</p> <p>d. Maintains the integrity of Farmington neighborhoods, homes, and residences and increases safety by replacing the State Street and Glovers Lane overpasses.</p> <p>e. Wide sidewalks and dedicated bike lanes over State Street are essential and appreciated. Suggest adding dedicated bike lanes over Glovers Lane as well.</p> <p>f. If the State Street bridge over I-15 is widened and/or another lane is added to I-15, the Farmington City MTP (Master Transportation Plan) prepared by Horrock’s Engineers (with and a later addendum by WCEC) recommends raising the Frontage road to ascend south to north to form an intersection at State Street before descending down to existing grade as it continues to traverse north. Please explore whether or not this alternative results in less traffic overall than Option A by the elementary school, past the junior high, and through the Clark Lane historic district on State Street between 200 West and 400 West [note: it appears that the Horrock’s alternative results in fewer residential demolitions which might better help save the residential character of the area].</p> <p>4. Option B</p> <p>a. What are the impacts of increased traffic to 200 East?</p> <p>b. What are the impacts at the 200 East and Glovers Lane intersection? Does UDOT</p>

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		<p>anticipate installing traffic lights at the 200 East/Glovers Lane intersection to control increased traffic using Glovers Lane to access I-15?</p> <p>c. What are the modeled traffic increases on 200 East, Glovers Lane, Frontage Road, and other local roads?</p> <p>d. This impacts the City's detention basin on the north west corner of the Frontage road and Glovers Lane intersection, how will existing capacity be maintained?</p> <p>e. Farmington City appreciates that this option allows Lagoon commuters to have unimpeded access to its entrance and discourages Lagoon traffic from using neighborhood streets to access the park.</p> <p>f. Due to the widening at Glovers what will be the impact on the elevation of the Frontage Road and Glovers Lane intersection? It appears that it will have to be elevated significantly adding more impact than just the increased footprint, it will impact the entire neighborhood visually, noisily, and increased traffic.</p> <p>g. The 200 West exit and Frontage Road intersection needs to be improved to increase safety with this project.</p> <p>h. This option significantly widens the Frontage Road increasing impact to residents. Does Frontage Road need to be widened so much? Can turn lanes only be added where needed at specific intersections?</p> <p>i. How does this impact traffic on 650 West?</p> <p>j. The City appreciates how this should reduce traffic on 200 West freeway exit.</p> <p>k. Adding an interchange in a completely residential neighborhood negatively impacts residents, traffic, and pedestrians. This option changes the "feel" of the area and has never been considered here before. Adding this interchange now is detrimental to the community.</p> <p>l. This option creates the loss of more homes which cannot be replaced within Farmington resulting in the likely loss of our residents.</p> <p>m. This option appears to be designed to alleviate the problems that plague the Parish Lane interchange. Can the money for this option be directed to Parrish to fix the issues there by buying businesses and relocating roads along Parrish?</p> <p>n. Could freeway access for southern Farmington be better addressed by an interchange on the West Davis Corridor at 1525 West/Glovers Lane?</p> <p>o. The Glovers Lane interchange seems too extreme. The overpass is as much as 8 lanes wide in some areas. It seems to be cramming too much into too small an area. Can it be scaled down to soften the impact?</p> <p>p. Pedestrians and bikers are less likely to utilize a pedestrian bridge that is some distance away from Glovers Lane. This creates safety issues with pedestrians and bikers that may simply try to cross the Glovers Lane overpass even though there are no crosswalks or bike lanes.</p> <p>q. What is the initial anticipated level of service (LOS) for the proposed Glover's Lane interchange? What is the projected LOS 30 years in the future?</p> <p>r. If the State Street bridge over I-15 is widened and/or another lane is added to I-15, the Farmington City MTP (Master Transportation Plan) prepared by Horrock's Engineers (with and a later addendum by WCEC) recommends raising the Frontage road to ascend south to north to form an intersection at State Street before descending down to existing grade as it continues to traverse north. Please explore whether or not this alternative results in less traffic overall than Option B by the elementary school, past the junior high, and through the Clark Lane historic district on State Street between 200 West and 400 West [note: it appears that the Horrock's alternative results in fewer residential demolitions which might better help save the residential character of the area].</p>

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		<p>5. Option C</p> <p>a. The City does not want the unimpeded access to Lagoon/frontage road to be eliminated. It appears that this option will increase traffic on 200 West and State Street in Farmington due to the break in the frontage road. Many Lagoon drivers will attempt to access the park using city streets rather than make a left turn back onto the Frontage Road.</p> <p>b. Are the two left turns to the Frontage Road adequate for the Lagoon peak traffic demands? Are the queuing lengths enough? Appears that it will cause future problems. Delays at this signal will likely cause Lagoon traffic to find other routes through local streets.</p> <p>c. If left turns are only allowed with an arrow (to reduce the risk of accidents during the left turn), this will require exceptionally long green turn lights which will impede traffic travelling southbound on 200 West or from the Frontage road. Aside from the inconvenience and negative impact on mobility in the community, this will likely cause drivers to use Park Lane and Parrish Lane as alternatives (which appears to contradict UDOT's objective of reducing traffic at those exits stated in Option B).</p> <p>d. This option significantly widens the Frontage Road increasing impact to residents. Does Frontage Road need to be widened so much? Can turn lanes only be added where needed at specific intersections?</p> <p>e. With this option can an underpass similar to option B be incorporated to provide unimpeded access to Lagoon?</p> <p>f. Wide sidewalks and dedicated bike lanes over State Street are essential and appreciated. Suggest adding dedicated bike lanes over Glovers Lane as well.</p> <p>g. Farmington City appreciates that Option C attempts to keep local Frontage Road traffic on a frontage road consistent with our MTP instead of being perpetually detoured past an Elementary School, Junior High, and a residential historic district. However, Farmington wishes to explore which option and/or alternatives result in less traffic impacts overall for the community.</p> <p>Please contact me if you have any questions.</p>
1/13/2023	Dorothy Arnold	<p>Good morning. First of all, thank you to the lovely people who have come out to speak with our groups on at least three separate occasions over the last two or three weeks. I hope they have found the experience useful.</p> <p>I live at [REDACTED] Street in Farmington. My comments relate to the overpass proposals, which are the same on A, B, and C options.</p> <p>What can be done to avoid removing homes on Clark Circle and on State Street and on Fourth West?</p> <p>--Use existing strips of land to accomplish widening I-15 (Is this REALLY necessary? Perhaps not.) just west of the frontage road and leave the eastern footprint of the frontage road as is.</p> <p>-- Eliminate the State Street overpass. Leave the pedestrian overpass for foot traffic and bicycle traffic. Another overpass could be constructed further north to intersect with the frontage road and provide access to Station Park, and perhaps take some of the pressure off from Park Lane.</p> <p>--Create a left-turn lane beginning further back on the overpass, with a left-turn arrow at a stoplight. This is like the Centerville Parrish Lane overpass, where traffic turning left onto the I-15 ramp does so without impacting the existing intersection.</p> <p>--As a member of the Farmington Preservation Commission and a resident of the district, I am attached to the small park right off the overpass, I would sacrifice a bit of the park if we could save the homes. The entrance to that lovely little stretch of the Lagoon Trail could be re-</p>

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		<p>configured.</p> <p>--Raise the grade of the frontage road to intersect with the overpass prior to the intersection with 4th West.</p> <p>--Eliminate 4th West as a connection to State Street. It could terminate just past the intersection with the new subdivision, leaving access for the homes on 4th West to the frontage road. An alternate access to town would need to be created, however.</p> <p>--Keep in mind the high water table and the aquifer that underlies that area. Keep in mind, also, that in high water years, Farmington Creek floods the frontage road area.</p>
1/13/2023	Tayler Nikole Allen	<p>Hi there,</p> <p>As a lifelong resident of Salt Lake County, I fully support the statement released by Sweet Streets about the I15 expansion. Please consider the negative impacts of highway expansion.</p>
1/13/2023	Russ Shepard	<p>REPLACE AGING INFRASTRUCTURE</p> <p>Metropolitan areas across the country are moving away from highway expansion and are actively reducing highways. It is not clear from the Report whether UDOT considered potential improvements within the existing footprint beyond the proposal to make no changes. Sweet Streets supports the proposed investment in updating aging infrastructure. However, the need for substantial funding to maintain existing infrastructure both now and in the future will be exacerbated by expanding the existing footprint of I-15, creating ongoing repair and maintenance costs that are not currently funded nor considered in the proposal. Thus, Sweet Streets does not support the expansion of I-15 simultaneous to the updates that would not expand the highway.</p> <p>Items for Consideration:</p> <p>Consider potential improvements within the existing footprint beyond the proposal to make no changes</p> <p>PROVIDE BETTER MOBILITY TO ALL USERS</p> <p>Sweet Streets appreciates the consideration of modes of transportation beyond motor vehicle traffic in its proposed alternatives. However, the proposed expansion fails to adequately protect bicyclists, support the planned construction and execution of FrontRunner Double Track projects, and incentivize carpooling.</p> <p>While Sweet Streets appreciates UDOT's inclusion of buffered bike lanes in the alternatives, protected bike lanes are essential for areas where traffic travels at speeds greater than 20 miles per hour. UDOT proposes only buffered bike lanes and fails to explain why protected bike lanes were not considered in any locations. This is especially concerning given the recent preventable pedestrian injuries that have occurred in or near these locations. Sweet Streets supports efforts to prioritize protected bike lanes in place of the proposed buffered bike lanes as UDOT continues in this process.</p> <p>In the event UDOT concludes the proposed expansion would be beneficial, final approval on the proposal should be delayed until full funding is allocated to expanding regional bus, light rail, and rail service and frequency. Sweet Streets does not support any construction of the I-15 project until after full funding for the completion of FrontRunner Double Track projects.</p>

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		<p>UDOT can also better support and encourage carpooling by altering the current and proposed HOV-lane structure. For example, Sweet Streets suggests that the HOV minimum passenger requirement be increased from 2 to 3 passengers and that the modeling be revisited to accommodate this assumption. We also suggest that UDOT implement physical separation for HOV lanes with more strategic enter/exit points. Finally, we agree and support other commenters' suggestions to prioritize HOV enforcement.</p> <p>Building additional highways leads to induced demand—encouraging more people to drive in the short-term and leading to identical congestion issues in the near future. Expansion projects “might offer faster travel for a year or two, but any time savings will prove fleeting.” The current right-of-way is sufficient to accommodate designs that would improve traffic flow, especially considering the larger transportation network including Legacy Parkway, the West Davis Corridor, and 215. Sweet Streets opposes the proposed expansion as a short-term solution that will not address long-term transportation concerns.</p> <p>Items for Consideration:</p> <p>Explain why UDOT considered only buffered bike lanes and not protected bike lanes</p> <p>Prioritize protected bike lanes in place of proposed buffered bike lanes in areas where vehicle traffic travels at speeds greater than 20 miles per hour</p> <p>Condition final approval upon allocation of full funding to expanded regional bus, light rail, and rail service and frequency</p> <p>Increase the HOV minimum passenger requirement from 2 to 3 passengers and conduct modeling based on this assumption</p> <p>Implement physical separation for HOV lines with more strategic enter and exit points</p> <p>Prioritize HOV enforcement</p> <p>Review whether the proposal is likely to result in induced demand</p> <p>STRENGTHEN THE STATE AND LOCAL ECONOMY</p> <p>Increasing vehicle traffic will negatively impact air quality in the region and will do so most acutely in a geographic area with historically worse air quality (the west side). “Estimates of the economic costs of air pollution in Utah totaled \$0.75 to \$3.3 billion annually, approximately 1.7% of the state’s gross domestic product.” Thus, Sweet Streets emphasizes the need to fully consider air quality impacts, including such impacts on the economy, to evaluate the impact of the proposal on this stated purpose of the project.</p> <p>Items for Consideration:</p> <p>Fully consider air quality impacts and resulting impacts on the economy</p> <p>BETTER CONNECT COMMUNITIES</p> <p>Widening I-15 will not better connect east-west communities. To the contrary, it further divides</p>

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		<p>east and west communities while catering to commuters living outside areas where they work. In addition, the proposal does not support public transit projects and may disrupt communities by destroying homes.</p> <p>UDOT recognizes the need to “[s]upport the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and rails, and across I-15.” However, a proposal that does not interfere with FrontRunner and other public transit uses is not necessarily one that supports such uses. Delaying the I-15 project until full funding allocation to the FrontRunner Double Track projects and Davis-Salt Lake bus service project will support those projects and such support may alter the projections upon which the I-15 project is based. The conditioning of highway construction on transit funding is well-recognized in our state.</p> <p>Utah is currently experiencing a housing affordability crisis. Governor Spencer Cox has cited concerns for the shortage of housing and lack of affordable housing in his fiscal year 2024 proposed budget. The removal of housing to make room for roads is not a new phenomenon. However, given the need for housing, such actions are not justifiable in this case. Any use of eminent domain in particular to remove homes will immediately destroy community links, an outcome directly antagonistic to the project’s stated purpose. Sweet Streets opposes any proposals that would prioritize roadway expansion over existing housing.</p> <p>Items for Consideration:</p> <p>Delay final approval and construction until the FrontRunner Double Track projects and Davis-Salt Lake bus service project are fully funded through completion</p> <p>Avoid any alterations that would remove existing housing structures</p> <p>PUBLIC ENGAGEMENT</p> <p>Sweet Streets appreciates UDOT’s decision to extend the public comment deadline and to provide additional public engagement opportunities. Given the substantial impacts of this project, Sweet Streets urges UDOT to engage in more frequent and widespread public engagement going forward. Outreach should include not only communities directly impacted by the redesign, but also those communities that will be indirectly impacted by the proposed expansion. The two equity outreach meetings that UDOT has conducted are not sufficient engagement to fully reach these communities. Sweet Streets appreciates the willingness of the UDOT project team to meet with any community group who requests a meeting, but it is critical that more additional outreach be conducted to disseminate project information in the community.</p> <p>Sweet Streets has also been notified by a number of community members who were given inadequate notice for the public meetings and is concerned that many public meetings were held at times where low-income families may have been less able to participate in the public commenting process. Therefore, Sweet Streets encourages UDOT to continue its efforts to expand their community outreach process for this and future projects.</p> <p>Items for Consideration:</p> <p>Conduct a more robust public engagement process going forward</p>

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		<p>Communicate with communities that will be directly and indirectly impacted by the proposal</p> <p>Expand equity outreach meetings</p> <p>Provide as much notice as possible before public meetings</p> <p>Schedule public meetings at various times to accommodate various schedules</p>
1/13/2023	David Eskelsen	<p>Utah Department of Transportation I-15 Expansion, DRAFT Environmental Impact Statement comments via email: i15@utah.gov</p> <p>These comments first address my concerns with and opposition to Option B, the Single Point Urban Interchange at Glover Lane and associated infrastructure. This section includes several data requests. Second, my preferences for Option C are described. Third, I present an argument and evidence that UDOT's longstanding policy for expansion of freeways as a solution to congestion and increased travel times will not produce the desired result. The experience of California, together with recent wholistic traffic studies demonstrate that increasing road capacity in congested conditions produces only temporary relief and can make congestion worse.</p> <p>Comments on Option B Adequacy of Public Notice UDOT representatives in a community information meeting in Farmington on Jan. 5, 2023 said its initial scoping in early 2022 featured public outreach, walking tours and a solicitation of comment from stakeholders directly affected by the proposals. Many of the residents in the Glover Lane area neighborhoods do not recall any concerted effort from UDOT to contact us. I have decades of experience at the electric utility, PacifiCorp, dealing with the National Environmental Policy Act, Environmental Impact Statements and Certificates of Public Convenience and Necessity for large infrastructure projects. Based on this experience, the statutory requirements of the NEPA for public notice are the bare minimum for legal justification of projects that invoke powers of eminent domain. As a practical matter, these are inadequate for a diligent effort to engage the public. A series of additional public outreach meetings, advertised in media of general circulation and—most critically—direct mailings to affected residents, are absolutely necessary. It seems UDOT's public outreach efforts until December 2022 have been perfunctory at best.</p> <p>The huge impact of UDOT's Option B should have included much more specific public outreach to the residents on either side of Glover Lane between I-15 and 200 East.</p> <p>David Eskelsen [REDACTED]</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>40 C.F.R. § 1506.6 states, among other provisions: Agencies shall: (a) Make diligent efforts to involve the public in preparing and implementing their NEPA procedures. (b) (3) In the case of an action with effects primarily of local concern, the notice may</p>

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		<p>include:</p> <p>(viii) Direct mailing to owners and occupants of nearby or affected property.</p> <p>(ix) Posting of notice on and off site in the area where the action is to be located.</p> <p>UDOT's effort to involve the public during most of 2022 cannot be described as "diligent," particularly given my own professional experience. I recognize that the language of 1506.6 (b) (3), with the directive "may include," does not make these steps mandatory. Although I would observe that physical signage per 1506.6 (b) (3) (ix) only appeared locally in our neighborhood after the Jan. 5, 2023 public information meeting. This indicates UDOT is aware that its previous efforts may not have been strictly diligent within the spirit of the law.</p> <p>Data Request #1</p> <p>In UDOT's Scoping Summary report, section 1.5.1, there is only one "grassroots effort" noted for Farmington, the so-called "Bunny Hop" event April 7, 2022. Please provide details of how this event was specifically advertised and connected with the I-15 project. Were any records kept; if so, how many Farmington residents were contacted?</p> <p>1.1—Please provide the time of day and duration of the April 12, 2022 Davis County Commission work session presentation; the Farmington City Council work session on the same day; and for the Farmington Planning Commission meeting April 14, 2022. Describe how these were publicized. If the meetings took place during daytime working hours and were noticed only via regular commission agendas, this is inadequate public outreach for a project of this magnitude.</p> <p>1.2—Please provide the dates, times and attendance information of the "walking tours" that were mentioned in the Jan. 5, 2023 Farmington public information meeting. Explain how these were publicized.</p> <p>Geographic concerns</p> <p>The purpose and need statement indicates a primary justification for the overall project is to prevent backing onto I-15 from the current Exit 322 at 200 West. As a proposed solution, the Glover Lane SPUI would be located in the narrowest geography of I-15 in Utah, situated between the Wasatch Range and the Great Salt Lake. The distance east from I-15 to 200 East in Farmington is 2,026 feet, and will be reduced with the lane expansion as envisioned. Traffic study information is currently inadequate to justify the huge impact of a SPUI at Glover Lane. The clear hazards of increased traffic and speeds to residents and their children</p> <p>2</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>currently living there is not consistent with UDOT's goals of including quality of life and safety into its scoping process.</p> <p>Data request #2, local traffic and safety impacts</p> <p>UDOT must evaluate the impact of increased neighborhood traffic on Hollie Avenue (50 West) north to Farmington Elementary and Farmington Junior High, as well as south along 200 East to Reading Elementary, where many children now walk and bicycle to school and back. Students also cross Glover Lane, use Rice Lane, 50 East, 825 South and 750 South for this access. Because of their close proximity to the schools, these students do not have access to school district busing. There are clear safety hazards for these children from increased traffic</p>

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		<p>and increased speeds with the introduction of an interchange this large.</p> <ul style="list-style-type: none"> • 2.1—Please provide information or study that justifies an interchange specifically at Glover Lane over the other options. Because of the narrow way, there is no ability or need for increased eastbound traffic locally. The primary increased traffic flow would seem to be north and south, with some perhaps to the west, but that will be restricted again by the proximity of the Great Salt Lake. Future development in that area is restricted by geography and by the impact of the West Davis Highway alignment. By drawing traffic from the Park Lane and Parrish Lane interchanges, increased traffic on residential streets is more likely to occur at peak travel times. • 2.2—UDOT must evaluate the traffic impacts at the intersection of Glover Lane and 200 East (S.R. 106) and points north and south resulting from increased traffic from the SPUI at Glover Lane as envisioned. Substantial foot traffic by school children currently utilizes 200 East to access Reading Elementary from the south. Currently, the only sidewalk (on the west side) directly abuts the highway. Increased traffic from an interchange at Glover Lane must be evaluated for safety of school children in this area. • 2.3—Please provide an engineering analysis of the bridge contour, elevation and length of the SPUI at Glover Lane. The current interactive web map overlay is clearly inadequate as to the true extent and impact of this option on the homes of residents directly affected. It seems actual construction of this option will be more expensive than envisioned. • 2.4—Please provide any examples of a similar SPUI interchange that impacts such a small residential area as this. The current proposal would seem to be without precedent. <p>Alternatives eliminated or not evaluated</p> <p>Data Request #3</p> <ul style="list-style-type: none"> • Please provide documentation for the justification of why the project study area stops at the Park Lane interchange of U.S. 89 and I-15, and does not include options in the Kaysville area where additional land is available. The <p>3</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>current explanation in the Purpose and Need Statement, page 2, seems arbitrary.</p> <p>Data Request #4</p> <ul style="list-style-type: none"> • UDOT must show whether a combination exchange at the intersection at West Glover Lane and the West Davis highway was adequately considered, or arbitrarily dismissed. <p>Data Request #5</p> <ul style="list-style-type: none"> • UDOT must show engineering and cost evaluations of moving the I-15 expansion into the railroad right-of-way, and why that would not be a reasonable way of mitigating impacts on existing residents. <p>Purpose and Need Assessment</p> <p>This section evaluates the stated objectives in UDOT's Purpose and Need document against questions from residents who will be affected by Option B.</p> <p>1.4.2.1 Improve Safety</p> <p>Improve the safety and operations of the I-15 mainline, I-15 interchanges, bicyclist and</p>

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		<p>pedestrian crossings, and connected roadway network.</p> <p>Assessment: While it may improve driver safety from reduced congestion for a time, independent traffic research shows these benefits are relatively short-lived. (See Policy Discussion, below.) Option B would surely increase traffic flow and speeds in neighborhood areas that children use to walk and bicycle to school. How can this new increased risk be justified as improving safety?</p> <p>The Salt Lake City region was a designated a non-attainment area for the 2015 8-hour ground-level ozone standard. Much of this impact occurs from motor vehicle traffic. According to the Utah Department of Environmental Quality, Division of Air Quality, the annual fourth-highest ozone maximum daily 8-hour average values have shown little change in the region over the last decade, despite a significant decrease in nitrogen oxide concentrations. [ref: https://deq.utah.gov/air-quality/the-salt-lake-regional-smoke-ozone-and-aerosol-study-samoza. UDOT's EIS must show how the I-15 expansion project will affect air quality along the Wasatch Front, and how, even if it improves traffic safety for motorists, the increased throughput for traffic will not make air quality worse in an existing non-attainment area.</p> <p>1.4.2.2 Better Connect Communities</p> <p>Be consistent with planned land use, growth objectives, and transportation plans. Support the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, regional transit and trails, and across I-15.</p> <p>4</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>Assessment: Option B is clearly not the current residential land use in the residential neighborhoods on either side of Glover Lane. That use is not likely to change absent this proposal. The plans for FrontRunner and regional transit are admirable, but the proposed transit options for pedestrians and bicyclists across I-15 are onerous and unlikely to foster increased use of transit options that don't use automobiles.</p> <p>To the extent Option B was prompted by scoping input that requested easier automobile access to Farmington High School, this is simply a capitulation to the most damaging aspects of American freeway culture. I have observed the traffic to Farmington High School during the morning, lunch and afternoon student commutes. Nearly all of it takes place with single students each driving their own car. There are approximately 688 parking stalls in the high school's east and west lots. Each school day, all of them are filled and street parking backs up onto the Glover Lake overpass—likely more than 700 vehicles in total. This “convenience” increases air pollution and creates serious traffic congestion three times per day along 650 West. A major interchange on Glover Lane is simply moving a problem from one neighborhood to another. It is not a solution.</p> <p>1.4.2.3 Strengthen the Economy</p> <p>Replace aging infrastructure on I-15.</p> <p>Enhance the economy by reducing travel delay on I-15.</p> <p>Assessment: I agree that the aging surface and bridges of I-15 need replacing. I disagree the projected travel delay reductions will produce any lasting economic benefits. As shown in the policy discussion below, the anticipated reductions in travel times are likely to be temporary—and likely to be exacerbated by the very</p>

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		<p>construction intended to solve it.</p> <p>1.4.2.4 Improve Mobility for All Modes</p> <p>Improve mobility and operations on the I-15 mainline, I-15 interchanges, connected roadway network, transit connections, and bicyclist and pedestrian facilities to help accommodate projected travel demand in 2050.</p> <p>Assessment: Again, I find the transit connections, pedestrian and bicycle options to be mere lip service to these needs. I've used walking and bicycle travel in Farmington for 36 years. In that time, I've commuted by either bus or rail from Farmington to Salt Lake City in trips totaling more than 250,000 miles. I can say from experience, the transit options described will not be attractive enough to be used by the majority of residents here. As the Policy Discussion below indicates, true solutions to urban congestions stem from prioritizing transit options before freeway expansion.</p> <p>5</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>Pedestrian and bicyclist safety</p> <p>The Draft Purpose and Need Statement 2022, Section 1.3.2.4 states:</p> <p>"At some locations, such as 500 South in Bountiful or Parrish Lane in Centerville, the existing pedestrian and bicycle accommodations cross uncontrolled roads and are uncomfortable for many bicyclists and pedestrians. There is a need throughout the needs assessment area to better transition vehicle traffic from the interstate to neighborhood streets through visual and design cues to reduce speeds and increase line of sight for vehicles to see pedestrians and bicyclists."</p> <p>Based on personal use of these options, I can say unequivocally: the identified transition areas are not just "uncomfortable." They are downright dangerous. As well, "visual and design cues" are not be sufficient to provide the needed level of safety. Motorists tend to ignore these cues, and mishaps are more likely to be fatal for pedestrians and cyclists. Physical separation of automobile and pedestrian/cyclist throughways is the only solution that will truly promote greater use of these options.</p> <p>UDOT's proposed pedestrian bridge in Option B adds at least 2,000 feet to pedestrian travel over I-15 at Glover Lane. This seven minutes of extra travel time may seem insignificant to automobile culture, where we regularly travel more than seven miles in that time. But this is another indication that UDOT has</p> <p>prioritized automobile travel at the expense of pedestrian and other non-automobile transit.</p> <p>Option C Assessment</p> <p>Of available alternatives, I favor Option C because it corrects a decades-old interchange design flaw that did not include both northbound and southbound access to I-15. This has confused drivers ever since it was built. For 36 years of living in Farmington, we have regularly had to give complicated instructions to visitors for proceeding north. As well we have regularly assisted northbound motorists who had exited on 200 West, expecting to be able to return northbound, frustrated at the illogic of it all. Option C is more consistent with current I-15</p>

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		<p>traffic patterns, more efficiently uses available construction space, and is much less disruptive to existing neighborhoods.</p> <p>UDOT officials at the Jan. 5, 2023 public information meeting in Farmington stated that any of the proposed options, A, B, or C, satisfies the purpose and need objectives. If so, Option C would seem to be the least disruptive option.</p> <p>Policy Discussion</p> <p>Wasatch Front Regional Council's Regional Transit Plan, which UDOT relies on for much of its justification for the I-15 expansion project, devotes 73.2% of its budget to roadway projects; 24.7% to "transit" projects. Research shows this proportion is precisely backwards.</p> <p>6</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>Recently, The New York Times published a news report headlined, "Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?" https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html Within the Times report are research links which were significant sources for its conclusions. https://www.sciencedirect.com/science/article/abs/pii/S0967070X96000303 Abstract (emphasis added): For over 30 years, an argument has been proceeding among researchers who have analysed trends in urban traffic conditions, with notable contributions from Downs, Thomson, Smeed, Zahavi, Bly, Webster and the author. The argument has been rather theoretical, but has an important policy issue at its heart: if urban road capacity is increased, does this result in some improvement in traffic speeds (as traffic engineers have hoped), or does it make congestion worse (as many urban authorities now suspect)? Resolving this question depends on explaining the ubiquitous observations that there is a very wide variation in day-to-day running speeds for individual vehicles on particular journeys, but there is only slight long-term change in average traffic speeds, in spite of the substantial growth in car ownership and the many different transport policies which have been adopted. This paper reviews the views and empirical evidence that have been put forward to date, and defends the conclusion that the counter-intuitive argument is in fact correct: increasing road capacity in congested conditions can make congestion worse. The reason for this lies in the interaction between private and public transport, or rather between individual and collective transport. An important policy conclusion follows: a necessary condition for increasing journey speeds in towns (for both car users and collective transport users) is to improve the quality of collective transport. Sample calculations suggest that the average direct journey speed in central London may be more than doubled by such a policy. https://www.sciencedirect.com/science/article/abs/pii/S0967070X18301720 Abstract (emphasis added): This paper examines the causal link between highway capacity and the volume of vehicle travel in US urban areas. Estimates from a dynamic panel model suggest that highway capacity expansion generates an exactly proportional increase in vehicle travel. Moreover, induced vehicle travel is expected to revert traffic speeds to pre-expansion levels in approximately five years. To address the simultaneous relationship</p>

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		<p>between lane mileage and highway capacity, this paper develops an identification strategy to account for possible endogeneity bias. A set of instrumental variables measures the degree of influence that state delegations have had on key transportation committees in the US congress. The instruments strongly correlate with highway capacity and are plausibly exogenous, considering the idiosyncratic legislative process in the US. These findings cast doubt on the effectiveness of expanding highways to eliminate traffic congestion, as the speed-related benefits of new capacity tend to be short-lived.</p> <p>7</p> <p>I-15 Farmington EIS comments, Eskelsen 1-12-2023</p> <p>Given these findings, residents affected by this proposal deserve better justification for why UDOT is clinging to a policy that has been shown to be ineffective in addressing its stated aims in the Purpose and Need Statement [Section 1.3.4.1, Delay and Congestion].</p> <p>UDOT's regional travel demand model 8.3.2 is calibrated to 2019 and uses transit ridership from 2019 [ref. Purpose and Need 1.3.4.1.1]. UDOT needs to demonstrate whether it has evaluated (or intends to evaluate) the impact of increased remote employment practice in the Wasatch Front area, and whether corresponding reductions in commuter traffic have resulted from changes in employer policies that have persisted after pandemic restrictions.</p> <p>I recognize that these comments are lengthy and appreciate your attention to them. I would like to close with some personal observations.</p> <p>I'm familiar with the power of eminent domain within the concept of the public good. Working as I do for PacifiCorp/Rocky Mountain Power, I've been close to a number of such projects.</p> <p>When the power company develops an Environmental Impact Statement, it generally submits the document for review to a regulating authority, which issues the Record of Decision. For example, major transmission lines generally involve one or more agencies of the U.S. Dept. of the Interior, such as the Bureau of Land Management or the U.S. Forest Service. It is one of these agencies that evaluates the EIS and issues the Record of Decision.</p> <p>In the case of UDOT's I-15 project, UDOT will both prepare the EIS and issue the record of decision. The applicant and the regulatory authority are the same agency. This does not inspire confidence that an independent, fair and reasonable decision will be made. You may recall suspicions voiced by my neighbors Jan. 5 that casual comments they have heard from Farmington City and other quarters lead them to believe that, despite your statements to the contrary, UDOT favors Option B and is merely going through the motions on the EIS.</p> <p>Knowing this process as I do, institutions often naturally develop a preference for particular options. This means UDOT has a high bar to clear to convince the residents affected by Option B they are not victims of a fait accompli.</p>
1/13/2023	Erica Bindas	<p>I am writing as a concerned citizen of the Poplar Grove neighborhood of Salt Lake City regarding the proposed expansion of I-15. History in cities like Los Angeles and Dallas have shown that expanding highways to more lanes does not solve traffic problems! This expansion will be inhumanely removing people from their homes on the west side of SLC in order to make way for additional highway infrastructure, and there simply isn't proof to support that those measures are necessary. Additionally, the increased pollution caused by this</p>

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		<p>automotive travel will only worsen the health and safety outcomes of Utah residents - we cannot afford to take these risks when it comes to the quality of the air that we breathe.</p> <p>I encourage you all to consider the research and voices of Heal Utah and Sweet Streets SLC, among other organizations, and do not approve this dangerous expansion.</p>
1/13/2023	Annie Dayton	<p>Dear Ms. Pocock,</p> <p>I am emailing to voice my agreement with Sweet Streets in OPPOSING the proposed widening of I-15 through Salt Lake City. You can see the full comments of Sweet Streets in the following link: https://sweetstreetsslc.org/news/sweet-streets-shares-i-15-widening-comment</p> <p>I live in the Rose Park neighborhood of Salt Lake City, utilizing the 600 N freeway entrance and exit on a daily basis and do not think that widening I-15 is the correct decision. I also cross over the 600 N bridge daily from the west side to the east side to drop off and pick up my son from his elementary school (Washington Elementary) and my daughter rides the UTA bus to attend West High School. Your proposed widening would negatively impact me personally, and my neighborhood/community with the potential displacement of residents and dangerous road design.</p> <p>Sincerely,</p>
1/13/2023	Michael Hansen	<p>I am strictly against the expansion of I 15. You not should have expanded 25 years ago with the first expansion. You don't needs to be focusing on city streets, and potholes and existing roads structure before expansion. Just like everyone else in the world. You are getting way too ahead of yourself. And forgetting about proper maintenance on existing roads. Not only have you allowed Google fiber to tear up our roads, what's worse is the construction teams do not do a good job repairing the roads. I know it's expensive, and I know you are doing the best you can. Please do what's right and DO NOT expand I-15 before repairing existing roads in the Salt Lake Valley.</p>
1/13/2023	Nathan Marshak	<p>1. Options other than widening highways should be considered. Quoting a recent New York Times article [1]: The Biden administration has suggested that states should be more thoughtful in their solutions to congestion. Sometimes widening is necessary, Transportation Secretary Pete Buttigieg said, but other options for addressing traffic, like fixing existing roads or providing transit options, should be considered. "Connecting people more efficiently and affordably to where they need to go," he said, "is a lot more complicated than just always having more concrete and asphalt out there."</p> <p>2. Protected bike lines, not just buffered bike lanes, should be considered. From the comments of the Sweet Streets SLC advocacy group [2]: While Sweet Streets appreciates UDOT's inclusion of buffered bike lanes in the alternatives, protected bike lanes are essential for areas where traffic travels at speeds greater than 20 miles per hour. UDOT proposes only buffered bike lanes and fails to explain why protected bike lanes were not considered in any locations. This is especially concerning given the recent preventable pedestrian injuries that have occurred in or near these locations.</p> <p>***</p> <p>[1] Weingart, Eden, and Alyssa Schukar. "Widening Highways Doesn't Fix Traffic. So Why Do</p>

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		<p>We Keep Doing It?" The New York Times, January 6, 2023, sec. U.S. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html.</p> <p>[2] https://sweetstreetsslc.org/news/sweet-streets-shares-i-15-widening-comment</p>
1/13/2023	Nathan Marshak	"One more lane" meme appended to the end of this section.
1/13/2023	Erica Dombro	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Alex Welton	Submitted a copy of the Sweet Streets Board letter appended to the end of this section.
1/13/2023	Gene Hayes	<p>I wanted to express my concern for the proposed expansion of I-15. Although I recognize the need for transportation solutions as the Wasatch Front area continues to grow, the solution under consideration—expansion of I-15—shows a lack of innovation and is shortsighted.</p> <p>The proposal has five purposes: "to improve safety, replace aging infrastructure, provide better mobility for all users, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City." I'm concerned that the existing proposals, in many instances, fail to address these goals. Rather, the proposal seems primarily intended to address motor vehicle congestion concerns, often to the detriment of the</p>

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		five identified goals. I fully support Sweet Streets proposal outlined here: https://sweetstreetsslc.org/news/sweet-streets-shares-i-15-widening-comment
1/13/2023	Katherine Brown	If you want more cars on the road, then expand the interstate. But if you would like less cars, then look at alternatives such as mass transit, safer bike lanes. I am strongly in favor of making mass transit free. It works to get cars off the road, and will benefit people without access to cars.
1/13/2023	Michael Ahern	I am writing to try and prevent the widening of I-15. I am sure you are well aware of the statistics and examples of highway widening not reducing congestion. This effort would displace many residents for essentially nothing, while making our pollution issue significantly worse. At the same time, UTA had to cut services all across the state forcing more people to get in their cars and use the roads/highways. We have an opportunity to invest those large amounts of funds into other transportation options that Utahns want! Like the Rio Grande Plan, increased bus services, expanded frontrunner/Trax, a train to Park City. Please, FOR ONCE, can UDOT listen to what people actually want and do NOT move forward with highway expansion.
1/13/2023	Laura Briefer	Email appended to the end of this section.
1/13/2023	Mayor Erin Mendenhall and SLC Council Members	Dear UDOT I-15 EIS Team, The purpose of this letter is to provide a formal response from Salt Lake City regarding the alternatives that have been presented by the Utah Department of Transportation (UDOT) project team for public review on the Interstate –15 (I-15) Salt Lake City to Farmington Environmental Impact Statement. In short, we support many of the proposed elements, but are deeply concerned about and oppose any widening of I-15 due to the adverse impacts it will have on our west side community. We have been impressed with the UDOT project team's collaborative outreach efforts to connect and engage early on with residents and businesses about their needs and concerns with the project. We also appreciate the thoughtful ways in which the feedback has been incorporated into the two proposed alternatives. In many ways, this has been the best process we've seen for a project of this scale and type. We support the following project elements: <ul style="list-style-type: none"> • a new interchange on the north end of the City to pull truck traffic out of the neighborhoods; • additional connections under I-15 to improve some east/west connectivity; • a redesign of the 600 North interchange to make it more usable for all travel modes, and; • a protected bike path on Beck Street. With that said, we are very concerned that both alternatives recommend widening I-15. We are at the point of diminishing returns on I-15. Due to increased weaving and lane changing, each additional lane provides a lower capacity per lane than the existing lanes and at a higher and higher cost. Even worse are the negative impacts widening would have on the regional air quality and the additional negative impacts to communities within the Salt Lake City portion of the project. We are particularly concerned about the impact on our more diverse communities in our City who, because of redlining, face historical and current obstacles to opportunities, health, and wellness. These impacts include: <ul style="list-style-type: none"> • worse air quality due to increased traffic on I-15 due to the well-documented phenomenon of induced travel demand; • increased negative health and economic impacts due to worse air quality;

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		<ul style="list-style-type: none"> • the risk of losing homes in this historic district, many of which are affordable in a time of a regional and statewide housing crisis; • increased noise pollution due to the increased traffic; • further physical reinforcement of the economic and racial divide between the east and west sides of Salt Lake City; and • potential displacement of generational residents, with a likelihood to disproportionately displace residents and families of color without sufficient financial mitigation options in place. <p>As the UDOT project team is likely aware, Salt Lake City is one of the few cities in Utah where the Home Owners' Loan Corporation (HOLC) created a redlining map (1939) in an attempt to predict "safe" or "risky" home mortgage lending conditions, based in part on the racial composition of an area. Most neighborhoods west of the Salt Lake City freight rail tracks were designated as "hazardous" for lending and most of those neighborhoods are west of I-15 today. Unlike the experience of many white Americans in the 1940s, '50s, and '60s, historic redlining practices made wealth creation through homeownership more difficult for communities of color. This, combined with the physical obstacles of railroad tracks and the Interstate, has resulted in many of the City's lower-income communities and communities of color being physically isolated from the rest of the City in a way that perpetuates racial segregation and contributes to disparate economic, educational, and health outcomes for SLC's west side communities. We also have concerns about the negative impacts that I-15 widening would have on the west side business community. For similar reasons that Salt Lake City's west side houses lower-income residential communities, it is also home to many of the city's diverse, underserved business communities. The expansion of I-15 would only add to existing barriers (like the railroad) which stunt business growth and further the perception that the west side of our city is not as accessible for residents to live, work, and play. These barriers keep out a customer base that can help lift the local businesses that are essential to creating more vibrant neighborhoods. From a business recruitment and retention perspective, any major investment in infrastructure that contributes to poorer air quality poses great concerns to the business community. This is evidenced by Salt Lake City's annual business survey, conducted for the Salt Lake City Department of Economic Development, in which 25% of the respondents reported consistently over the past four years that they would consider moving/relocating due to poor air quality. An additional 10% responded that they felt it has stunted their ability to grow. Outreach and retention efforts by the Department of Economic Development among Salt Lake City's larger employers echo these concerns. Because of these serious concerns, we ask that the I-15 EIS team explore alternatives that either go bigger or go smaller than the two alternatives that have been currently put forth. A big, visionary project could be truly transformative, setting our growing region up for success as a desirable, highly livable region in the decades to come. One idea brought up in the January 3 City Council briefing was to bury the freeway. Bury-and-cover projects have been done in Pittsburg, Philadelphia, Denver, and Dallas. There are recently awarded RAISE grants for such projects in El Paso and Atlanta. This idea is also being considered in Syracuse, NY, Richmond, VA, and Austin and Houston, TX, among others. While such a project is likely to have some constructability challenges and potential short-term impacts, the end result could bring benefits that make the project truly positively transformative for neighboring communities, Utah's metropolitan center, and the region at large. The concept is worth serious consideration. Conversely, a smaller project would look at how to thoughtfully rebuild and improve the freeway</p>

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		<p>without expanding its footprint. This concept recognizes that a no-build scenario does not offer needed solutions. It would ask how we better manage traffic operations to make the most of the space we have. This could entail a suite of travel demand management strategies, may consider how technological and other advancements expected by 2050 would alter how we separate types of traffic to minimize conflicts, and could be supported by City policy decisions. In situations where displacement cannot be avoided, we ask for a seat at the table in exploring and implementing mitigation strategies that improve outcomes for those most impacted. These mitigations should go above and beyond the standard protocols due to the unique history of disproportionate impacts that this community has had endured. City staff is ready and willing to explore these additional approaches with you. Paired with the creative problem-solving skills already demonstrated by your team, this could yield a win-win for everyone. We recognize that there will trade-offs no matter which alternative advances into the next phase, but we believe that such a win-win solution exists and are excited by the prospect of positive outcomes for all. We look forward to working closely with your team to develop solutions that both maintain the above-mentioned project elements the City supports, and meet UDOT's broader goals, in lieu of the proposed alternatives which would have devastating impacts on our west side community.</p>
1/13/2023	John Prehn	<p>No on I15 revamp !</p> <p>Adding more lanes forever is no answer. Climate Chaos will very soon curtail existing traffic and empty infrastructure will just sit there. Endless growth is impossible, so why not plan for our upcoming reduced circumstances here and on Earth as a whole? I know there are big bucks to be made by those connected. Time to rein them in. Let's pretend it's the 21st century, not the 19th!</p>
1/13/2023	Linda Robledo	<p>Please reconsider the plan to widen I-15.</p> <p>I am a mom who bikes with kids. I rarely feel fully safe on our streets and one of the worst streets in my city is the road leading up to the front runner station.</p> <p>Anytime I biek down that road I see people biking or walking on the muddy shoulder. They have no other option in order to get to public transit.</p> <p>Not feeling safe (especially with my children) is the reason I often choose to drive places I would otherwise take public transit, including to Salt Lake, the airport and to visit family in Kaysville. There are many others like me in this wonderful state.</p> <p>If we allow commute times to increase, more people will seek out other options, including working from home or utilizing public transit. This will be better for air quality and is ultimately more sustainable environmentally and financially.</p> <p>Thank you for taking the time to read.</p>
1/13/2023	Lizeth Morales	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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		<p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Tanner Kay	<p>Please don't expand I-15, please use my tax dollars to invest in public transportation instead. We need more busses and more light rail that run more often and are cleaner and safer - please spend money on that. Please don't spend my taxes on more roads.</p>
1/13/2023	Cameron Howlett	<p>You know what induced demand is. You know that more lanes won't solve our transit problem. You know more space for cars just means more cars and dirtier air.</p> <p>Instead we should induce demand in all aspects of our transit system. Make our trains and buses more reliable, make biking more feasible, make transit cheaper, or free when possible. Don't make our transit, air, and housing problems worse by bulldozing homes to build more space for more cars to commute from farther away.</p>
1/13/2023	Jason Nguyen	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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		<p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Miles Petty	<p>Hi and Thank You for considering these comments,</p> <p>I know that I-15 expansion is under consideration. I hope that you will consider alternatives. Studies show that widening freeways never solves the problem of congestion. And though the narrow problem you are considering might be how to alleviate congestion on I-15, the project you choose will have very far-reaching effects on housing, sprawl, air quality, environment, and people's homes.</p> <p>I really hope you will not choose to expand I-15. It is a huge freeway already. We need forward-thinking alternatives-- how will we ever improve air quality if we put more and more cars through our valleys?</p> <p>We should make Front Runner more viable with double tracking and increased service. We should incentivize fewer car trips, not more. I know that is hard in our suburban metropolis, but we need to start somewhere.</p> <p>Please don't expand I-15.</p>
1/13/2023	Alex Ramos	<p>I find this idea to be extreme and ridiculous. If this happens you will be taking away my family's home and my family's church. Our community. Our memories. Our security. It will impact so many people in a negative way. Please I ask that you reconsider doing this.</p>
1/13/2023	Ashley Saulsberry	<p>Submitted a copy of the Sweet Streets Board letter. A copy is appended to the end of this section.</p>
1/13/2023	Soane Hola	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution,</p>

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		<p>displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Jacqueline Rosen	Email from the Sweet Streets Board appended to the end of this section.
1/13/2023	Ellen Birrell	<p>I oppose expansion of I-15 based on the lack of adequate north/south AND east/west transit within Salt Lake Valley for our worker population. Ridership of transit that would support cleaner air shed, reduce mobility costs for workers, reduce intergenerational poverty and meet the government's obligation to protect public health and safety must be fulfilled before any addition of lanes to Wasatch Front collectors, arterials, highways or interstates.</p> <p>The expansion of I-15 induces demand and disincentives transit and active transportation. This is both financially and environmentally unsustainable.</p> <p>As an elected official it is my obligation to protect public health and safety and I vehemently oppose additional asphalt widening of Interstate 15.</p> <p>Let's have safer streets, healthier citizens and our best quality of life,</p>
1/13/2023	Austin Kimmel	Please, please consider options available that prevent the demolition of homes. I am a resident of the Guadalupe neighborhood in Salt Lake City. It would be a tragedy to see families removed from this unique and connected neighborhood. Please do not ruin the work residents and community groups, like Neighborworks, have put into improving this neighborhood only to save folks minutes on their commute. I am lucky to be able to call this area my home.
1/13/2023	Roger Borgenicht	Email from UBET appended to the end of this section.
1/13/2023	Laurie Mecham	<p>To the planners,</p> <p>I write to express my concerns with the Farmington to Salt Lake proposal.</p> <p>Adding highways or increasing lanes has been proven to increase demand on those routes,</p>

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		<p>so any time savings for commuters is short-lived. Prioritizing, incentivizing, and improving public transit is a much better solution, which will have the added benefit of reducing emissions from single-occupancy vehicles.</p> <p>Housing - Salt Lake already has a housing crisis, and this project must not destroy existing housing. The Thriving in Place study showed that there are no “more affordable” neighborhoods in Salt Lake City where lower income families can move once displaced.</p> <p>Priorities - rather than prioritizing vehicle commuters, I urge you to prioritize public transit and public safety, especially for cyclists and pedestrians.</p>
1/13/2023	Johnnae Nardone	<p>I believe the options provided to the public for shortsighted and limited in scope.</p> <p>There are far more effective ways to address increased demand than the ones you provided.</p> <p>I-15 footprint should remain the same and within those constraints, UDOT should find ways to move more cars. For example, using the reverse lane or shifting the portion of the projects fund to public transportation projects or burying the highway.</p> <p>Communities should not be destroyed so that those who live further away can save time on their commute. It's wrong ethically, legally, and economically.</p> <p>Please do better with our taxpayer dollars.</p>
1/13/2023	Casey Carrigan	<p>Dear Ms. Pocock,</p> <p>I'm writing to express my thoughts and concerns about the proposed expansion of Interstate 15 from Farmington to Salt Lake City.</p> <p>First, I share all of the technical critiques of the organization Sweet Streets, and have pasted a copy of their input in its entirety below</p> <p>But let me add my input: Five years ago I was lucky enough to purchase a modest shotgun style house in the Fairpark neighborhood. It was the only house I could afford in the entire city, and because I very much dislike driving, living outside the city of Salt Lake was unacceptable for obvious reasons. The care I have for my city is borne out of the deep knowledge that comes with walking its streets.</p> <p>Thankfully, my home is two blocks away from the proposed expansion and as far as I can tell there is little risk of it being bulldozed to make way for this project. I will breathe the tire and exhaust pollution, and listen to the endless scream of engines, but I will not have to move. Rather, my concerns are for the health of the city that I call home, and how that city is impacted by what I perceive as an inability or unwillingness on the part of UDOT to approach the problem of people-moving creatively or constructively.</p> <p>While I welcome my suburban friends to visit and work in this city, I think it is time to start encouraging them to do so while leaving their cars at home. A wider highway will bring more vehicles into a city that already has too many. Daily I walk past parking lots and garages that could instead be shops and homes. Property values in SLC move upward and upward, but there is underutilized land everywhere, we simply call it parking. Anyone who breathes air has an interest in lowering the number of cars on the road, but UDOT considers an increase in traffic as a predetermined fact over which they have no control.</p>

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		<p>What energy has gone into seriously considering the I-15 expansion counter-factual? What happens if \$1.6 Billion dollars is invested in double tracking Frontrunner? What if Utah were to follow Denver's example and offer a subsidy for E-Bike purchases, while adding bus lanes and protected cycleways to 300 W, 700 E, 500 S, 600 S, and State Street? Dare I mention the Rio Grande plan? If it pays for itself and turns the Front Runner station into a beautiful destination, wouldn't more people ride the train into town, reducing highway use? How boring a highway expansion seems when the alternatives are said out loud! Creative and constructive solutions to the problems of our valley seem to be lying about everywhere one looks! Everywhere, that is, except for within the UDOT offices.</p> <p>I am grateful that other modes of transport are given some lip service in this expansion proposal, but the expansion would result in overwhelming negative externalities on our 6 lane wide city roads. Roads that belong to all of us, but presently are crossed on foot by only the bold or desperate. This morning two children were struck by a truck while crossing the street going to school 700 E and 1700 S. This despite, as I understand it, crossing with the aid of a crossing guard. They are in the hospital at the moment I write this. How many trucks are we expected to accommodate on our city streets? To what final purpose does a UDOT street, whether it be I-15 or 700 E, aspire? Will it connect people with their neighbors and with their schools, or will it separate them? Let's answer that question truthfully, and then consider how to spend our \$1.6 Billion dollars.</p> <p>Thank you for your time,</p> <p>Casey Carrigan</p> <p>P.S. To reiterate, here are the inputs of Sweet Streets, with which I fully agree:</p> <p>(copy of the Sweet Streets Board letter appended to the end of this section.)</p>
1/13/2023	Liza Springmeyer	<p>I am writing to express my opposition for the proposed I-15 expansion from Salt Lake City to Farmington. As the mother of a young child living in the Salt Lake Valley, I continually monitor our air quality to determine if it is safe for my son to play outside. The proposed expansion of I-15 will further increase car-dependence in communities along the Wasatch Front and exasperated this depressing reality for all Wasatch Front residents. Please take this opportunity to invest our tax dollars into long-term solutions that will help reduce carbon emissions and improve our air quality.</p> <p>Thank you for your consideration of cleaner and more equitable alternatives.</p>
1/13/2023	Bill Hanewinkel	<p>Since the capital was already allocated for this project, I am not convinced that the "No Build" scenario has already been decided and discarded from the decision making process. This is a well worn tactic that UDOT has perpetuated over many of its highway build and expansion projects. The "No Build" scenario has never been down selected by UDOT on any of its proposed projects.</p> <p>After over 70 years of interstate highway construction in this country, the lessons learned from the disruption, destruction, and irreparable harm to communities are still being ignored. Salt Lake City was not immune to this peril in the first iteration of I-15, its expansion in 2000, or even in this proposed expansion. The communities in the path of these roads have suffered through community destruction, housing and street loss, traffic noise, increase dust and automotive pollutants.</p>

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		I would like to see as a primary choice the expansion of commuter bus, light rail, and Front Runner service as alternatives prior to any suggestion of I-15 expansion into Salt Lake City. Reversible highway lanes for rush hour commuting would be preferable to any increase in I-15 footprint size. I would also urge that air and water pollution be monitored before and after any expansion of this project in order to provide feedback as to if a highway expansion improved air and water resources.
1/13/2023	Cameron Pitt	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am hoping that the Utah Division of Transportation does not settle for the same old “solution” to combat the Wasatch Fronts growing population needs. I have grown up in the State and have seen it grow with me. We are becoming a major population center in the West and need better options that just a few more lanes on I-15. We need mass transit solutions that are quicker and more accessible than Trax and Front Runner. These solutions are far more inclusive, effective at removing traffic, synergistic with the State’s climate goals, and frankly address our needs better. Utah has always been a car first state and that makes sense given its size and development. The infrastructure was built to support it and that makes sense. However, we’re at the tipping point where car traffic has become unsustainable. It’s time to build the infrastructure in a way that empowers individuals to change there travel habits without having to sacrifice convenience. Utah is growing and we need better and more thoughtful solutions that a few more lanes.</p> <p>You all are great, Utah is Great. Let’s not settle for anything but great transportation solutions.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.
1/13/2023	Chris Paul	Please do not widen I-15. We need less cars on the road. We need better public transit.
1/13/2023	Will Nesse	We should really prioritize non-car transportation over another freeway lane. We’re becoming a vertically built city. Let’s embrace that with 10x more rail lines and improve our quality of life much more than a slightly wider freeway.
1/13/2023	Michael Dressman	<p>As a concerned previous and likely return resident to Utah, I urge the Utah Division of Transportation to look into developing alternative plans to the proposed I-15 expansion that utilize these funds to incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of minority communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents in the short or long term and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance</p>

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1/13/2023	Jonny Vasic	See Utah Physicians for a Healthy Environment appended to the end of this section.
1/13/2023	Matt Monson	<p>As residents of the Fairpark neighborhood of SLC - we are absolutely opposed to the widening of the I-15 through our historically redlined neighborhood. The redlining was further exaggerated by routing I-15 through our neighborhoods, and will only be that much worse with the widening project. Why not invest this money in public transit, air quality, and walkability? The widening of the freeway is antithetical to all those issues, and will only make things worse. Please, reconsider. NO I-15 widening through downtown.</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/13/2023	Samira Akhave	<p>I am writing to express my disapproval for this endeavor. Widening the main artery will not improve traffic conditions in the long term or short term, I assure you. Building a better infrastructure with alternative transportation and incentives to reduce cars on the road will go far--amongst other initiatives.</p> <p>Many of us in Salt Lake City (myself included) are Utah transplants from places in our country that have experienced enormous amounts of traffic congestion. Widening highways and freeways in places like Los Angeles for example has not done much to relieve congestion overall.</p> <p>Widening the highway will destroy the adjacent communities and solve no long term problems, except making our amazing city look and feel like all the cities we transplants have moved from!</p> <p>Respectfully, do not do this</p>
1/13/2023	Margo Stevens	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>We need to move in a different direction! Research suggests that widening roads does not reduce traffic after five years. As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/13/2023	Sara Dorsey	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Patrick Park	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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1/13/2023	Chris Hun	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p>

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1/13/2023	Louise Schenk	<p>I am a strategic designer in Salt Lake City. I lived in less car-centric cities (Cologne and Hong Kong) for 15 years, and I am writing to contribute my lived experience to make a case against the expansion of I-15. I have reviewed UDOT's proposal and prefer no expansion or the least extensive expansion.</p> <p>I want to see Utah shift investments away from expanding the role/power of cars toward helping people get to where they need to be with and without a personal vehicle. We have an immense infrastructure to support transportation with private cars. And we have a comparatively sparse (and inefficient) infrastructure for alternatives.</p> <p>My favorite cities use streets as a stage for conviviality. People move through space together, bumping shoulders, seeing each other, saying hello, and simply being in their neighbors' presence. These interactions are supported by In these cities, transportation infrastructure that brings people into physical proximity at a human scale supports this interpersonal com. On trains, people sit on seats next to each other. On bikes, they communicate with a wave, a nod, or a quick word. At bus stops, people stand shoulder to shoulder, commenting on the weather.</p> <p>Salt Lake City needs this conviviality. We have eroded a sense of togetherness and cohesion by, for the most part, packaging ourselves in individual cars and interacting only at our journeys' beginning- and endpoints.</p> <p>Cars are also exclusive. Traveling by car requires a monthly investment of hundreds of dollars. For the large part, people who can avoid the inconvenience of public transport do. So rather than filling public spaces with people of all ilks, we are slicing society in two: drivers and those who cannot or do not drive. Which again degrades the quality of our public spaces and social interactions.</p> <p>Expanding I-15 is another investment in a city built at an inhuman scale. It's another investment into mobility that blocks us residents from interacting as our lives cross paths: by cooping us up in our cars or dividing us with the massive shadow of a freeway. Please don't expand.</p> <p>Thank you for your attention,</p>
1/13/2023	Jeremy Mitchell	<p>Greetings,</p> <p>I oppose any suggestion to widen I-15. Studies all agree this doesn't actually help congestion, but would impact air quality, a major problem here. Additionally, it would further separate and harm communities.</p> <p>Thank you for your attention,</p>

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1/13/2023	Josh Gieringer	Sweet Streets Board letter appended to the end of this section.
1/13/2023	Rachel Mize	<p>Greetings,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Carly Schaub	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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		<p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Paul Cutler	<p>I would like to respectfully request that as the design team for the I-15 Farmington to SLC rebuild work with UTA, WFRC and local cities to consider where future transit stations, such as additional FrontRunner stops may be located in the future. Over the next 20 years, as Fronrunner is doubletracked and electrified, it opens the possibility for additional stops and stations along the route, for example close to the Megaplex near Parrish Lane in Centerville. Considering the possibility of this future station in the re-design of the Parrish Lane Interchange and associated pedestrian trails and walkways could save time, millions of dollars, and improve transit options for everyone.</p>
1/13/2023	Julie Smith	<p>Thank you for providing EPA with this early engagement opportunity to review and provide input on UDOT's Transportation Alternatives for I-15 from Farmington to Salt Lake City Screening Report (November 2022). I am attaching EPA Region 8 NEPA Branch comments to this email for UDOT's review and use in informing alternatives planning and environmental review for the Project under NEPA. Please do not hesitate to contact me with any questions, concerns, or requests for clarification of the attached comments and recommendations. I very much look forward to working with you all on this effort.</p> <p>I hope you all have a great weekend!</p> <p>Copy of letter appended to the end of this section.</p>
1/13/2023	Justin Lee Allen	<p>From what I can tell, either option you're offering involves widening the freeway. This is a terrible idea. It's more expensive both now and, especially, in the future as you (using our money) have to maintain it. Moreover, induced demand will eliminate any of the travel time improvements that your traffic engineers (who, funny enough, need these projects to happen to make a living) are making up. A better alternative would be to invest in Fronrunner along the corridor, including bulldozing existing freeway width to install new rail that doesn't have to compete with freight. Whatever you choose to make the faster travel option will become the faster travel option. Rail is much safer and allows people to scroll on their phones instead of focusing on the road, not to mention being cheaper to use, so if you make it even remotely</p>

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		time-competitive with driving, people will flock to it and you'll solve your so-called congestion problem. Also don't pretend to care about environmental concerns when you're effectively forcing people to drive by providing no competitive alternative. As far as cycling, car-dependency makes everything too spread out, but if you invest in cycling infrastructure (protected bike lanes, not paint) and urban infill, you'll find new density that makes cycling feasible again like it was pre-automobile. That will also increase property tax revenues and reverse some of the health effects of car-dependency (obesity, stagnant lifespans, pollution, etc.) In short, don't widen the highway - that would be insane.
1/13/2023	Anna Davis	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Tegan Tingley	<p>Info: My response to the "Alternatives Phase Info and Exhibits" document will be referred to hereafter as "EIS" or "Exhibit(s)".</p> <p>In general, it is clear that the EIS is largely focused on auto-centric travel modalities rather than investing in the urban fabric which supports the communities between Farmington and Salt Lake City. What is the difference in percentage funding from car infrastructure vs active transportation or sidewalk infrastructure. The balance between the car and everything else isn't achieved and only superficially considered in the exhibits. The amount of interstate expansion is unequal for neighborhoods that have already been divided by the interstate such</p>

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		<p>as Rose park, Fairpark, and Capitol Hill will fare the brunt of the widening effort which further exasperates inequalities between different income classes, increases air pollutants, and promotes constant noise.</p> <p>Page 3 infographic shows a balance of all the travel modalities with bikes in the center. This is misleading and the modality icon should be representative of the budget to which it receives. My guess is that the car icon would be about 85% larger than all the other icons combined.</p> <p>Page 6. How is it that a screening criteria of improving safety is actually achieved by inducing demand for more cars on the road by wider roads and faster trip times? It may be true that this plan will better connect communities via investing heavily in autocentric infrastructure, but at what cost of further dividing the communities it bisects? How does the plan improve mobility for all users when the primary focus is moving cars more efficiently through increasing road widths and reducing neighborhood interconnectivity?</p> <p>Bicycling and Pedestrian Crossing Features</p> <ul style="list-style-type: none"> Many of the proposed underpasses at the various interchange areas will lead to disenfranchised people setting up camp and escaping the harsh summer temperatures and the winter chill. <p>Redlines:</p> <p>Pg 16. Missing landscape on Glovers Lane</p> <p>Pg 17. Missing landscape on State Street Crossing, bike lanes become snow storage in the winter.</p> <p>Pg 18. Glovers Lane – Missing sidewalk and landscape on right side of the section.</p> <p>Pg 19. Glovers lane – Perhaps the center suicide lane could go away to accommodate park strips with landscaping.</p> <p>PG 22. Pages Lane/1600 north – Why is the brige not shown. This is misleading as it appears to be a typical street section with concrete street lights on either side. How will 4' park strip grow without sun?</p> <p>Page 24. 500 South – road section looks like a interstate. How does this promote community, increase pedestrian safety? 4' parkstrip is not adequate to plant trees.</p> <p>Page 25. 400 North & I-15 frontage roads – Parkstrip with trees/landscaping missing. As an avid cyclist I see only experienced city riders ever even considering riding these AT routes due to the speeds to which these roads are designed for (as opposed to the posed speed limits)</p> <p>Page 23.</p> <ul style="list-style-type: none"> 400 North – Sidewalk and landscape with trees are missing on the right side of the section.

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		<p>500 South – Purely autocentric section. The image of a mother walking her daughter on the left will never happen unless it is out of sheer desperation.</p> <p>Page 28. None of the bridges are accurately shown. This is misleading and lack of sun will not allow planting or trees to thrive.</p> <p>Pg. 29. 600 North. Think to yourself- would you like to ride your bike next to a 8 lanes of traffic? 2100 N. Bridge has No sidewalk.</p> <p>Pg. 30. Do any of these pedestrian bridges have the potential to also be a wildlife bridge between east and west I-15?</p> <p>Pg. 30 Parrish Lane/400 – Ridiculous width of autocentric infrastructure. Looks like an interstate. Where does all the stormwater go?</p> <p>Pg. 31. Homeless camps waiting to happen on 500 and 400 North underpasses with extra wide sidewalks/hardscape areas. Beck street deserves wider park strips with big trees.</p> <p>Ultimately, this EIS is deeply flawed because it only further invests in the carbon economy and stymies any efforts to improve air quality.</p> <p>"This is something everyone knows: A well-used city street is apt to be a safe street. A deserted city street is apt to be unsafe." Jane Jacobs</p>
1/13/2023	Terry Marasco	<p>THESE NUMBERS ARE FROM udot STATS The I15 expansion is unjustified. Growth projections for traffic are 2%, 50% increase of downtown jobs is unrealistic as the Covid game has changed the nature of work conducted at home, Salt Lake has no viable plan to accommodate increased traffic downtown, the destruction of residents cannot be justified in light of the housing shortage.</p>
1/13/2023	Mary Barrow	<p>I have three main concerns about building a on-off ramp onto I-15 at Glover Lane.</p> <ol style="list-style-type: none"> 1. We live in the neighborhood a block north of Glover lane. I ride my bike several times a week over the Glover Lane overpass to get on the Legacy trail. Furthermore high school students use that same overpass going to school. These are both pedestrians and inexperienced drivers. Right now it is a safe, simple drive connecting the east side neighborhoods to the west side of the freeway. This overpass will be much harder to access and more dangerous. 2. We have to turn left to leave our neighborhood and get on Glover going east to 200 East. Increased traffic from the freeway will make that very difficult. 3. The area around Glover Lane is all residential. Parrish Lane exit is surrounded by businesses. 200 West (Alternate A) would connect to Station Park and Main Street businesses and government buildings on Main Street, Farmington. It makes a lot more sense to build an on ramp there. There is already a south on ramp there and a north exit. This is the entrance and exit we use most often. <p>Adding a freeway exit and on ramp at Glover Lane will jeopardize the safety of pedestrians, bikers, and teen drivers crossing the freeway. It will also make leaving our neighborhoods</p>

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		difficult. These problems go counter to UDOT's goals. Alternate A would be a better choice to achieving UDOT's goals.
1/13/2023	Lucinda Scherting	I am very concerned about the impact on the homes between Pages Lane down to 10th North on 400 West, Bountiful. I read in the impact statement there is a possibility that private property acquisition could happen in places, forcing people from their homes. Also it looks like traffic could increase on Pages Lane. You will be ruining this area if changes are made. I am very nervous with this project.
1/13/2023	Ed Johnson	<p>To all concerned,</p> <p>Back when Station Park and Park Lane (formerly Burke Lane) were being planned/designed, the intent was to have traffic on- and off-load I-15 without major impacts to the adjacent local housing neighborhoods. This is why this location (land triangle adjacent to Park Lane) was selected for Station Park development and the Frontrunner stop in Farmington. I was a member of the Farmington City Council during the time period of these decisions two decades ago. We also have the I-89 interchange and Legacy Parkway impacting our city. It would be a tragedy to turn the Glover Lane neighborhood into another major interchange, in an effort to mitigate Parrish Lane or Park Lane traffic. Glover Lane Interchange Option B flies in the face of low-impact and safety challenges to the local neighborhoods. The only major locations drawing many people within the Glover Lane vicinity are Farmington High School and the Eccles Wildlife Education Center on the West side of I-15, with local parks, Farmington gymnasium, etc. down the road a bit along 650 W. An Option B interchange would certainly congest the neighborhoods and become an alternative feeder system to Station Park. This is contrary to the original traffic design intent for I-15 travelers feeding Station Park because of the negative safety impacts to the local neighborhoods. Station Park is a regional draw for traffic and should only be primarily accessed via Park Lane for the general public, or via State Street for the local residents. At Glover's Lane on the east side of I-15, there are only neighborhoods of homes, the frontage road, and the 200 East principal North/South travel route. With the proposed widening of I-15 further to accommodate 9-10 lanes of traffic, there will already be severe impacts to the Frontage Road and adjacent neighborhood houses. Farmington has borne the brunt of I-15 already dividing our City, and Park Lane/Highway 89 further dividing it into separated sections.</p> <p>I am a heavy user of the frontage road trail along the west side of the Frontage Road, north of Glover Lane. I have used this running trail 4 times a week for the last 16 years as a jogger. I very frequently observe wildlife along this frontage road trail adjacent to wetlands. This huge interchange idea of Option B will severely impact my use of this scenic Farmington trail as I presume it would have to be rerouted somewhere. This road has already been severely impacted by all of the heavy haul trucks carrying fill dirt for the Legacy North corridor and produced local road damage (asphalt shifting via weight depression grooves) due to the truck weights in hot summer weather. Park Lane on the other hand has been able to handle a good deal of this heavy haul truck traffic. I travel from South Farmington to the Park Lane interchange every night and morning and have observed these traffic patterns. I don't mind the slight inconvenience of using the Park Lane Interchange to get on I-15 NB in the mornings, and off I-15 SB in the evenings. Better than Option B is Option C, as this 200 West Street already is a SB interchange in a more commercial part of the city. A traffic light at the 200 West/Frontage Road Option C interchange, however, would likely improve the safety of the intersection. It may also necessitate a 200 West pedestrian overpass to safely get children across the street (East to West) at Farmington Jr. High.</p>

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		We in South Farmington, already live in the “narrow corridor of land” that separates the eastern mountains from the Great Salt Lake. The widening of I-15 in this area will always have adverse impacts on the neighborhoods; land/housing values; wetlands; undesirable increases to traffic noise levels; safety of the local residents (peds/bikes) in “getting to” Glover’s Lane overpass between East/West Farmington. The existing Sound wall along the Frontage Road between 1470 S and 1150 S here is quite insufficient to mitigate much of the existing traffic noise levels which negatively impacts local residents. In spite of a lot of users crossing I-15 on Glover’s Lane, increasing the overpass width to Option B’s 6-lanes and 2 bike lanes nearly rivals the width of the existing Park Lane overpass and is just too much for the needs of the local community. There are too many potential negative safety impacts to the Farmington High School drivers and pedestrians and other residents.
1/13/2023	Emma Hunt	<p>Please go back to the drawing board with the I-15 expansion proposal for Northern Salt Lake City. It is a losing, counterproductive strategy, and one guaranteed to disproportionately affect the west side—an area of the state already significantly and chronically disadvantaged on numerous fronts.</p> <p>It is a well-known phenomenon that expanding an interstate only briefly alleviates traffic, but the density quickly expands to match and exceed capacity, creating a hopeless, vicious cycle of expensive, high-impact expansions that yield few benefits for commuters, cities, economies, and the environment. This expansion continues Salt Lake’s long history of economic and environmental injustice on the West side. This expansion will decimate the home values of families who, often can ill afford to lose what little equity their location has allowed them to accumulate. That is to say nothing of how the increased traffic density will have all the well-known health and environmental effects that come with proximity to high-density traffic. This expansion would harm children and families.</p> <p>Finally, it is deeply short-sighted to invest in a strategy that will increase the carbon output that is accelerating climate change and thereby draining our Great Salt Lake, and to increase emissions in a state already plagued by some of the most polluted air in the country (and, at times, the planet).</p> <p>Thank you for considering my comments.</p>
1/13/2023	Sherri Ruedas	<p>To whom it may concern,</p> <p>I have been a resident of South Farmington for almost 43 years. As I look at the proposed I-15 Alternative B proposal I have several concerns:</p> <p>SAFETY - The children who live in the subdivisions on both sides of Glover Lane walk to their respective schools (Farmington El., Farmington Jr. and Farmington High. Having to cross Glover Lane, and with the increased traffic, I can see this as potential accidents waiting to happen. Not just going to school, but also going to the nearby parks, friends homes, etc. It doesn’t seem wise to me to have a major freeway interchange funnel into a quiet neighborhood! The interchanges I have observed all are located in industrial or commercial areas which makes a lot more sense. I know safety was one of the purposes of the interchange, but this seems to defeat that purpose.</p> <p>I work in Clearfield, and I would definitely prefer to make the drive to Park Lane rather than have 15-20 of my neighbor’s homes destroyed, and our neighborhood greatly impacted. Below me they are constructing the West Corridor overpass, which is major construction. Now you’re proposing that 1/2 mile north we do more construction (taking out homes, widening</p>

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		<p>roads, etc. which will again have an impact on the feel here in South Farmington. We do not have room for growth where we are located, and it would seem more reasonable to put an interchange where the growth will be taking place. This area of Farmington is not equipped with roads to handle the increased traffic.</p> <p>NOISE - We already get a significant amount of noise from the freeway because we live in such a narrow strip (the mountains to the east, and the lake to the west). The overpass for the West Corridor will certainly increase the noise, and now you're proposing more traffic within a 1/2 mile distance of the West Corridor overpass. All of this can't help but impact the environment and feel of South Farmington.</p> <p>Please consider other options that will not have such a huge impact on the neighborhoods of South Farmington, and the lives of so many of its residents! I'm definitely against Alternative B.</p> <p>Thank you for your serious consideration!</p>
1/13/2023	Cam PReston	<p>I wanted to reach out and give my opinion on the proposed options for the upcoming UDOT I-15 project. Below are several issues I see with Option B to make the Glovers Lane overpass a full interchange.</p> <p>A detailed traffic impact study should be included in the analysis as Option B will change the traffic patterns through Farmington City as the City has not master planned the area to have the freeway traffic exit at Glovers Lane. This is very concerning for the intersection of Glovers and SR-106 (I've previously commented on this)</p> <p>During accidents and traffic jams on I-15, traffic will use SR-106 (200 east) to navigate north/south. In the event of an accident, traffic that exits Glovers Lane will see the traffic backed up on SR-106 and then use the residential subdivisions to the east of I-15, specifically Hollie Avenue (50 West) just east of the frontage road.</p> <p>The proposed SPUI at Glovers lane does create a safety concern for pedestrians walking to the high school. I know there is a proposed shared use path, but the distance to the north will create pedestrians still crossing at Glovers due to the increased time to route north.</p> <p>Just north of Glovers lane on the east side of I-15 is a large regional detention pond that will need to be relocated. North of the detention pond is an area that is on the national wetlands inventory and will need to be mitigated</p> <p>The amount of homes to the south of Glovers lane that will be impacted (eliminated) by the widening required is an unacceptable impact to the local community and families, especially when option A and C have so few housing impacts</p> <p>The proposed interchange Glovers Lane will be the only known interchange from I-15 along the Wasatch front that exits directly into a residential neighborhood. This is never an ideal situation and will have a true impact on the community as it existings today.</p> <p>Option C is the preferred option in my opinion as it will keep the traffic patterns at the current location of the frontage road and 200 west, while making some improvements. Below is a suggestion to look to implement to improve Option C</p> <p>The main disadvantage to Option C is that it does not provide direct access to Lagoon. Could an overpass over the proposed intersection of 200 West and the frontage road be added to eliminate the need for Lagoon Traffic to be stopped at the light.</p> <p>If that is not an option, the traffic light timing will be designed to provide increased flow from north bound traffic to Lagoon.</p> <p>In summary, Option C is the preferred option and I am fully against option B for the reasons above.</p>

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		I reserve the right to comment on the options and recommendations to the proposed alternatives after the Level 2 screening has been completed.
1/13/2023	Troy Saltiel	<p>I am not in favor of any i15 expansion and think construction should be limited to reconfiguring the current roadway and surrounding area. While the current plan includes major improvements across all mobilities, car-focused roadways have received disproportionate attention for the last few decades, and the expansion of the freeway will only put a bandaid on the issue; population increases and induced demand will catch up. What do we do when that happens? We can't expand the freeway forever. Cars are clearly an inefficient way to transport people, not to mention the financial burden they place on the whole public and the many deaths that occur on our roadways. I also do not see any study on the impact the expansion will cause on local communities. Please strongly consider this while preparing the EIS; highways are divisive to the community, could cause spillover effects onto other roadways, are not desirable to live near, and take up a whole lot of space. We need to fast-track infrastructure for other modes, such as the frontrunner, the network of TRAX and bus and the connection to them, and to make walking and biking a safer means to get people that last mile of travel.</p> <p>In any case, I have some suggestions to improve some of the ideas outlined in the exhibits. Share-use paths should have their own signals and detectors with considerations for bicycle travel. It should be clear whether bicycles follow the vehicular or pedestrian signals, or they should have their own, since bikes are faster than pedestrians. There should also be automatic detection of pedestrians and bikes, much like cars, using radar. Add protection to bike lanes at the approach of intersections. Cars should only be able to cut into the bike lane for turns in clearly marked areas, with physical protection to bikes being ideal. It's one thing to paint bike lanes, but another for them to be safe and have people want to use them. Perhaps also consider green paint where bikes should be traveling. Add traffic calming near the exit of the freeway. It may take drivers some time to realize they need to slow it down after driving at high speeds. Speed limits can only do so much, engineer traffic calming so they have to. Ensure that crosswalks and intersections are clearly lit. The night time is much more dangerous for pedestrians and bikes because drivers often don't see them. Pedestrian islands could also help. Allow pedestrians more time to cross. An example is at 1300 S and I-15. Going eastbound, the pedestrian signal gives enough time to cross 500 W, but not the freeway entrance road 20 ft ahead, requiring two long cycles, plus another cycle at the freeway exit. This is pedestrian-hostile design and should be avoided at all costs. Thank you for taking the time to read my comments, and I hope they are considered for the EIS.</p>
1/13/2023	Trudena Fager	<p>We have elderly people living on 200 East in Farmington near Glover's Lane. These people are very sensitive to noise. There is such a thing as noise pollution!</p> <p>Please consider those sensitive to noise when determining options.</p>
1/13/2023	Stephen Wasmund	<p>I am a 17yr Bountiful resident who has spent all of those years mostly cycling, sometimes driving, to/from SLC.</p> <p>Thank you for this opportunity to comment, and for the apparent consideration for cyclists and pedestrians in the EIS.</p> <p>PLEASE refrain from widening and further inducing demand for traffic. We MUST begin to</p>

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		<p>treat the addition to single occupancy vehicles and the idea that every effort should be made to expedite driving.</p> <p>I support the proposals presented by the Capitol Hill Neighborhood Council.</p> <p>Please start to transport people, and not solely cars.</p>
1/13/2023	Dave Ittis	<p>Dear UDOT,</p> <p>Please confirm receipt of our comments.</p> <p>Cycling Utah, a Utah based bicycling advocacy and media organization, is submitting the following comments on the proposed I-15 reconstruction and the Alternatives Development of the EIS.</p> <p>First and foremost, we do not believe that additional lanes are necessary. Additional lanes result in induced demand - that is, more cars will use the road until traffic is the same as it was prior to adding the lanes. This expansion should not be considered until after more FrontRunner, TRAX, and bus capacity are added. UDOT failed when turning US89 into a freeway. There are no bus or rail alternatives there, and yet UDOT went ahead with another freeway before looking at ways to move people instead of cars.</p> <p>We understand the need for UDOT to reconstruct I-15 as the roadway has drainage issues, and the pavement needs to be redone, however, this can be done without adding more lanes. People living in the neighborhoods near I-15 should be able to keep their homes. Expansion of I-15 at the expense of people's homes just continues the discrimination against those that live near the freeway.</p> <p>Prior to doing anything here, FrontRunner needs to be doubletracked, with additional stations and stops from Salt Lake to Logan. And, Amtrak service to Boise needs to be completed as well. TRAX should be extended north to Kaysville and even Ogden, and UTA bus rapid transit should connect North Salt Lake and Davis County with Salt Lake City.</p> <p>As for the alternatives, we very much would like to see the best possible facilities added for Active Transportation (AT) (biking and walking) at every interchange, underpass, and through the entire corridor.</p> <p>Also in regards to active transportation, SPUI's are extremely uncomfortable to ride or walk across, and we ask that you remove all SPUI's and replace with traditional diamond interchanges. This is particularly needed at 600 N in Salt Lake City.</p> <p>There are some nice possible active transportation enhancements that UDOT is considering. However, please never use a SPUI. We don't understand why the better AT options are often included with the SPUI option. This is not a good choice. Please include the better AT options with the Diamond Interchange.</p> <p>For example, Glover's Lane, Option B has the best AT options, but also a SPUI. Please use a Diamond Interchange here, but use the option B AT enhancements: bike lanes and a Shared Use Pathway.</p> <p>It is hard to comment on all of the options since the PDF is a bit poorly organized with respect</p>

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		<p>to the various options. So, it's hard to compare A to B to C in many cases since the format is not consistent.</p> <p>Lastly, Shared Use Pathways, while preferred over no pathway should have separate places for bicyclists and pedestrians to avoid conflict. Just as we don't want to see bicyclists in the same lane as cars, we would rather not see pedestrians in the same lane as cyclists.</p> <p>1. 400 South to county boundary - Please install both SUP's that you are looking at here. Please combine the best of option A and B, but no SPUI please.</p> <p>2. Please note that Warm Springs Road is an important recreational bicycling corridor, and must be preserved as such if you do build another interchange. This is really important for cyclist safety.</p> <p>3. 400 South to county boundary - Option B but no SPUI please.</p> <p>4. 1500 South to Pages Lane/1600 North - No AT options are listed - why? Please note that West Davis County is a great place for recreational riding that is slowly being destroyed by poor planning and poor roads, particularly those of UDOT.</p> <p>5. Pages Lane/1600 North to Farmington boundary - Option A is preferred here.</p> <p>6. Centerville boundary to US-89 - Glovers Lane - Option A is the least destructive here as for new construction, but please enhance the bike/Ped crossing.</p> <p>7. 600 North in Salt Lake City. Please, no SPUI here. This is a disaster for cyclists and pedestrians. Please create a Separated Path for both user groups, protected bike lanes, and slow the speeds down for cars. Too many deaths have happened here. Please make sure to consider and enhance Salt Lake City's plans rather than being at odds with them.</p> <p>Between Interchanges section Generally, these look good. It would be great to see details however. We like the new shared use pathways to reduce I-15 as a barrier between the East and West sides of Salt Lake City. The new paths at 400 N and 500 N are great.</p> <p>New Connections These also look good. Especially the shared use path along Beck Street. But, please make this a bicycling path and add sidewalk facilities for pedestrians. It's better to have a separate place for bikes and pedestrians to go, parallel is great, but separate is needed.</p> <p>At the open house, there was talk of another shared use pathway connecting Beck Street to the I-15 corridor. Please implement that too.</p> <p>Bike Lanes Anywhere that you have 'buffered bike lanes' should be replaced with barrier protected bike lanes. These are much safer for bicyclists and the standard for new bike infrastructure everywhere. Buffered is not enough.</p> <p>Lane widths at interchanges and overpasses: Please stick with a 10' lane standard to reduce car speeds and to provide more room for</p>

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		<p>cyclists and pedestrians.</p> <p>Speed limits: It's imperative that on the overpasses and interchanges that UDOT design for slower speeds. For example, the I-15 overpass at 600 N should have a 25 mph design speed and not the 50 mph design speed it has currently. Lower design speeds are safer for everyone.</p> <p>Train Connections What would I-15 look like if there were NO Cars, but only trains and bike paths? Please consider this alternative idea.</p> <p>Traffic Modeling - what would your models look like with expanded FrontRunner, TRAX, and bus service and NO NEW LANES? This is a failure in your modeling, and this needs to be remedied. Additionally, your modeling needs to be not on traffic, but on moving people. This change has been talked about by UDOT but apparently not implemented in the I-15 EIS. Why not?</p> <p>New connection needed: Please consider a separated bike path parallel to I-15 the entire length of it. We need more of this for our highway corridors.</p> <p>And, to restate - no new traffic lanes on I-15. Our air, community, planet, and valley do not need nor can we sustain more traffic that these will bring.</p>
1/13/2023	Amanda Michaelis	<p>Please do not shut down the southbound I-15 exit ramp to Center Street in North Salt Lake (Bountiful).</p> <p>If shut down, it would severely restrict connectivity to the communities at the south end of Davis county, before crossing into Salt Lake. Specifically, I live in the large community east of I-15. If closed, our option would be the 2600 S exit in Woods Cross. This intersection is already overly busy and requires two lengthy left turns to go to any neighborhoods to the east of I-15.</p>
1/13/2023	Leslie Miller	I would be very disappointed if the southbound Center St exit was removed. That would mean we would need to use the 2600 exit. I try to avoid that horrific intersection at all costs. Please reconsider this option!!!!
1/13/2023	Allison Bills	Please keep the center street exit. Don't get rid of it.
1/13/2023	Steven Wooldridge	<p>I can't tell if option A, A-R, or B but, keep the On ramp 1000 N Salt Lake City. 900 West cannot handle the other traffic thanks to the single vehicle lane and almost never used bicycle lanes.</p> <p>HOV lanes are fine with whichever has minimal impact in the communities. The freeway needs to expand and grow.</p> <p>Thank you! .</p>
1/13/2023	Whitney Drebot	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p>

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Date	Name	Comment
		<p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Beth Blattenberger	<p>While it appears that the proposed expansion on I-15 will not directly affect my 9th and 9th neighborhood, I do not like what I hear about its effect on the north and northwest parts of the city adjacent to the freeway, and I dread the amount of traffic and inevitable associated increase in pollution, which will become part of the air we all breathe. Yes, the population is growing, but is this proposal a byproduct of the unfortunate inland port idea, without which we would have a good deal less traffic? And aren't there ways to spend all that money to enhance public transportation and other non-polluting means of transportation?</p> <p>I hope UDOT abandons plans to widen the highway but still carries out projects that are part of the proposal and that increase the safety and livability of neighborhoods.</p> <p>Some portions of the overall plan involve reconfiguring on- and off-ramps to reduce the hazards these pose to pedestrians and cyclists, and mitigating the impacts of traffic leaving and entering the highway that travels through these neighborhoods.</p> <p>As an example, due to the ramps at 600 N, nearby residents endure enormous numbers of trucks carrying gravel and petroleum products that strew debris, pollute our air, cause accidents and keep residents awake at night with their engine brakes. The UDOT proposal contains solutions for this problem, including building an overpass near the quarries on Beck St. to give trucks access to highway entrances that would allow them to avoid 600 N altogether.</p> <p>Reconfiguring the 600 N ramps would also help rejoin the east and west sides of the city by</p>

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		<p>making it much easier and safer for pedestrians and cyclists to use the 600 N viaduct. There are other examples of similar reconfigurations all along the proposed expansion.</p> <p>The project includes upgrades to pedestrian and bicycle infrastructure in these neighborhoods. It also has as one of its objectives to improve the connection to FrontRunner stations in Farmington and other towns along the route.</p> <p>These are beneficial ideas that I hope can proceed - without the lane expansion.</p>
1/13/2023	Emmaretta Barnett	<p>To whom it may concern,</p> <p>I live in Creekside Estates, a neighborhood just off of east Glovers Lane. The outlet from our neighborhood is onto Glovers just above the location of the possible future off/on ramp proposed in Option B. In order for my 127 neighbors and I to go anywhere, we have to exit via Glovers Lane. Turning left or right out of my neighborhood would be very hard with the traffic that would come from an off ramp right there. I cross this road at least twice nearly everyday as I am a runner and enjoy going on walks with my family in the quiet neighborhoods on the other side of Glovers Lane. The traffic from the on-ramp would cut us off from the rest of our neighborhood and virtually trap us in. There are many children who have friends across the street and thus are crossing back and forth frequently. There is a lot of foot traffic here, especially among young kids. My two nephews aged 3 and 1 live on Glovers Lane a few houses above the cut off for the freeway on-ramp. They love playing outside, but the dramatic increase in traffic that Option B would bring would make it unsafe for such young kids and change their lives as it would for many others living in this currently quiet residential neighborhood. Glovers Lane is a setting for kids out on their bikes or setting up lemonade stands, people running, walking, visiting neighbors. When I was on Farmington High's cross country team, we would have practice running up this hill. Dogs, deer, and even bobcats frequent this crossing as well. An elderly neighbor of mine uses her walker to walk up Glovers everyday. Not very practical if it's an on-ramp, but she has nowhere else to go. I can only imagine the increase of traffic through the surrounding neighborhoods that this will bring- neighborhoods where kids play around the streets and many walk or bike to school everyday. The proposed site for Option B is within a mile of Farmington Elementary School, Farmington Junior High, and just a few minutes walk from Farmington High School. As a former student of Farmington High, I know that dozens of students walk down from the east on Glovers Lane and the overpass to get to school. The proposed option B would compromise their commute and safety significantly. Some argue that the off ramp would help those from West Farmington and Kaysville to be able to jump on and off the freeway to get to school but it put completely reroute those students living east of the freeway and more especially it would make students who have no access to a car, but are too close for a bus and no other way to get to school except by walking or biking out on the busy road in increased traffic and it would make them walk significantly farther. In the winter, class starts before sunrise. This would put them out in the dark considerably earlier and longer. Not only is it a major inconvenience to students just trying to get to school everyday, it is unsafe.</p> <p>These are just some of the few negative impacts Option B will have on those living in this residential neighborhood. But there will be many not living here anymore. I have numerous neighbors and friends who would be losing their homes if Option B was approved. With the high housing prices in Davis County, most of these residents will not be able to find another house that they can afford nearby. Those whose houses will be destroyed, some who have lived here for years and even their whole lives, will not just be losing their homes and neighbors, but will also risk losing their places of employment and/or will be forced to find living accommodations in far less pleasant and safe areas.</p>

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		<p>I entreat you to consider another option that wouldn't disrupt a peaceful residential neighborhood, put students and children in danger, and tear families from their homes.</p> <p>Thank you.</p>
1/13/2023	Brooke Mangelson	<p>To Whom It May Concern:</p> <p>I am a resident of south Farmington and I am highly opposed to UDOT's Alternative B plan for the new 1-15 on ramps. This solution is not acceptable and does not truly fulfill UDOT's objectives to improve safety, better connect communities, strengthen the economy, and improve mobility for all. As it is currently proposed, Alternative B will negatively affect my daily life in every one of these objectives.</p> <p>We purposefully purchased our home, 5 years ago, in a neighborhood off of the frontage road for several reasons. One of which was the close proximity between Farmington High School, Farmington Junior High, and Farmington Elementary and ease of access between the three schools. My husband is employed as a teacher at Farmington High School. We have children at all three schools. We use the frontage road to travel between. My children walk on the frontage road to get from the Junior High to the High School for activities daily. We walk our dogs on the walking trail off of the frontage road. This alternative proposition would destroy that for us. I care about the safety and ease of use of these roads and this plan would destroy both of those for the thousands of children that attend these schools and the adults that work there. It will turn the street I live on (Hollie Ave) into a through road for people seeking alternatives to the other roads. I have just on my block alone there are 20 children plus their friends playing in the front yards of all our homes all the time. Our neighborhood is NOT set up in a way to deal with extra traffic. The homes on Glovers Lane will never be able to safely leave their driveways. If you think people won't speed on that road you are only kidding yourself.</p> <p>Our neighborhood is quiet and has fairly low traffic. Having an off ramp would increase our traffic dramatically not only on the frontage road area, but all of the surrounding roads as well and our residential streets will become a throughway and "short cut" to get to the on ramps. Although our home is not one of the ones on the chopping block, it would put our backyard right at the edge of it. I have lived in a previous neighborhood with the freeway directly in my backyard and it was incredibly loud, I didn't want that when we moved to Farmington and we were told there was little to no chance that area of the freeway would ever change. I can actually get out of my neighborhood during the day and during high commute traffic times. I am currently not as worried about young teen learning drivers right now, but having an on ramp right by my house would scare me. Not to mention the people using that off ramp the most would be teenage drivers. People speed and are not looking for pedestrians when headed toward on and off ramps. This area is a high pedestrian area and I feel like it would be unsafe. Not only that but it will make it less convenient to get to these schools. How is it fair that it makes access convenient for all but the people who actually live in the neighborhoods, go to the schools and would have to live with the inconveniences daily. I literally chose this neighborhood for the convenience!</p> <p>With the traffic comes more crime. Our neighborhood has seen crime over the years, no one is truly exempt from that, BUT on several of these occasions police officers have given condolences of "with our close proximity to the freeway entrance it can be an attraction for theft". There was construction going on in our neighborhood and my neighbor's car was almost stolen with her children INSIDE, thankfully they only took her purse. That is just with</p>

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		<p>one little on ramp, I can only imagine what an entire interchange would do. Not to mention the crime that comes with having constant construction in an area.</p> <p>People have mentioned that our property values would go down and I can see that being the case, but even if that doesn't happen it would definitely make our homes less desirable if the need to sell arose. I would probably find my neighborhood a less desirable place to live as well, which makes me sad. I really do love my neighborhood and the people who live here.</p> <p>The area of South Farmington is not growing. We are landlocked by the mountains and the Wetland Reserve. We do not have traffic back ups. We do not need this exit. We have not asked for it. The growth that is trying to be addressed will not be solved by this Alternative B plan. There has been no concrete data to prove that it will even help. It just seems like it will create more problems than it will solve. Also, if Alternative A meets the criteria, then why would Alternative B be needed at all? The "improvements" do not seem financially responsible.</p> <p>From the perspective of my neighborhood, I feel as though this plan fails to meet any of UDOT's criteria for the current safety (both on the road and criminally) of our neighborhood. It disconnects our neighborhood from our schools and ease of travel and even other parts of our neighborhood. It lowers our economy because our home values will fall as well as those who will literally be losing their homes. Many of which have land and there is nothing comparable in Farmington to what they have, you will displace them out of the city entirely. This plan will even take away our current mobility. It will be harder to exit our neighborhood, it will increase our commute times, our children will have to walk a half mile further to get to the highschool. We no longer have access to walking trails and the legacy trail. I feel like putting this exit in this location is a convenience for another neighborhood at the expense of our own. Of course other neighborhoods are for it, they have nothing to lose.. Our neighborhood has everything to lose.</p> <p>I would beg UDOT to not even entertain the idea of the Alternative B plan and to completely remove it as an option. I would ask that they use data and debunk the idea that Alternative B is needed for access for high school students (It definitely is not). Please also study and provide input on traffic capacity of Glovers and 200 East. I would also request that you encourage you to move the proposed off ramp to areas where it is actually needed and re-engage discussions of a 1500 West Glover offramp (that is the area that needs the help).</p> <p>These decisions will dramatically affect where I live and the safety of my family. I am not opposed to progress, but I am opposed to tearing into neighborhoods without appropriate, logically thought through reasoning, on how this plan affects current infrastructure and the negative impact it will have.</p>
1/13/2023	Jeremy	Please do not get rid of this exit!! If anything please add a northbound on ramp. This idea is crazy to remove.
1/13/2023	Andrea Jones	Please keep this exit. Do not get rid of it.
1/13/2023	Shauna White	Please do not take away our exit off of I-15 southbound at center street in north salt lake. If anything, adding a northbound on-ramp at center street would be the direction to move in. Our community needs freeway access!
1/13/2023	Jenny Barrow	<p>I am offering my public comments regarding the i15 expansion.</p> <p>I am think expanding the lanes on i15 is a good idea and option B with the HOV lane that can</p>

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		<p>swap between North and South sounds like a good solution.</p> <p>It is my understanding if i15 is widened that will already impact the properties immediately adjacent to i15.</p> <p>With that said, I do not understand why it has been proposed to have glover lane serve as an on-off ramp for I-15.</p> <p>Glovers lane is a quiet residential area. Why on earth do we need an exit in the middle of a residential area. Especially when there is a partial exit already at 200 W just a few yards away?</p> <p>Is there a specific need with hard data that an exit is required in this specific area? Why not place the off/on ramp in a more commercial area?</p> <p>Glovers lane is also a high pedestrian/bike use interchange. Glovers lane is how high school students who live in the neighborhoods immediately East of Farmington High school access the school (and yes High school students do walk, they do not all drive)</p> <p>Glovers lane is also East Farmington's access point for the legacy trail and the rail trail. Why on earth would we increase traffic, especially freeway traffic in an area that is designed to be pedestrian/ bike heavy.</p> <p>In 2022 Utah had a much higher than average vehicle/ pedestrian incidents. Many of them were deadly. Why do we want to increase the opportunity for these incidents? Reviewing the proposed pedestrian options I keep asking myself would I choose to take young children on bikes through that experience? Would I feel safe going through that interchange at periods of low light? (Early morning or evening?). The answer is No I wouldn't. The current proposed options especially option b for glovers lane is disenfranchising the current pedestrian/ bike users of the road. The proposed solutions are not realistic pedestrian options especially for children and early morning or evening pedestrians/bikers. This proposed solution will increase the number of vehicular/ pedestrian incidents not reduce them.</p> <p>Finally the demolition of homes 15-20 homes is not an acceptable solution. Is there really a public need for that amount of neighborhood destruction? Is there not an option that will not destroy a neighborhood?</p> <p>I know engineers like simple straight solutions, but this is quality of life rather than a simple road building activity. The current proposed solutions especially option B at glovers lane is not an improvement on quality of life. It is a reduction of quality of life. The current solution serves cars not people.</p> <p>Thank you.</p>
1/13/2023	John Brown	<p>We do not want to lose our freeway exit in North Salt Lake on Center Street.</p> <p>In my opinion none of the proposed changes give a benefit worth losing that exit.</p>
1/13/2023	Kara Hess	<p>I live in north salt lake and I disagree with the removal of the center street south bound I-15 exit removal. Please let us keep our exit!</p>

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1/13/2023	J. Samuel	A friend of mine let me know about the proposal tonight. We absolutely cannot have this exit shut. It is some thing I use every day and can't imagine any benefit being worth having that access shut off. Please do not move forward with that part of the plan.
1/13/2023	Hank Taylor	<p>I am responding to your proposed plans to shut off center street exit in North Salt Lake, Utah.</p> <p>I respectfully ask you not proceed with the closing of that exit.</p> <p>It adds significant value to our homes being able to easily bypass the several traffic lights at the 2600 s exit.</p> <p>Please do not close the exit.</p>
1/13/2023	Casey O'Hara	<p>I learned about the "potential" I15 updates the day after the Bountiful open house. The day of the Bountiful open house I received a postcard via USPS about the open house. Did not read it until the next day.</p> <p>After hearing rumblings I found a facebook page about the "proposal" and learned about a comment period in March of 2022 that the public was supposed to comment on. Since there were a whopping 300 followers in November, I am guessing the majority of residents had absolutely no idea there was a comment period 8 months earlier. And very few knew about the November presentations and comment period!</p> <p>Despite the absolutely pathetic, and seemingly intentional lack of notification to the public, the complete lack of informing people that they will lose their homes is criminal.</p> <p>Here is my feedback: The freeway is in my backyard and has been for almost 20 years. Does the freeway get busy? Yes.</p> <p>Does the freeway sometimes back up? Yes.</p> <p>Did you try to scare people with metrics that projected freeway slowness years from now? Yes. Did you indicate these were projections or what the projections were based on? No! Did you indicate that if we continue with drought conditions this is all null and void because the valley will not be able to sustain life? No. Does the cost magically disappear for the few that will be left, if the drought continues? No.</p> <p>What percentage of the time is the freeway get busy and backed up? Maybe 10 - 20 percent of the time. Considering weekends, holidays, and Fridays which generally have less traffic, there are about 4 - 6 hours a day, 4 - 5 of the 7 days of the week that the freeway is busy/slow/backed up. That is 16 - 30 hours out of 168 hours in a week.</p> <p>Why would we spend the volume of funds required to double the size of the freeway for 10 - 20 percent of use? There is not a good reason to do this.</p> <p>What is the maintenance cost for expanding something that will be heavily used less than 20% of the time? The maintenance cost will increase, and it will be far more than the benefit of more lanes for</p>

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		<p>less than 20% of the time.</p> <p>Why would we encourage more cars to be on the road when our air is already unhealthy for the majority of the public? No good reason.</p> <p>Why would we kick people out of their homes to build something that again will only be heavily used, less than 20% of the time? No good reason.</p> <p>Utah is in the middle of a severe drought. How much water, that could be used to sustain life, will be required to build something heavily used less than 20% of the time? This is not rhetorical.</p> <p>Why the secrecy? This is not rhetorical.</p> <p>Why not build an expressway on the east side of the valley, to reduce strain on the freeway and exits/on ramps, again strained less than 20% of the time? Because the people who live on the bench would not stand for you tearing down their homes, and they generally have far more wealth to fight this than those that live near the freeway.</p> <p>Why not use the funds to build a more robust mass transit infrastructure? This is a serious question! Benefits of robust mass transit: Fewer cars means less pollution More robust mass transit makes it easier for EVERYONE, not just those with privilege enough to afford a car, gas, maintenance, etc., to travel to and from work or play regardless of the time of day.</p> <p>Why not use the funds to build/ or buy/lease existing unused office buildings with robust internet access? Then use the space to rent/lease to organizations to enable employees to work closer to home which reduces traffic and air pollution, boost local businesses - restaurants and food trucks, etc. to serve these remote offices, and again focus on mass transit in and out of these locations. Encourage and incentivize businesses to employ people closer to home. Why did we not learn from the pandemic?!?!?!?</p> <p>Why not work with businesses to encourage flex hours? 3, 12 hour days 4, 10 hour day Early start times Late start times There are so many creative ways to more evenly spread out when people are commuting.</p> <p>There is nothing safe, environmentally friendly, or helpful to build communities (just tearing them down) in any of the options proposed. It is time to start thinking differently. Bigger is not better!!</p>
1/13/2023	Brian Nordberg	The i15 EIS, is concerning as there is no mention of UDOT looking at alternatives. Widening interstates simply promotes more vehicles on the road and encourages higher speed driving.

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		<p>Every expansion project that aims to reduce congestion has failed. Expansion is a short term solution to a long term problem. Unsafe interstates become more dangerous. Traffic fatalities have grown since the expansion of I15 in Salt Lake and we should stop making these dangerous expansions. The expansions also increases pollution. The added pollution makes the area around the expansion even less safe.</p> <p>We need to stop interstate expansion and expand alternative routes and increase alternative transportation.</p> <p>In short growth begets more growth. Road diets have been successful in numerous areas and a diet is what i15 needs.</p> <p>Expansion should be halted until all other alternatives have been exhausted, and the EIS neglected review of safer, less polluting alternatives.</p>
1/13/2023	Dan McMillan	Don't get rid of that exit. This exit is vital for my quality of life.
1/13/2023	Jenny Grandia	<p>We ask that the following concerns be considered and submitted for public comment regarding the I-15 EIS Alternative B option to the I-15 corridor. We support and agree UDOT's mission to "strengthen the economy, connect communities and improve health and mobility for everyone who uses the I-15 corridor."</p> <p>Many have now studied the proposed options and strongly believe that Alternative B is in clear conflict of UDOT's documented mission for the following reasons:</p> <p>Safety challenges The proposed on/off ramp on Glover Lane deposits traffic directly into a quiet, residential neighborhood. No commercial development in the area and no future growth planned to support a major "commercial" interchange. The current area provides an environment where kids walk to school across Glover Lane to Farmington High School, Farmington Junior High AND Farmington Elementary (We have children in all schools). Children actively are riding bikes, scooters, and go-carts through this area. Additionally, there is a large amount of foot traffic of recreational activities (i.e. jogging, cycling, walking) around Glover. It is clear that the safety challenges created by Alternative B have not been fully considered.</p> <p>Strengthen the Economy There is no commercial development around Glover Lane and I-15. Additional focus is needed on improving Parrish Lane and Park Lane to address UDOT's mission of strengthening the economy. It is difficult to believe that traffic studies would justify that anyone would use a Glover Lane exit off I-15 to access the commercial areas at Parrish or Park Lane. Farmington City has stated that Glover Lane is "fully built out" and doesn't have any additional commercial growth to "strengthen the economy".</p> <p>Better Connect Communities A Glover Lane on/off ramp doesn't appear to "better connect" any communities. Currently the communities are connected through already available I-15 exits at Park Lane and 200 West. Further, the proposed solution makes a traffic nightmare separating out already established homes and the community of west side and east side Farmington. The increased noise of moving the frontage road East and the expansion of the Glover Lane on/off ramp collectively decreases quality of community connections.</p> <p>Improved Mobility for All Users Dropping off traffic from I-15 into a residential community does not improve any mobility. All it does is add congestion to roads and residential areas around Glover Lane. It is an exit to nowhere. Additionally, the intersection of Glover Lane and 200 East is ill prepared to handle the amount of traffic caused by the proposed on/off ramp and would likely result in significant back-up on I-15. A traffic impact study of that intersection would show that an on/off ramp of</p>

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		<p>this magnitude would stymie the North and South traffic flow of 200 East.</p> <p>ALTERNATIVE OPTION: Placing an on/off ramp at Glover Lane from West Davis Corridor provides the critical solution to multiple concerns raised by UDOT regarding access to the high school and providing community access directly to I-15 without impacting additional residential communities and relocating family homes. Currently, the community of Farmington has no access to West Davis Corridor and mobility is significantly minimized.</p> <p>In conclusion, we urge you to eliminate I-15 EIS Alternate B from consideration. I-15 EIS Alternate B clearly does not align with the mission of UDOT. Instead of “strengthening the economy,” this plan reduces the value of an established residential community and does not improve access to any commercial businesses. Likewise, this plan significantly divides southern Farmington between the West and East sides further upsetting established symbiotic neighborhoods rather than “better connecting communities.” Finally, I-15 EIS Alternate B does not “improve mobility for all users” as there are already multiple functioning exits in Farmington which our neighboring communities haven’t yet developed.</p> <p>As you finalize this decision, we ask you to reflect on the values of Utah—where family is a top priority. This plan disturbs the peace of many established residences and does not protect the way of life for Farmington families.</p> <p>Therefore, we urge you to eliminate I-15 EIS Alternate B from consideration.</p>
1/13/2023	Andrew Potter	<p>Put in Legacy highway first. If Legacy is extended from Farmington to Ogden that would make it so that thousands of cars would and could AND will go around that section of I15 because they could stay on Legacy. Yes, about Farmington is where the current Legacy highway starts, but if it started in Ogden vehicles would just stay on Legacy. Plus, semi trucks can now stay on Legacy and from what I understand there are ALREADY plans to make Legacy longer. Thousands of people have to take I15 because there is no other way BUT I15. It makes perfect sense to finish a project before starting another. Hyw 89 is still not finished and the last I15 project was just finished a few weeks ago. And because it was just finished everything from overpasses to walls to on and off ramps will have to be redone plus I bet buildings including houses would have to be removed. Millions of dollars are spent to make bigger roads but thousands of projects are still not finished and millions of roads need repaired. I say NO on the I15 expansion.</p>
1/13/2023	James Allen	<p>The expansion of freeways is known to induce increased driving demand and thus revert to prior congestion after new traffic and driving patterns stabilize.</p> <p>What is the reasoning that this expansion is different from other similar projects in the United States?</p> <p>Have alternatives been addressed that induce demand in more scalable forms of transport like increased front runner service and expanded light rail or bus service to north salt lake?</p> <p>The increased population of Utah needs increased lower cost and lower emissions forms of transport and freeway expansion does not seem to fit the bill.</p> <p>Have alternatives regarding public transit improvements and/or additions been researched?</p>
1/13/2023	Diana Barnett	<p>Dear Members of UDOT review committee</p> <p>I am a resident of south Farmington. I have lived her for over 30 years. I have raised seven children here and have a vested interest in the future of my neighborhood and community.</p>

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		<p>Two of UDOT's purposes in their mission statement are Good Health and Connected Communities. If Option B is chosen, both purposes have failed.</p> <p>I am quite worried about the safety of the people that live in the neighborhoods on Glover Lane and the streets surrounding Glover Lane. There are over a dozen children that live on Glover Lane between the Frontage Road and 200 East. These children play out front. They ride their bikes. They cross Glover Lane. Every summer there are several days where children set up lemonade stands on Glover Lane. These activities would no longer be safe for them to do. There are elderly people that live in this area as well. In the neighborhood directly south of Glover Lane there are many children that attend the elementary school, the junior high school and the high school. The children walk or ride their bikes to school. They cross Glover Lane to get to the junior high school and elementary school. They cross Glover Lane to play with their friends and to attend activities with other neighbors. Glover Lane is a relatively quiet street. We cross it daily. Children cross it daily. Putting an off ramp at the Glover Lane over pass will change all of that. There will be accidents and it will no longer be a safe place for children and adults to be. There is a high school just west of the proposed Glover Lane off ramp. This will put significant traffic in front of the high school. I have had two children attend this high school. I am very familiar with the traffic patterns of the students who attend there. Many students park out on Glover Lane. Parents pull up on the opposite side of the school and students run across the road to hop in their cars. Students pull out of the school parking lot and turn right or left. Students parked along the road by the school pull off Glover and flip a u turn and head east. This all happens every day. It is unsettling to imagine what is going to happen when there is significant increase in traffic because there is an off ramp right up from the school. There will be accidents and possible fatalities. It is not worth it.</p> <p>If Option B is chosen, our neighborhood will be divided. Option B will divide us by the north and south and the east and west. Glover Lane connects us. The people who live there are a part of us. We interact with the people on Glover Lane and on both sides of Glover Lane. We run across this street all the time. Friends live on Glover Lane. Friends live in the neighborhoods by Glover. We will no longer have easy access to be with our neighbors. The overpass connects east and west Farmington. As it is today, it is very easy to go from east to west. Every day there are bikers, runners and walkers who go up Glovers Lane or down Glovers Lane via the walking/biking tunnel on the Glovers Lane overpass. It is simple and straight forward. It connects us to walking paths and trails on both sides of the freeway. It allows easy access to the high school and the bird refuge. This would all change if Option B is chosen. The walking/biking path that is planned with Option B, would not help. It would add time and distance to what was once an easy way to move from east to west Farmington. UDOT says they want to connect communities. Option B would quite literally divide the city.</p>

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		Again, I reiterate, two of UDOT's purposes in their mission statement are Good Health and Connected Communities. If Option B is chosen, both purposes have failed. Please look at Option A or Option C or choose something connected to the West Davis Corridor. Thank you for your time.
1/13/2023	Amy Williams	Please DO NOT take our SB center street exit! We wish we had an on ramp too but at least we have our exit.
1/13/2023	Ellie Eystone	I am emailing to voice my concerns regarding the expansion of a freeway ramp at Glovers Lane and the frontage road in Farmington Utah. I am strongly opposed to plan B. My family has lived off of Glovers lane for over 2 decades and established their home intentionally in this residential area. While growth in any area is surely expected, Plan B disregards the entire neighborhood and well-being of southeast Farmington which would be hugely disrupted by the addition of the ramp. While growing pains are to be anticipated with any city expansion, the development of the ramp is at the expense of an established area with city developmental burden that far outweighs the limited utility. The entire area would be disrupted- including destruction of homes, wildlife, and increased danger and traffic in our neighborhoods! Please choose option A, or better yet, reconsider a more direct route to meet the concern at hand.
1/13/2023	Teresa Benedict	I first heard of this expansion plan the week AFTER the two December meetings. The second time I heard about this plan was January 13th, 3 hours before public commentary was closed. I'm worried about low income housing, I'm worried about having the freeway one block away from my house because I am a covid long-hauler and I have asthma and because of the noise, and I am worried about my neighborhood's favorite restaurant - Santos Tacos! I'm concerned that like all other things concerning Rose Park, that decisions are being made and THEN public forums are held as a show to make us think we have a say in our neighborhood but, I'm pretty sure the decisions have already been made. I was shocked to see that public meetings started in November!?! When I heard about it in the middle of December? Plus, holidays are the worst time to have meetings! We are busy! How can I have a voice about my neighborhood that I've lived in for 18 years when I only hear about the plan twice? Rose Park is a hidden cultural gem that is unappreciated in Salt Lake City. We are like family! We have Rose Park t-shirts and car stickers! Please have more public meetings after advertising in better places so more people can have a voice to save their community! Thank you for reading this, but I know that this won't make a difference because roads are more important than people. 😞
1/13/2023	Tiffany Dunn	I strong disagree with the proposal to take away the South Bound entrance to I-15 off of center street in North Salt Lake. Traffic is already clogged on 2600s and the entire area. It would be a safety issue to have the already backup per tragic entering through there to be backed up even more. If anything they need a northbound entrance there as well.

Table 1. I-15 EIS Draft Alternatives Comments Emailed during the Public Comment Period

Date	Name	Comment
1/13/2023	JoEllen Kunz	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Nisie Antacle	<p>I feel compelled to write a comment because I know how this construction will impact my children and my grandchildren. Why is Utah so determined to become the next LA? I thought we were trying to move away from the automobile and towards mass transit, more walkable streets and cities, and making the bicycle a more appealing option? I know traffic will continue to degrade our lives and our livelihoods, but please consider the most bike friendly, mass transit options. I believe if we continue to promote commuting to work and expanding our suburbia even further out families will continue to seek those options. If we change our mindset and make parks, green spaces, businesses, and homes all within the same space there will be less desire to move further from city centers. Please reconsider this and I agree with Erin Mendenhall that the west side residents, Glendale, Rose Park, and Wood Cross will be subject to worse environmental outcomes and more division from our city. Worsening air quality, heat, and noise pollution are direct outcomes from this construction, what are you thinking? There are disproportionate negative outcomes for residents in these areas and this is not right to continue to marginalize these neighborhoods. Transitions to mass transit and city planning to lessen the need to commute must start NOW.</p> <p>Please reconsider your proposal and instead look for ways to bridge our communities and bring businesses and economic opportunities to all areas of North Salt Lake and beyond so</p>

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Date	Name	Comment
		there is less reason to commute to the city. Thank you for your consideration.
1/13/2023	Amber Thota	Please please do not close this exit. Traffic is already very congested at the 2600 S exit and this will force many to use that exit when they are headed out west! This will change so many things for those of us in NSL. Please leave it as is!
1/13/2023	Rosemary Mead	I am writing to express concern about the elimination of the (southbound) North Salt Lake exit. We are already inconvenienced by not having a north-bound entrance. Please don't eliminate our North Salt Lake exit. The 2600 South Woods Cross exit is already crowded and difficult to navigate. Please don't make things worse.
1/13/2023	Emily Graham	Please reconsider removing the Center street exit! It would be such a pain to wind through Woods Cross to get to our homes in North Salt Lake! It would add to our commute time and I imagine it would increase traffic significantly on 2600 south. Thank you for allowing public opinions to be heard.
1/13/2023	Mariella Morgan	I am aware that you are planning to make an intersection at Glovers Lane in Farmington for a better "future". Before you make your decision I would like to comment and hope that you think and pray about what the consequences would be if you do option B. My husband and I have put up lots of money and hard work in refurbishing our home in making it the home of our retirement. While you may not consider this that important, it means a lot to us and we would have nowhere to go if our home would be taken. With the current situation choosing option B will leave us homeless. It will also affect many others in the same way that it will affect us. Putting an intersection at Glover lane will create a great hazzard for the children in the area. Many will have to cross busy streets and put their lives at risk to get to school. I hope that safety and security of the children comes first in your decision. It will be a great tragedy if the the laughter of the children is replaced by the sound of traffic. Putting an intersection next to Farmington High School is a dangerous option. It is too close to the school and would make the possibilty for traffic accidents. On a normal school day Glover's lane is full of students vehicles due to the lack of parking space. and it will create a very dangerous situation with all the cars parked there. These are just a few concerns that I have and I know they are the same concerns that many of our neighbors have in the area. We hope you will consider these concerns.
1/13/2023	Alma Baste	As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15. The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.

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Date	Name	Comment
		<p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future. I also think that this is a gross misuse of money.</p>
1/13/2023	Mike Christensen	See email appended to the end of this section.
1/13/2023	Heather Shelton	My family uses the Center Street off ramp in North Salt Lake multiple times a day. Losing that will force us to either take a longer route that will have heavier traffic at 2600 S or on Hwy 89, or to avoid the freeway and add to congestion through South Davis County. That one leg on an interchange is important to the area of NSL we live in, East of the freeway off of Center Street.
1/13/2023	Stacey Jepsen	All of north salt lake uses SB 1-15 center street exit please don't take it away All of north salt lake uses SB 1-15 center street exit please don't take it away
1/13/2023	Juliette Longson	In both the A and B proposals it shows removing the SB Center street exit. I am not if favor of this. Please allow for an exit off of center street and an on ramp!
1/13/2023	Austin Wimmer	Sweet Streets Board letter submitted by commenter. PDF of the letter is appended to the end of this section.
1/13/2023	Brad Eggington	After looking at the alternative proposals for the I-15 corridor between Salt Lake and Farmington, I feel the only real option is to add two additional lanes to both north and south sides of the freeway. The population of Utah is growing and will continue to do so for the foreseeable future. This area of I-15 has always been and will continue to be choke point for north/south traffic. Making a couple of lanes that change directions during the day is a band aid fix for a long term problem. It may address current traffic problems but does nothing to solve increasing traffic loads of the future. I feel the only way to plan for future growth is to add the additional lanes now while it is still possible. Thank you for your time and letting me voice my opinion.
1/13/2023	Richard Russell	We have enough concrete and asphalt already and widening is only a short term solution. Increase instead rail service and ridership to address the problem.

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1/13/2023	Tammy Waite	I am making comments to the proposed changes to the North Salt Lake / Woods Cross I15 crossing and offramp removal. I have lived in North Salt Lake for more than 15 years. This offramp is needed and should not be removed. Numerous semi trucks and businesses access this offramp, as well as residential communities. By removing this, it'll put too much pressure on 2600 S. in Woods Cross, which is already poorly designed, and not enough lanes and is very busy. If center street exit is removed semi trucks will need to use 2600 and that southbound exit is terrible because of the weird turn in it and then it would have big trucks running down it and making it more worse than ever to access the freeway or exit the freeway. I can tell by looking at the proposed changes that the designers have not driven on 2600 s exit and center street roads to see all of the vehicles that exit this ramp and what bottle necks the roads. Also an on ramp is needed at this center street location. The only reason that this area gets backed up is because of the trains. The trains are constantly going slow or sitting on the tracks to hook up. North Salt Lake needs four lanes Running Down Center Street not wide bike lanes and walking paths. This is more of a business /industrial area. I have rarely seen anyone walking or bike the area. If something was to be put in, it should be a single path that could be utilized by both a bike and someone walking. The beautification of the area near the hatch park has also bottlenecked the area. This area need 4 lanes. The off ramp at center street needs lines painted for left turns and right turns.
1/13/2023	Jessica Olsen	You will completely clog all of the roadways in North Salt Lake. We already need an on ramp going north. The 2600 S exit is already congested. Please reconsider this strategy.
1/13/2023	Lori Keddington	<p>I am emailing to address a concern after watching the zoom meeting and part of the proposal for the North Salt Lake off-ramp. I am a current resident of North Salt Lake and have lived here for 16 years now, east of Hwy 89. I have great concerns about removing the southbound off-ramp at Center Street. Currently, it is the only off-ramp that allows members of the community to access their neighborhoods relatively quickly and easily (most days). It will become ever more time consuming and frustrating to have to exit at 2600 South with increased traffic and growth, to head south to North Salt Lake. Traffic congestion can be tough at peak times currently on 2600 South, regardless of what direction one is traveling. So, to remove the off-ramp will only worsen congestion. HWY 89 will also become slow and bogged down as it's not designed to handle high-traffic volume.</p> <p>Another factor needed to be taken into consideration is traffic congestion at railroad crossings at 2600 South and Center Street. The train schedules often back up traffic for 15-30 minutes several times a week for those of us who travel east to west during the day. If you remove one outlet for travelers from the freeway, then all traffic needing/wanting to exit in that area will feel the impacts of excessive wait times when trains are operating.</p> <p>Lastly, by removing the Center Street exit you create a relatively far exit point for those who mistakenly miss the 2600 South Exit, requiring them to travel to Beck Street, even possibly 600 North, and then exit to have to turn around to head back north.</p> <p>These are a few concerns I have if you remove the off ramp at Center Street. I ask that this be reconsidered.</p>
1/13/2023	Patricia Rothacher	<p>My comment is that none of the Final Alternatives in the EIS serve the best interests of Utahns.</p> <p>We should not keep widening freeways as a solution to congestion during limited rush hours. Studies have shown that soon after widening, more cars use the road and we are back to where we started. How many times are we going to widen these roads? Each expansion</p>

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		<p>encourages more cars on the road with subsequent poorer air quality, as well as encouraging people to live far from their jobs and commute by freeways.</p> <p>The solution is to use the UDOT money allocated to this project to improve and expand UTA transit projects, including double-tracking of Front Runner and the more frequent service that will be possible.</p> <p>Please do not widen I-15 North of Salt Lake City.</p>
1/13/2023	Steve Akerlow	<p>The idea of eliminating the center street exit in North Salt Lake is ill advised. That exit facilitates a large amount of traffic heading west and east through north salt lake. We need that access point. 2600 is already too big a mess and this will just make it worse. We drive it everyday...it is awful. We all rely heavily on center street. Do not eliminate it. It is desperately needed.</p>
1/13/2023	riley finnegan	<p>I am hoping this won't go down like the whole gondola thing where the public comments were seemingly ignored, but here goes:</p> <p>I believe consultation with urban planners who focus on community health would be valuable, as expanding the I-15 poses lots of issues when it comes to creating vibrant, united, and connected communities. I recommend UDOT investigate alternate plans to the currently proposed widening plans, especially ones that widen public transit and accessibility, and prioritize people over vehicles.</p> <p>There has not been transparent details on impacts the widening will have on the people who live near the section of I-15 or on the environment. The widened freeway will reduce quality of life by increasing air and noise pollution, displacing people from their homes, and contribute to the harmful physical divide between the east and west side.</p> <p>Please look into options that will *actually* decrease commute times *far* into the future, considering more sustainable responses to urban growth than widening the freeway. "Just one more lane, bro. Please, I promise, bro. Just one more lane." I live downtown and have been lucky to be able to utilize public transit and my bike as my main mode of transportation and wish that option could be truly feasible for the rest of folks along the Wasatch Front. Directing funds towards better, more frequent, more reliable, more connected public transit *and* prioritizing infrastructure that is safe for pedestrians, cyclists, the disabled community, and children will provide our area with a better growth outlook than widening everyone's least-favorite freeway. I do not want us to become another Southern California or Houston, please, I beg of you. I know UTA and UDOT are separate state entities and funding barely overlaps, but this widening is not the way.</p> <p>Please listen to the voice of the people.</p>
1/13/2023	Tiffany Evans	<p>PLEASE DO NOT remove this exit! We need more on-ramps not less off-ramps!!! There is already such a difficulty going from the neighborhood of Eagle Ridge northbound, we have To go all the way to 2600 south to get in the freeway, please don't make us have to get off on 2600 south and drive another 10 mins!!! Please please please!!!! Thanks, concerned citizen of North Salt Lake</p>
1/13/2023	Angela Kraniski	<p>Hello UDOT team!</p>

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Date	Name	Comment
		<p>Thank you for this opportunity to share my experiences, preferences, learnings, etc. with you during this public comment period. My comment is actually an essay. Sorry. I've attached it to this email and pasted it below, just in case red tape doesn't allow comments from email attachments.</p> <p>Thanks again! Angela Kraniski Farmington, UT XXXXXXXXXXXX</p> <p>Email appended to the end of this section.</p>
1/13/2023	Castimac	Split lanes
1/13/2023	Tina Stock	<p>To whom it may concern,</p> <p>Hello. I am writing to voice my concerns about the alternatives that have been provided for I-15 in the Farmington area. I am voting for option C.</p> <p>We live in East Farmington in a quiet neighborhood just north of Glovers Lane, where my children and I, with their friends, walk and ride their bikes to and from school daily. With an offramp directly on Glovers Lane the increase of traffic through our neighborhood will dramatically increase the danger for my kids in something they need to do almost daily. Increased traffic will be dangerous for them to even play outside.</p> <p>With an off-ramp on Glovers Lane, the amount of traffic that will have to funnel onto the frontage road and up to 200 E will cause unbelievable traffic congestion and more back logging than this small area can handle. Making it extremely difficult to even access our homes or get to places we need to go.</p> <p>Aside from the safety concerns, the problem of tearing down homes and displacing families is unacceptable! There are better ways to make this work without forcing families to uproot and relocate. Not only are those families impacted, but their neighbors and friends also. This cannot happen!!</p> <p>Putting an off ramp on Glover's lane is NOT a viable option!</p> <p>I feel that Farmington is a quiet and safe place to raise my children. If this goes through that will no longer be the case.</p> <p>Thank you for your time,</p>
1/13/2023	Nicole Coles	Please add an on ramp and don't take the off ramp away.
1/13/2023	Amber Sargent	<p>Removing the center street exit in North Salt Lake would be a TERRIBLE idea. This would increase a lot of traffic to the already messy 2600 South exit! Why move a functioning exit that already exists?</p> <p>I live in North Salt Lake by the Eaglewood golf course. This is an exit I use daily! It would be a huge detriment to the community to force more traffic to exit in Bountiful at 2600.</p>
1/13/2023	Nephi Beh	<p>Hello my name is Nephi, I live on [REDACTED]. I have lived here for the past 12 years. I am opposed to the expansion of the freeway altogether.</p> <p>It seems like no matter how many lanes we add it will never be enough.</p>

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		<p>We need to invest more in public transportation.</p> <p>Also I would not want 400 north to go under the freeway because it will increase traffic on our street.</p> <p>Maybe we could invest in medians on 400 and 500 north to help reduce speeding on the residential streets</p>
1/13/2023	Jeri Lynn Haacke	<p>I watched and listened to the video meetings held and found it very confusing.</p> <p>The young woman presenting talked to fast and the slides were not clear. Did have time to contemplate what she was explaining. I would stop and replay and it still was confusing because the dialog was in "UDOT language" and not the every day explanation. It was not helpful.</p> <p>I was disappointed as the issue of homes/businesses along these sections were not discussed and cover any answers. It was just "we will discuss this later" - but it is very important to me and my friends and neighbors as we are the homes this could impact. I've lived here 70 years and now you could take my home.</p> <p>Leave the freeways alone. People who travel through this area and don't even live here are deciding our lives. You can improve the interchanges, but leave the rest alone. However, you recently redid the 2600 South interchange in Bountiful/Woods Cross and it is a mess. It is now a safety risk as there have been so many accidents and deaths. I avoid that interchange and I live close to it.</p> <p>My main concern is the houses you are going "to take".</p>
1/13/2023	Hannah Dwertman	<p>I live at [REDACTED], just a block from I-15. The changes proposed to the highway would directly affect my life. I am OPPOSED to the expansion of the highway and other proposed modifications. It's been proven that expanding highways does NOT reduce traffic issues.</p> <p>Please invest money in public transportation & improving the streets people live on in the west side of SLC. For example, 400 N is a very wide street with almost no trees. It would be a great street for a wide green median, which would truly improve our quality of life.</p> <p>An expanded highway would absolutely NOT improve my quality of life.</p> <p>Thank you for listening to my concerns and those of my neighbors,</p>
1/13/2023	Hyrum Mead	<p>I have lived in North Salt Lake since 1980, and with so many of my neighbors who depend on the south exist from our town toward Salt Lake City and further south, it would be a disaster to not be able to get on the freeway going south through our existing south entrance. Most of the residents who live in this community must travel south every day, often to work, and need that south entrance. The alternative entrance would be 2600 South, and that is already almost intolerably crowded. Having to use 2600 South to travel south would be a huge inconvenience not only for those who live in North Salt Lake, but it would also create an even greater traffic jam for those who live in Bountiful, West Bountiful, Woods Cross and other close localities because the addition of North Salt Lake people would further frustrate an already bad traffic there.</p> <p>Rather than eliminating our south entrance to I15, we need an entry from North Salt Lake north onto I15. Please consider that. This has always been a huge mess for those of us</p>

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		<p>living here, and North Salt Lake has grown into a much larger community that needs to be recognized and better served.</p> <p>Thank you for not disrupting our south entrance to I15 from North Salt Lake.</p>
1/13/2023	Michelle Carlson	<p>To whom it may concern,</p> <p>Please reconsider alternative B. It is too much road and dangerous traffic for our small neighborhood. It would change the feel of our small neighborhood drastically and mar the beautiful town we have built here. I feel sure there are better options that can satisfy the need for freeway access going north and reducing congestion elsewhere, in a non-residential area.</p> <p>The growth in this area of east Farmington has and will continue to plateau significantly and does not warrant such large road expansion.</p> <p>I do have personal connections to this area. My husband and I moved into our home off of Glover's Lane four years ago, and it was a dream come true. We never thought we could find such a perfect spot to raise our family. We were both raised here and wanted to raise our children in a community that provides so much for its citizens. It is an incredible area full of wonderful people who have lived here for years or plan to live here for years to come. Installing such an enormous freeway project completely devastates the neighborhood's culture and would significantly affect the community.</p> <p>Safety is a big issue as well. There are so many homes surrounding Alternative B, not only does it displace some beloved residents and their entire lives, the addition of so many lanes of traffic would not allow for so many neighbors and friends to safely and easily access their friends across Glovers Lane.</p> <p>My children attend Farmington Elementary and most of their friends are north of Glovers Lane, and they go back and forth frequently to each other's houses on scooters or bikes. It would devastate my children's social lives and bring so much worry and anxiety to parents in the area.</p> <p>We would be stuck in a house surrounded by freeway that would be extremely difficult to sell.</p> <p>Obviously these are personal reasons, but I would like to gently remind you that Farmington is composed of PEOPLE. We each have precious lives, homes, and plans. We each contribute to the community and schools and raise our children to do the same.</p> <p>Non-personal reasons to avoid Alternative B are not few. The traffic patterns in the area do not justify the need for such a big infrastructure in a residential area. There is hardly ever any traffic on Glover's Lane or the frontage road. There isn't a traffic light there because there hasn't been a need for it. The students getting to the High School have various possible routes. The young teenage drivers who drive to the high school would not be safe navigating such a complex, busy traffic area.</p> <p>Expansion and a traffic light would likely require a traffic light on 200 East which would require further demolition. It would significantly impair north/south traffic flow along 200 East. There is also a well on the corner of Glover's Lane and 200 East that would likely be affected.</p> <p>Crime would likely increase.</p>

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		<p>Please look at other options that don't involve such unprecedented infrastructure in a residential area. I feel confident there are alternatives that would be so much better for the neighborhood and the city as a whole. With the enormous, long-term, and devastating impact Alternative B would have, it seems to require much more citizen involvement, research, and time.</p> <p>Thank you for your time and consideration.</p>
1/13/2023	Sabrina Fivas	<p>My name is Sabrina Fivas and I have lived in Rose Park for most of my life. My family has deep ties to this community. I am writing to give you some feedback, as a person who knows neighborhood well. I'm going to make a few points I hope you take to heart.</p> <ol style="list-style-type: none"> 1. I don't think the widening of I-15 should happen within our community if it involves displacing anyone. This is a traditionally blue collar, low income neighborhood and we have experienced our fair share of bullying. We do not need to see anyone else displaced because of eminent domain when we've already watched this happen because of greedy developers and gentrification. If the widening of I-15 is to become a reality no matter what, I don't see why it must begin at 400 south- start just north of Rose Park where there are no homes to bulldoze. 2. Absolutely no lanes that can change direction. We have far too many accidents happening on our freeways because of wrong way drivers. Anything that can confuse drivers that are already distracted anyway is a deadly move no matter how many "safety precautions" are put in place. 3. NO closing of the 10th north on and off-ramps. If this were to happen, my street, [REDACTED], would become even busier than it already is. Everyone on the north side of 10th north would then use three main streets to get over to 600 north to get to the freeway: 1200 west, American Beauty Dr. and 900 west. These streets do not need added traffic. They are residential! 4. I love the idea of an on/off ramp mainly used for big trucks somewhere near warm springs road (just north of Rose Park). There are so many big rigs using the 600 north overpass, it would be excellent if they had a better entrance to the freeway. 5. I think beautifying and making the 600 north overpass more friendly to pedestrians and cyclists would be excellent. Greenery, and better crosswalks would be so nice. But I also think safety should be at the forefront. We've seen many auto-pedestrian accidents in our city lately that involved cars driving up on the sidewalk and hitting people. We'd need to think of a creative and beautiful way to alleviate these kinds of potential problems on the overpass. This would be the most important factor of a redesign. It is a busy overpass and a lot of people speed over it. <p>Please feel free to reach out to me if you want to hear more about our wonderful neighborhood. People from Rose Park are proud of the community and want to stand up for what's right. Many of us will have a lot of incite into creative ways to make things better for our neighborhood.</p> <p>Thank you for your time.</p>

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1/13/2023	Hyrum Mead	<p>The southbound exist from I15 to North Salt Lake is a critical to us as residents of this area. North Salt Lake has grown into a large community, and it will continue to grow rapidly in the future. The exit is not only important to us now, but it will be increasingly important in the future. We not only need the southbound exit to North Salt Lake, but we need a plan for a northbound entrance here as well. There is already too much pressure on the alternative 2600 South exit, and further jamming it with southbound traffic from North Salt Lake drivers would only add to the pressure on that exit to the inconvenience of Bountiful, Woods Cross, West Bountiful and residence of other areas who now use the 2600 South exit.</p> <p>Thank you for keeping the southbound exit to North Salt Lake.</p>
1/13/2023	Hyrum Mead	<p>The southbound exist from I15 to North Salt Lake is a critical to us as residents of this area. North Salt Lake has grown into a large community, and it will continue to grow rapidly in the future. The exit is not only important to us now, but it will be increasingly important in the future. We not only need the southbound exit to North Salt Lake, but we need a plan for a northbound entrance here as well. There is already too much pressure on the alternative 2600 South exit, and further jamming it with southbound traffic to North Salt Lake drivers would only add to the pressure on that exit to the inconvenience of Bountiful, Woods Cross, West Bountiful and residence of other areas who now use the 2600 South exit.</p> <p>Thank you for keeping the southbound exit to North Salt Lake.</p>
1/13/2023	James Cahoon	<p>Please do not remove this exit. It makes a huge difference for us as we live in north salt lake and we use it almost every day. If anything please add a north bound on ramp at center street.</p>
1/13/2023	Daniel Gray	<p>Sweet Streets Board letter submitted by commenter. PDF of the letter is appended to the end of this section.</p>
1/13/2023	Pam Wilcox	<p>This email specifically involves Farmington Options A, B or C:</p> <p>To Whom It May Concern:</p> <p>My husband and I are long term residents of Farmington and live within a quarter mile of Glover Lane. Our experience in this area is based on many years traveling both north and south on I15 using on and off ramps in the area. As you know, Farmington master plan does not include much commercial development near Glover Lane. Along with that, this portion of Davis County is very limited with the degree of slope of mountains to the east and shortest distance to the lake going west. Much of that ground is either wet lands or unbuildable due to inherent limitations of developable ground. Because of this, this section of Davis County in no way represents the planned growth of the rest of the County. We strongly believe that added infrastructure at Glover Lane north and south on I15 is costly and not needed. The reasons for development of I15 includes good access to public transportation (i.e. Front Runner.) build out at glovers lane doesn't allow for this.</p> <ol style="list-style-type: none"> 1. Limited developable ground east and west in Glover Lane area. <p>This area has inherent limitations of developable ground due to the mountains to the East and wet lands to the West, with minimal planned growth in the future.</p> <ol style="list-style-type: none"> 2. Front Runner station located at Park Lane, approximately two miles from Glover Lane. 3. Increased traffic not conducive to high school and residential foot traffic.

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		<p>4. Consideration for north and south on/off access further west on western corridor which is currently under construction should be examined.</p> <p>5. Long term approach for development should be considered closer to Park Lane, Front Runner Station, Lagoon, high density housing, commercial development.</p> <p>6. Option B disrupts large number of residents, providing minimal benefits at a large cost.</p> <p>7. Negative impact for flood control and impact from Davis Creek.</p> <p>7. can you please provide Traffic study data needed to justify this scale of build out at Glover Lane.</p> <p>8. Consideration of utilizing existing on/off ramps at 200 west.</p> <p>Thank you for your efforts in solving future transportation problems but we strongly believe that we're access at 200 W. north of gloves is a better option for all.</p>
1/13/2023	Janet Welsh	<p>I like the idea of bike lanes, but in areas where there currently are bike lanes, drivers encroach on them regularly. They treat the bike lane like a passing lane on the right or a right turn lane. Bike lanes are most helpful if there is a barrier curb between the bike lane and the car lanes. Without a barrier they give the rider a false sense of security. Case in point: the father and daughter hit by a truck on Pages Lane (father killed) riding on the wide paved right shoulder. I regularly have cars speed past me and right right, cutting me off.</p> <p>Shared use paths have their own challenges, as groups of walkers use the full width of the path and do not move over for cyclists. They have headphones on or are pushing strollers and chatting, completely oblivious to the cyclist going slowly behind them, calling out "passing on your left...". If you use a shared use path, please make lanes in both directions for bikes and have the pedestrians in their own lane.</p> <p>Please do not close the southbound Center Street exit in NSL. If you get in the wrong lane on 2600 South and end up having to get on I-15 southbound, there will be no way to get off for quite a long way. The new configuration on 2600 South continues to confuse people who don't travel it normally, as evidenced by the cars and trucks that regularly veer from the lanes destined for I-15 into the through lanes going west. (They recognize too late that they are in the wrong lane and cause frequent problems by cutting off the through traffic.)</p>
1/13/2023	Brett Kitchen	<p>I prefer the reversible lanes. Will they only be used by high occupancy or toll? Or everyone during peak travel?</p> <p>I would say everyone should be able to use them.</p>
1/14/2023	Andrew Clark	<p>Hello ,</p> <p>The following are my comments regarding the extra lane being added to I-15. I respectfully request that you answer my concerns openly and honestly.</p> <p>My home is located at [REDACTED]. It is the [REDACTED] from the end the State Street, also known locally as the 'Clark Lane National Historic District'. My home is the home of my 3rd Great Grandfather who settled this area of Farmington.</p>

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		<p>FARSIGHTEDNESS I too feel the placement of the additional lane on the the east side, requiring cutting into our community and taking our homes is reckless and short-sighted, yet, this is, proposed in the name of far-sightedness.</p> <p>I can respect farsightedness. Too many lack it. But if we're to be truly far-sighted, let's define what that means. I don't think it simply means adding another lane. Instead, it means we look further upstream and acknowledge the root cause of the 'problem': Growth. Growth shows no signs of stopping. Adding additional lanes will never keep up with our growth. What happens when we need one more lane beyond this lane. When do we stop adding lanes?</p> <p>CLARK PARK The 'Clark Park' property adjacent State Street and east of the freeway is where my 3rd Great Grandfather, Ezra T. Clark first built his dugout into the hillside, and then a cabin and then a small school for the local children.</p> <p>EXPAND WEST, NOT EAST Please prioritize the expansion on the west side of the freeway. Please review the attached map which shows 50-100 feet of expandable are on which to add up to 2 additional lane. YES, this WILL likely require moving the railroad tracks., but we are being FAR-SIGHTED here. We can move the tracks once for the next 50-100 years and create enough space for two additional lanes over the next 100 years.</p> <p>If we're being truly far-sighted we must take into consideration a North-South mass transit option that does not use diesel fuel.</p> <p>MAP See my attached map which shows the expansion UDOT is proposing (in red) is very small (20-50 feet) and could be supplied by what unused areas they already have available on the west side. Yes, it would require the rails to move west as well.</p> <p>I believe UDOT's "50-year, forward-thinking" plans currently show no resourcefulness in taking advantage and making full use of the the unused and inaccessible land already inside their corridor between Legacy and I-15. There is plenty of space to achieve what they claim will be necessary to enable safe I-15 traffic flow the next 50 years and that doesn't even take into account the additional traffic loads that Legacy and the West Davis Corridor will bear. Between the three we should be fine. With proper maximization of the existing corridor we will be fine.</p> <p>As Farmington is the tightest 'pinch-point' between the lake and the mountains, we respectfully request that UDOT be extremely judicious and use of every foot of land, especially that already owned and administered by the state, instead of taking a short-cut, encroaching into the city.</p>
1/14/2023	Lisa Hazel	<p>Please confirm receipt of our comments.</p> <p>Cycling Utah, a Utah based bicycling advocacy and media organization, is submitting the following comments on the proposed I-15 reconstruction and the Alternatives Development of the EIS.</p>

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		<p>First and foremost, we do not believe that additional lanes are necessary. Additional lanes result in induced demand - that is, more cars will use the road until traffic is the same as it was prior to adding the lanes. This expansion should not be considered until after more FrontRunner, TRAX, and bus capacity are added. UDOT failed when turning US89 into a freeway. There are no bus or rail alternatives there, and yet UDOT went ahead with another freeway before looking at ways to move people instead of cars.</p> <p>We understand the need for UDOT to reconstruct I-15 as the roadway has drainage issues, and the pavement needs to be redone, however, this can be done without adding more lanes. People living in the neighborhoods near I-15 should be able to keep their homes. Expansion of I-15 at the expense of people's homes just continues the discrimination against those that live near the freeway.</p> <p>Prior to doing anything here, FrontRunner needs to be doubletracked, with additional stations and stops from Salt Lake to Logan. And, Amtrak service to Boise needs to be completed as well. TRAX should be exented north to Kaysville and even Ogden, and UTA bus rapid transit should connect North Salt Lake and Davis County with Salt Lake City.</p> <p>As for the alternatives, we very much would like to see the best possible facilities added for Active Transportation (AT) (biking and walking) at every interchange, underpass, and through the entire corridor.</p> <p>Also in regards to active transportation, SPUI's are extremely uncomfortable to ride or walk across, and we ask that you remove all SPUI's and replace with traditional diamond interchanges. This is particularly needed at 600 N in Salt Lake City.</p> <p>There are some nice possible active transportation enhancements that UDOT is considering. However, please never use a SPUI. We don't understand why the better AT options are often included with the SPUI option. This is not a good choice. Please include the better AT options with the Diamond Interchange.</p> <p>For example, Glover's Lane, Option B has the best AT options, but also a SPUI. Please use a Diamond Interchange here, but use the option B AT enhancements: bike lanes and a Shared Use Pathway.</p> <p>It is hard to comment on all of the options since the PDF is a bit poorly organized with respect to the various options. So, it's hard to compare A to B to C in many cases since the format is not consistent.</p> <p>Lastly, Shared Use Pathways, while preferred over no pathway should have separate places for bicyclists and pedestrians to avoid conflict. Just as we don't want to see bicyclists in the same lane as cars, we would rather not see pedestrians in the same lane as cyclists.</p> <p>1. 400 South to county boundary - Please install both SUP's that you are looking at here. Please combine the best of option A and B, but no SPUI please.</p> <p>2. Please note that Warm Springs Road is an important recreational bicycling corridor, and must be preserved as such if you do build another interchange. This is really important for cyclist safety.</p>

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		<p>3. 400 South to county boundary - Option B but no SPUI please.</p> <p>4. 1500 South to Pages Lane/1600 North - No AT options are listed - why? Please note that West Davis County is a great place for recreational riding that is slowly being destroyed by poor planning and poor roads, particularly those of UDOT.</p> <p>5. Pages Lane/1600 North to Farmington boundary - Option A is preferred here.</p> <p>6. Centerville boundary to US-89 - Glovers Lane - Option A is the least destructive here as for new construction, but please enhance the bike/Ped crossing.</p> <p>7. 600 North in Salt Lake City. Please, no SPUI here. This is a disaster for cyclists and pedestrians. Please create a Separated Path for both user groups, protected bike lanes, and slow the speeds down for cars. Too many deaths have happened here. Please make sure to consider and enhance Salt Lake City's plans rather than being at odds with them.</p> <p>Between Interchanges section Generally, these look good. It would be great to see details however. We like the new shared use pathways to reduce I-15 as a barrier between the East and West sides of Salt Lake City. The new paths at 400 N and 500 N are great.</p> <p>New Connections These also look good. Especially the shared use path along Beck Street. But, please make this a bicycling path and add sidewalk facilities for pedestrians. It's better to have a separate place for bikes and pedestrians to go, parallel is great, but separate is needed.</p> <p>At the open house, there was talk of another shared use pathway connecting Beck Street to the I-15 corridor. Please implement that too.</p> <p>Bike Lanes Anywhere that you have 'buffered bike lanes' should be replaced with barrier protected bike lanes. These are much safer for bicyclists and the standard for new bike infrastructure everywhere. Buffered is not enough.</p> <p>Lane widths at interchanges and overpasses: Please stick with a 10' lane standard to reduce car speeds and to provide more room for cyclists and pedestrians.</p> <p>Speed limits: It's imperative that on the overpasses and interchanges that UDOT design for slower speeds. For example, the I-15 overpass at 600 N should have a 25 mph design speed and not the 50 mph design speed it has currently. Lower design speeds are safer for everyone.</p> <p>Train Connections What would I-15 look like if there were NO Cars, but only trains and bike paths? Please consider this alternative idea.</p> <p>Traffic Modeling - what would your models look like with expanded FrontRunner, TRAX, and bus service and NO NEW LANES? This is a failure in your modeling, and this needs to be remedied. Additionally, your modeling needs to be not on traffic, but on moving people. This</p>

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		<p>change has been talked about by UDOT but apparently not implemented in the I-15 EIS. Why not?</p> <p>New connection needed: Please consider a separated bike path parallel to I-15 the entire length of it. We need more of this for our highway corridors.</p> <p>And, to restate - no new traffic lanes on I-15. Our air, community, planet, and valley do not need nor can we sustain more traffic that these will bring.</p> <p>I would recommend a cargo train in the carpool lane and high speed trains in each lane on traffic east and west. I think I-15 needs to be gradually reduced to one lane in both the north and south sides of traffic. If we are going to make a positive impact on future generations, we need to take this drastic measure.</p>
1/14/2023	Brett Kitchen	I think the reversible lanes should NOT be hot lanes. Just make them commuter lanes that anyone can use to get to work faster.
1/14/2023	Scott	North salt lake needs a southbound off ramp. I use it frequently and was hoping to see a northbound on ramp added, not lose our SB off-ramp. Please consider saving it!
1/14/2023	Meggin Trujillo	DO NOT take away center street exit in north salt lake! So many people use that exit!!!! I am against this idea as it is my exit and any other will not be convenient and will use more gas in my vehicle than I already do. I do not want to have to travel through busy commercial residence every time I take an exit to get home. How about do a DOT survey and let people comment like everyone else. This is trying to be hidden so the local residents don't know about it and you should be ashamed.
1/14/2023	Megan Israelson	We use the center street exit often... it's it's really important to us to have that exit because the 2600 exit is so congested...we don't like or approve the quiet and sneaky way you are trying to get this passed without many people being aware of it... as residents of North Salt Lake...we really need to have this exit remain in place... so many residents and businesses and the Legacy Schools need this exit...we ask you to find an alternative to this bad idea. It will end up costing several million dollars in the future to put it back which is what will end up happening because it really does need to be there.
1/14/2023	David Sheer	<p>Dear Mr. Braceras,</p> <p>This letter is the response by the Capitol Hill Neighborhood Council (CHNC) to UDOT's request for public input on the "Alternatives Development and Screening Report: November 2022 Preliminary Results I-15 Environmental Impact Statement Farmington to Salt Lake City". The CHNC is a Recognized Community Organization by Salt Lake City, charged with representing the neighborhood's interest in public affairs.</p> <p>The planned expansion of I-15 will run through our neighborhood in northern Salt Lake City. I-15 presently creates many problems for our neighborhood due to the 600 North ramps which feed traffic directly into the heart of our community. Its planned expansion is therefore of great concern to our residents as it may exacerbate or ameliorate our current problems.</p> <p>We appreciate the efforts by the I-15 EIS team to reach out to the many communities affected by the I-15 Corridor Expansion project. Thank you for inviting us to participate in the site visits and charrettes you conducted with support of Smart Growth America. Representatives of</p>

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		<p>UDOT presented an overview of the Preliminary EIS process at a meeting of our Council on November 16, 2022. Our Transportation Committee has reviewed the above report in detail. In brief, our responses are as follows</p> <ul style="list-style-type: none"> • We strongly support those aspects of the project that will improve pedestrian and bicycle safety at interchanges, particularly those at the 600 North interchange. • We strongly support the construction of an interchange to provide direct access between Beck Street and I-15 at 1800 North (including a bridge over the railroad tracks), as this will divert industrial traffic from its current routes using the 600 North interchange. • We strongly oppose the widening of I-15. <p>Detailed reasons for our responses, along with other comments, are below.</p> <p>OPPOSITION TO WIDENING THE I-15 MAINLINE</p> <p>Our opposition to widening I-15 is based on the adverse impacts this would have on our community in these areas:</p> <ol style="list-style-type: none"> 1. The large increase in air and noise pollution that the related increase in traffic volumes will cause for our residents. 2. The unknown and potentially large number of residents displaced by property acquisition for the project. 3. The adverse effects that the loss of such property would have on the character and cohesiveness of our neighborhood as a whole. <p>These impacts are particularly egregious in light of the fact that widening I-15 is being justified by citing the “economic benefits” of decreased commuting times, whereas the same goal could be accomplished at much less cost and harm to the environment by improving access to mass transit and encouraging more concentrated development, allowing people to live closer to their workplaces.</p> <p>As UDOT’s engineer acknowledged at our meeting, widening I-15 will ultimately not relieve congestion, but increase the volume of traffic it carries. Transportation for America, a division of Smart Growth America, recently published an article called “The Congestion Con- How more lanes and more money equals more traffic” which “examines changes in population, lane-miles of freeways, and congestion in the largest 100 urbanized areas in the US between 1993 and 2017. It also looks at other related changes in those cities like vehicle-miles traveled (VMT) and driving commute travel times.”</p> <p>Data from this study revealed that large investments to expand highways “can actually make congestion worse by encouraging people to drive more than they otherwise would, a counterintuitive but well-documented phenomenon known as induced demand.”</p> <p>The I-15 Corridor Expansion would leave affected communities, including Capitol Hill, to cope with the increased traffic volumes. Arterials, the high-volume state roads and city streets that accommodate commuters, and the adjacent secondary streets in residential blocks are then loaded with more vehicles. Once-manageable quiet neighborhood streets become dangerous, high-speed, noisy stroads, which divide communities as much as the railroads and ever-</p>

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		<p>expanding freeways.</p> <p>The increased traffic volume also worsens these communities' poor air quality and increases the noise pollution they endure.</p> <p>SUPPORT FOR INTERCHANGE IMPROVEMENTS</p> <p>We agree with Smart Growth America's position that "wherever we live, we should enjoy living in a place that is healthy, prosperous, and resilient." As is the case with most urban areas, we have lost sight of those goals. All along the I-15 corridor the onslaught of commuter, industrial, and commercial traffic impacts the region with air and noise pollution and aggressive driving behavior from early in the morning to late at night nearly every day of each week. The ever-growing investments in highway expansion are transforming once-connected, walkable neighborhoods into separated islands, forced to endure the debilitating effects of expanding tides of vehicle traffic.</p> <p>A redesign of the east-west connections is critical to the success of the regional transportation system. We specifically request that UDOT:</p> <ul style="list-style-type: none"> • continue Salt Lake City's 600 N/700 N Corridor scheme from 800 W to 300 W. • incorporate mobility, safety and transit planned features. • provide a protected pedestrian/bike path connection between 800 W and 300 W. • build diamond intersections with full stops and 25 mph limit to calm traffic. • move the center divider on 600 north to allow for a 1000-ft stacking lane for eastbound left-hand turn at 400 W. • replace the eastbound left-turn lane with vegetated dividers between 400 W and 300 W. • shorten the crosswalk on 600 N (west side) at 300 W at with a pedestrian refuge. island and/or a curb extension at the northwest corner. (The current 75 foot-long crossing is unsafe and delays traffic.) • provide a raised crosswalk on 600 N (east side) at 300 W with a pedestrian refuge island. • construct the proposed 400 N tunnel which should include <ul style="list-style-type: none"> o E-W single vehicle lanes; o protected bike/ped path(s); o safe lighting. • construct the proposed pedestrian/ bike path on SR 89 which should include <ul style="list-style-type: none"> o a 2-way on the east side of SR 89 (300 W and Wall St. to 1800 N); o a left-turn vehicle signal and curb-cut from NB Victory onto SB Beck; o pedestrian/bike crosswalks at Victory & Beck intersection. <p>SUPPORT FOR CONNECTION FROM BECK ST. TO I-15 AT 1800 NORTH</p> <ul style="list-style-type: none"> • This connection should be at 1800 rather than 2300 N. Based on our conversations with quarry operators, 2300 N is too far north for most haulers. • This connection must include a bridge over the railroad tracks in order to induce haulers to use it. • It should include a signal at 1800 N Beck (or further south to maximize use) • It may need side ramp from the railroad bridge to/from Warm Springs Road • The interchange should include a Westside connector to 1000 N in Rose Park. <p>SUPPORT FOR ADOPTING THE MOUNTAIN VIEW CORRIDOR PHASED IMPLEMENTATION MODEL</p> <ul style="list-style-type: none"> • Establish complete trail, transit, and freeway system prior to mainline expansion. • Fully fund the construction and marketing of the FrontRunner 2nd parallel track.

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		<ul style="list-style-type: none"> ● Expand (3X) high-frequency east-west UTA shuttle systems at FrontRunner stations (Farmington – SLC). ● Build protected pedestrian/bicycle pathways on interchanges, frontage corridors, and east-west bridges and tunnels. ● Work with cities to redesign regional transportation systems to reduce vehicle traffic. ● Phase I of mainline expansion: South/North, AM/PM reversible 3-lane corridor with an Express Lane. <p>GENERAL CONCEPTS WE SUPPORT</p> <p>Concept 1</p> <ul style="list-style-type: none"> ● Lowered mainline (1000 N – 600 S) with solid deck for E-W trails & streets, green space, mixed use ● 3-lane, reversible N-S Express corridor <p>Concept 2</p> <ul style="list-style-type: none"> ● 11- lanes within existing footprint ● 3 + Aux lanes each direction (currently 4 + Aux) ● 3-lane, reversible N-S corridor w/Express lane (Farmington – 500 S / 600 S) <p>The following measures are recommended for all current and future expressway configurations:</p> <p>Safety</p> <ul style="list-style-type: none"> ● Engineer the number of lanes, lane-width and lowered speed limit to discourage speeding and lane-changing. ● Limit the speed of heavy trucks to 10 mph below the passenger vehicle speed limit. ● Require heavy trucks and vehicles with trailers to use far-right traffic lane. ● Install flashing automated speed-cameras along the corridor. <p>Efficiency</p> <ul style="list-style-type: none"> ● Implement a 3-lane, reversible N-S corridor w/express lane from Farmington to 500 S / 600 S. ● Transit-priority lanes <p>Equity</p> <ul style="list-style-type: none"> ● Incorporate transit-priority lanes. ● Develop a noise & air pollution mitigation plan. ● Minimize the highway's footprint to avoid impacts on established homes. ● Develop a relocation/land purchase plan equitable to all parties. <p>The Capitol Hill Neighborhood Council appreciates this opportunity to respond to the "Alternatives Development and Screening Report". We look forward to continuing involvement in the development of this project.</p>
1/14/2023	Lucy Mendez	<p>Instead of destroying people's homes what if we built up? I moved from Houston Texas and there are a lot of freeways that go up like bridges so maybe create alternative exits/expansion/ bike lanes up, I know it gets very snowy here so there would have to be upkeep with salting those but I've seen similar done in other places. Or even build down? What about a tunnel? More lanes will just create more traffic but what about these different routes to spread out the traffic? Where are the people going that are causing this traffic? I believe a lot of the people are obviously going to Ogden but what about bountiful and Farmington and the foxboro neighborhood. Maybe like an alternative route to these places would get people off the highway and thin out traffic.</p>
1/14/2023	Debi Doss	<p>I just learned about the closure plan for the I 15 exit southbound at Center, Street in Woods Cross North Salt Lake area.</p>

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		<p>Our neighborhood area in North Salt Lake heavily use this exit.</p> <p>A lot of us do most of our shopping and errands north of this location. Utiliz this Center St exit really minimizes the congestion found on 2600 exits. Plus helps minimize frustration and congestion at all of the Traffic lights leading to the north Salt Lake neighborhoods.</p> <p>We sincerely hope that you will not close this exit.</p> <p>I am sure, like many of my neighbors and the surrounding area residents, have not been made aware of the proposed closure. The word is just starting to get out now.</p>
1/14/2023	Kara Huff	<p>I know there are some people who are against a Glovers Lane exit and tearing down a few homes. I feel their opinions are shortsighted and don't consider the developing needs of the community at large.</p> <p>Farmington is growing very quickly and traffic will become an issue in the near future. That will have a negative impact on stress levels, relationships, and family stability.</p> <p>To lessen the impact on local families, some changes will be needed.</p> <p>An exit at Glovers, Farmington option B, will ease some of the issues at Parrish Lane and provide more options for Farmington residents.</p> <p>I also think it will ease some of the traffic issues associated with busy Lagoon days, providing an alternative to residents. It will benefit many residents in South and West Farmington, as well as Northern Centerville.</p> <p>A wider road will also make it safer for teens who bike to the Jr. High or over to the Pond and Canyon.</p> <p>I know adding an interchange will be troublesome for a small number of families who will be forced to move, but it will vastly improve traffic situations and travel times for hundreds of other families.</p> <p>This isn't a situation of taking land so that a developer can get rich, which I would be against. This is providing access and travel options to benefit the entire community. A handful of homes is a reasonable cost.</p> <p>I do believe those few families should be fairly compensated for the lost property.</p> <p>Farmington Option A doesn't do much to improve safety or ease traffic. Option C barely improves traffic by giving a northbound option, but still leaves similar issues to current problems with Lagoon traffic and narrow bridges for bikes/pedestrians.</p> <p>To give the most benefit to the most Farmington residents, please choose option B.</p>
1/14/2023	Eric Hobday	<p>Short and brief:</p> <p>1. Why does UDOT propose to widen I-15 when it admits that it will not solve the traffic problem? The answer of course is that UDOT proposes the exact same plan over and over again, regardless of the issue: wasting hundreds of millions of taxpayer dollars to make the problem worse. Plain and simple. UDOT has not and will not consider a "no cost to taxpayer" solution to a problem, whether its traffic going up LCC or down I-15. You have been trying for decades to pour your way out of the Wasatch Front traffic problems with more concrete and it</p>

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		<p>has not worked yet. Just stop it.</p> <p>2. UDOT should read and internalize this article in the NY Times:</p> <p>https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=nytcore-ios-share&referringSource=articleShare</p> <p>Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?</p> <p>What is the point of providing more comments? UDOT simply ignores them and forges ahead with wasting billions of dollars of taxpayer money. That is all UDOT ever does and all you ever will do. You're hell bent goal is to turn the Wasatch Front into another Southern California concrete freeway wasteland. Pull your head out of the concrete and look at the dry not-so-Great Salt Lake. It won't be here in a few years, thanks in large part to your poor decisions. Stop wasting taxpayer money. Stop making the problems worse. Save the Great Salt Lake.</p>
1/14/2023	Bobbi Jaramillo	<p>Please don't take away the southbound exit to Center Street off of I 15 in North Salt Lake. It's the only exit to the west side of North Salt Lake that isn't already overly congested. Also for the east side of North Salt Lake. We use this exit daily to get to the east side of NSL. We've lived here for over 20 years. It will cost time and cause so much extra traffic for 2600 S.</p>
1/14/2023	David Leta	<p>Please, please, no more lanes on I-15 for cars. Instead, if you build another lane it should be designated as "buses only." There already is an HOV lane that should accommodate car pooling. Another is not needed. In fact, the HOV lane should be only for cars with 2+ people, and not for solo drivers who buy access. Trucks also need to be restricted to the right lane. UDOT's goal should be to encourage public transportation, not more cars.</p>
1/14/2023	Don Barnett	<p>Email appended to the end of the section.</p>
1/14/2023	Collette Tomacek	<p>This is a horrible idea and something many of us will want to fight on. We need the center street exit and use it constantly. It should only be getting improved and have two lanes for turning right and one left with a little light even would be great. We have all asked and been wanting an entrance north bound on the I15 there using part of the park. North salt lake is only growing and needs better access since the 89 is getting busier and the 2600 entrance and exit is a pain and crowded. Especially the light at 2600 and the 89 intersection is horrible the left hand turn lane to turn left from the 89 to 2600 is always a mess and takes forever.</p>
1/14/2023	Andrew Hiller	<p>I got on line tonight and wasn't allowed to make comment to the Farmington option and worry I missed the deadline. I hope my comments can still be considered. I have lived in Farmington my entire life in multiple locations and don't plan on leaving. As sad as it is to see it change over the years I would rather have the change be right. Park lane is a mess and those of us that live in west Farmington and have to go Park lane to get on I-15 can wait up to 20 minutes just to get to the freeway.</p> <p>We need the Glovers Lane North and South option and we needed it yesterday. Please please please don't let all the negative comments about it change your mind. 200 West won't do and doesn't make sense as there are more turns and points for bottlenecks. I have thought about it a lot and could write a 5 page essay but won't bore you but at least want my opinion counted. We need it now. Too much traffic getting pulled the other way. And even if we go north bound we take Glover to 200 and there is just too many places you have to cross and back track. It should be where you cross over and that will always be clover.</p> <p>However I would suggest the 200 west off ramp be kept where it is and just make it a Lagoon</p>

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		only off ramp. It fills up in the mornings in the summer and that would keep that traffic from using the new Glovers exit and causing problems from Lagoon visitors.
1/13/2023	Sara Hoy	<p>Dear Ms. Pocock,</p> <p>Since 1994 the River District Business Alliance has existed in Salt Lake City to be a strong voice for the businesses located on the west side of the city due to the lack of representation in the city at that time. Today, the RDBA's ultimate mission is to create an economic development plan for the west side that assists and energizes businesses and community members, while working closely with the city to effectuate its realization. As an organization invested in ensuring that the developments and changes coming to Salt Lake City's westside are the best possible, the RDBA would like to submit this statement opposing the EIS alternatives, as currently drafted. As an organization, the RDBA understands that productive change comes not only from opposing that which might cause harm, but also by standing for that which will truly benefit the whole community. Thus, the RDBA thanks you for this opportunity to communicate openly and offer alternative suggestions from long-time stakeholders in the community.</p> <p>Opposition</p> <p>The RDBA opposes the alternatives as drafted due to the potential to destroy homes and businesses, the disregard for our changing climate, and the probability of induced demand challenges on Salt Lake City. Those reasonings are elaborated in the following paragraphs. The westside of Salt Lake City fell victim to negative impacts such as redlining, with the creation of barriers separating this strategic area of the city, resulting from the original construction of I-15 in the 1960s. Since then the residents in westside neighborhoods, and groups like the RDBA have worked hard to re-invest in their community and demonstrate its great potential. Adding to the barriers, and removing even one property to create more traffic on I-15 will blatantly disregard the years of investment and effort required to better the neighborhoods in response to earlier projects like this one. Deep levels of distrust already exist in the neighborhoods that line the freeway, and this will only perpetuate if residents and businesses must watch their livelihoods be swept away.</p> <p>In addition, a scary but undeniable reality that our world faces, is that our climate is changing. The window of time to mitigate this has all but gone away, and thus our society can no longer continue with "business as usual". We must address 2050 concerns with 2050 solutions, not 1960 or even 2022 solutions. Suggesting two expansion-related alternatives to the issue of future capacity needs, locks the solutions into an antiquated box which will result in increased emissions and a greater heat desert. Our world doesn't have time to consider the "easiest" or most obvious transportation alternatives. If our future generations want a hope of having a fruitful, healthy planet, our alternatives need to model a changed creative approach to transportation and land use in and around these corridors.</p> <p>We truly believe that the induced demand caused by an I-15 expansion will be detrimental not only to the neighborhoods surrounding the freeway, but to the entirety of Salt Lake City. Salt Lake City already struggles with an increasingly dense population left unbalanced by limited parking and housing. An alternative that doesn't address these issues holistically will generate more problems than it will solve.</p> <p>Solutions</p> <p>The RDBA strongly supports different alternatives that meet capacity needs while protecting the planet and boosting the economy. These alternatives include, but are not limited to, supporting the Rio Grande Plan, investing in UTA mass transit capabilities, burying I-15, and creating green corridors along these major transportation routes.</p> <p>The Rio Grande Plan, proposed by Christian Lenhart and Cameron Blakely, models a movement taking place in large cities across the country that bring a city's transportation hub back to the iconic old railroad depots, often found at the heart of a city. This incredibly detailed</p>

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		<p>plan would make public transportation run attractively close to downtown, heals part of the east-west divide by removing several dangerous railroad crossings and removing the need for massive overpasses, while opening up incredible economic opportunity by making many acres of land newly available for productive development. Pouring the funding for the I-15 development into this plan would align beautifully with UDOT's quality of life framework – better mobility made possible through attractive public transportation, good health made by reducing emissions, connected communities made by removing dangerous crossings between east and west, and strong economy made by freeing up real estate for development. In general, investing the funding for the I-15 expansion into these types of creative concepts would help meet transportation capacity needs, while enhancing the quality of life for Salt Lake City's current and future residents and businesses.</p> <p>During UTA's free transit months, usage of the tracks, buses, and frontrunner climb dramatically. People are very willing to use public transportation, especially when barriers are removed, and given support that encourages a far more sustainable approach to managing the growing number of commuters in Utah.</p> <p>If I-15's capacity must increase, which still is not favorable due to the induced demand and environmental implications, at the least it should be buried. UDOT proclaims a desire for connected communities. Burying the freeway makes formerly unusable land available where housing, retail and commercial businesses can fill in the gaps that currently divide the east and west sides of the city.</p> <p>No matter what solution UDOT selects, green corridors absolutely must be part of the plan. Filling the areas around the transportation corridors with trees and greenery will not only help to remove pollutants from the air, but also improve the visual attractiveness of the areas filled with industrial infrastructure.</p> <p>Conclusion</p> <p>Ultimately, the RDBA believes that if UDOT is willing to take the time to explore other alternatives, they will find more creative solutions that deal with the real challenges facing our city, while better matching the quality of life framework that we all desire. If UDOT will listen to and work alongside the residents and stakeholders in the westside, together we can be diligent, effective, and efficient in this critical decision that will radically impact our city for decades to come.</p> <p>We ask that UDOT separate the release of the final EIS and the Record of Decision. We ask that UDOT take its time with making these decisions that have so much potential to give lots of help, or do lots of harm to our community. We ask that UDOT show the leadership that is so vital to our future thinking, providing innovative approaches that model what our city, state, and children will need in that future.</p> <p>The RDBA looks forward to engaging with UDOT as the EIS unfolds, and we thank you for taking the time to read and really consider this statement.</p> <p>Your consideration is appreciated,</p> <p>Dave Galvan, Co-Chair</p>
1/18/2023	Rosemary Mead	<p>To those concerned,</p> <p>Please delete my comment; I was sent incorrect concerns late the last night from a couple of very reliable people who, it turned out, had incomplete information. I didn't have time to research it myself that night, but after seeing the complete plans I no longer have objections. Sorry to jump the gun.</p> <p>Best,</p>

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Date	Name	Comment
1/9/2023	Olivia Marron	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/10/2023	Jonathan Pham	<p>Dear Utah Division of Transportation i15eis@utah.gov,</p> <p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p>

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1/13/2023	Delaney Dow	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>

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Date	Name	Comment
1/13/2023	Virginia Pringle	<p>As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.</p> <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
11/21/2022	Emily Horton	<p>Asked for the study comment period be extended to 90 days for the public to have more time to comment. Her concerns are based on potential impacts to the westside community in SLC.</p>
11/21/2022	Erica Bindas	<p>As a concerned citizen of SLC, I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion.</p> <p>After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36 days to the maximum 45. I can assure you that the community will respond positively to this gesture.</p> <p>Thank you for your help making this happen!</p>
11/21/2022	Levi Thatcher	<p>Hope you're great. With how complicated this I-15 project could be, can you please extend the deadline for the comment period to 90 days (i.e., the maximum under NEPA guidelines)?</p>

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		As you know, this project is vast and the community deserves 90 days to provide feedback. Thanks!
11/21/2022	Marisa Neil	I'm writing to request that the current comment period for the UDOT I-15 EIS alternatives development be extended to the longest amount of time allowed by NEPA. Ideally, the comment period would end AFTER all of the holidays. This would go a long way for UDOT in building more trust in the community. After attending last week's open house, listening to many neighbors, and having two weeks since alternatives development were released it is clear more time is needed for all those impacted along the corridor to comment. UDOT has been willing to extend the comment period in the past for NEPA EIS projects and I urge you and your team to do the same. Announcing this extension immediately will go a long way.
11/21/2022	Taylor Dankmeyer	I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion. After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36 days to the maximum 45. I can assure you that the community will respond positively to this gesture.
11/21/2022	Blake Perez	I hope all is well. I'm writing to request that the current comment period for the UDOT I-15 EIS alternatives development be extended to the longest amount of time allowed by NEPA. Ideally, the comment period would end AFTER all of the holidays. This would go a long way for UDOT in building more trust in the community. After attending last week's open house, listening to many neighbors, and having two weeks since alternatives development were released it is clear more time is needed for all those impacted along the corridor to comment. UDOT has been willing to extend the comment period in the past for NEPA EIS projects and I urge you and your team to do the same. Announcing this extension immediately will go a long way. Thanks!
11/21/2022	Tyler Peterson	I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion. After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36 days to the maximum 45. I can assure you that the community will respond positively to this gesture.

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		Thank you for complying with this request.
11/21/2022	Daniel Strong	<p>I am the President of the Westside Coalition and a Rose Park resident. I am also a former chair of the Rose Park Community Council. In the decade I've been a resident and advocate for Westside neighborhoods, I have never seen an issue get as much attention as quickly as the UDOT I-15 EIS alternatives report that was released last week.</p> <p>It is safe to say this is one of the most important issues to face our community in a generation. We need to get it right.</p> <p>We are working to gather and understand all of this community input and help give it an effective voice, but as you know, that process takes time. For now, our request is simply that the public comment period be extended, so that we can complete that important work.</p> <p>UDOT's assistance in extending that public comment period would be a show of good faith and help convince our community that this request for input is more than a token gesture.</p> <p>I appreciate your consideration of this request.</p>
11/21/2022	Trina Perez	<p>I am writing to you today to request that you and your team extend the public comment period for the EIS alternatives phase from 36 days to the maximum period allowed. It is clear that the community needs more time to weigh in on these impactful alternatives, and extending the period past the busy holiday season is the right thing to do. UDOT has extended comment periods in the past, most recently for the Little Cottonwood Canyon EIS. There is precedent within your organization to do this. Please convene with your team and give serious consideration to this request. It would build more trust within our communities for this process. Thanks for your consideration.</p>
11/21/2022	Mike Christensen	<p>I am calling on UDOT to extend the public comment period for the I-15 Salt Lake City to Farmington proposal into 2023. From my perspective as Vice-Chair of Salt Lake City's Planning Commission, I feel that—given the massive scope of the proposal—the public is neither being given adequate time to comment nor is being adequately noticed of the proposal. If UDOT fails to extend the public comment period and adequately notice the public, I feel it would be justified for Salt Lake City and other local jurisdictions to take appropriate legal action to ensure adequate public notice and public participation.</p>
11/21/2022	Maria Garciaz	<p>We have not had a chance to connect via phone and NeighborWorks is receiving lots of comments, questions and concerns regarding the expansion. Please consider this email a formal request to extend the public comment period for 60 days. Any proposed changes to I-15 will have monumental impact in the neighborhoods we serve and it is critical that community have enough time to comment.</p> <p>NeighborWorks is coordinating various community meetings and Jasmine will reach out to invite you to engage in these meetings.</p>
11/21/2022	Carrie Sullivan	<p>I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion. After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36</p>

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11/21/2022	Shelli Armstrong	<p>I've recently become aware of plans to widen I-15. Please consider extending the public comment period as this idea is disastrous to the communities on the west side and horrifying for our air quality (which you know is already terrible).</p> <p>We need to know all of the options and plan for our future. Widening the freeway only allows more cars on the freeway at once. It doesn't alleviate traffic, it doesn't help pollution, it doesn't extend public transit or provide alternate transportation for those that have none.</p>
11/21/2022	Celeste Tholen	<p>I'm a resident in Rose Park just a block from the freeway, and I'm writing to oppose—full stop—the expansion of I-15 from SLC to Farmington. In addition to the questions around the study's accuracy, it would impact the community in the following ways: People—my neighbors and maybe me—would lose their homes during a housing crisis. Relocation within the valley would be challenging, or for some, impossible. Worsened air quality on Salt Lake's west side, which is already the subject of an EPA study. Noise, pollution, waste, traffic, and other inconveniences that come with prolonged construction. Long-term environmental impacts of putting more cars on the road rather than investing in infrastructure (like transit).</p> <p>I also am writing because, frankly, I'm livid about this process. Though my house could be in the line of eminent domain, I have received zero communication about this and opportunities for comment. I saw no signs around the neighborhood about the meeting at Rose Park Elementary, received no mailers inviting me for public comment, and nobody has tried to reach me in any other way that I'm aware of. The invitation of public comment feels like a rote farce rather than an opportunity to engage the communities that would bear the brunt of this project's impact. The only reason I found out was from a neighbor who is involved in a group promoting biking in SLC. Clearly, this public comment process is broken.</p> <p>That said, I am urging you, Ms. Pocock, to extend the public comment period and to include more communication with potentially impacted residents and another hearing where we can share our comments on the record.</p> <p>Please write back as I expect to receive some measure of acknowledgement or information.</p>
11/21/2022	Errin Julkunen-Pedersen	I am writing to request that you extend the public comment period for the UDOT project to widen I-15. As a member of a community that will be significantly impacted should this take place, I know that there has been very little communication with the people that this will impact the most, and as such we haven't had the time to learn about what is being proposed and bring their perspectives to the table.
11/21/2022	Jon Larsen	<p>We are requesting that you extend the public comment period for the I-15 EIS alternatives into mid-January. We have been hearing back from our community that it's a lot to process and that they need more time to fully understand and discuss what is being proposed and how it will both benefit and impact their neighborhoods. In addition, this is a very busy time of year for people, making it challenging to engage and provide the proper time and energy to reviewing and responding to the alternatives.</p> <p>We appreciate your consideration of this request.</p>

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11/21/2022	Lindsey Wing	Hello, Tiffany— I was just informed by a neighbor about the proposed plan to widen I-15. As a resident of Rose Park, I would like the public comment period to be extended to voice my concerns about the project.
11/21/2022	Brad Christensen	<p>I feel like I'm pretty well connected and observant of the news in my city and state, but I only found out about proposed options to widen I-15 mere blocks from my home a couple of weeks ago. As someone who lives right here, breathes this air, and attempts to safely cross over or under the freeway every day I'm pretty disappointed with the "alternatives" as presented. The write up of the proposed options gives a lot of lip service to "primary project purposes" of improving bicycle and pedestrian mobility, but these are like a spoonful of sugar mixed in with a dose of arsenic in all the proposed options. You can't at once widen the freeway and "better connect communities" in the way the proposals outline. It would be one step forward and two steps back.</p> <p>Utah is growing and the metropolis that runs from Ogden to Provo needs a transportation upgrade. No doubt. But throwing more lanes at the problem is short-sighted and exacerbates one of our communities biggest cons, the air quality that takes years off of our lives. People drive because it takes 3 times longer for them to commute via public transit. Indeed UTA recently CUT service to routes that run from SLC to the north. As a citizen of the state and someone whose home is a stone's throw from both I-15 and I-80 I would really like to see an alternative that makes use of the allocated funding in a way that does not add any width to I-15. Imagine the good that could be accomplished and really set us on a path toward a more efficient and healthy future, 2050 and beyond. Please amend the alternatives to add one that does not expand the amount of space dedicated to individual vehicle traffic. Show us what our money COULD do.</p> <p>At the very least I think that more of my neighbors deserve more time and more of a chance to understand and comment on the expansion. We are the most directly impacted, and deserve more opportunity to know and have our voices heard.</p> <p>I appreciate your attention on the issue.</p>
11/21/2022	Alex Cragun	<p>"I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion.</p> <p>After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36 days to the maximum 45. I can assure you that the community will respond positively to this gesture.</p> <p>Additionally, if we are to become a modern city, as we grow, we should be bolstering funding to expand our public transportation and rail capabilities. We should not encourage more polluting vehicles on our roads, we should be finding ways to be a model for the future of public transportation.</p> <p>Thank you for complying with this request."</p>
11/21/2022	Alessandro Rigolon	I am a Salt Lake City resident who's extremely concerned about the proposed I15 widening between SLC and Farmington.

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		<p>I would like to kindly request two procedural changes to how you're handling public comments:</p> <ol style="list-style-type: none"> 1. Extend the comment period. One month and a half are too little for a project of this size, cost, and potential consequences. And we're in the holiday season. We need more time for communities to understand what's happening and the potential impacts. 2. Include a no-build third option. Why can we just choose between two options that will displace homeowners and businesses, make traffic worse in the long term, and worsen our air quality? We need a no-build third option that would redirect some of the 1.6 billion dollars to public transit. <p>Lastly, let me share one concern about how UDOT is communicating about this project. One of your engineers stated, in response to a question about transit, that UDOT is "not in the business of social engineering." My sense is that you already are: by widening freeways and prioritizing cars over every other mode of transportation in virtually everything you do, you are massively part of social engineering. A non-social engineering approach would be giving equal opportunity to all travel modes and investing public dollars more equitably across those modes.</p>
11/21/2022	Dayna McKee	<p>I urge you to extend the public comment period for the proposed options for the I-15 Farmington to Salt Lake City expansion.</p> <p>After many in our city have only just learned about the project last week, the public needs additional time to provide thoughtful, constructive public comments on the project. The NEPA process enables public comment periods to be extended to 90 days, which is within UDOT's capacity to grant. If you want to ensure maximum transparency and beneficial engagement with the community, you will extend the existing 36 days to the maximum 45. I can assure you that the community will respond positively to this gesture.</p> <p>Additionally, if we are to become a modern city, as we grow, we should be bolstering funding to expand our public transportation and rail capabilities. We should not encourage more polluting vehicles on our roads, we should be finding ways to be a model for the future of public transportation.</p> <p>Thank you for complying with this request.</p>
11/21/2022	Terry Marasco	<p>Please extend the comment period to the max allowable by nepa eis. This project is complicated and the impacts large.</p> <p>This needs to extend beyond Jan 1 due to its scope and the distractions of the holidays.</p> <p>This will build trust in the public.</p> <p>And enjoy Thanksgiving!</p>
11/21/2022	Elliott Musgrove	<p>I live in the Fairpark area of Salt Lake and received a letter about the public comment meetings on the I-15 Expansion. I was unable to attend either the online or in-person meeting. I am requesting that there be an extension as I and others I know would like to voice their concerns on the idea. Is there a possibility that that can happen? Thanks for listening,</p>
11/21/2022	Camille Cook	<p>I'm concerned about hearing the states plans to expand 1-15, which would result in my neighbors losing their homes and significantly impact the health and air quality of salt lake residents.</p>

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		With the public comment closing soon, I strongly urge an extension. There are a lot of neighbors unaware of this expansion which would rectify the public comment null.
11/21/2022	Brandon Dayton	I am just now learning about new the I-15, Salt lake to Farmington plans. I wasn't able to participate in any of the public comment periods and would like to request an extension.
11/21/2022	Taylor Anderson	<p>Thank you for taking the time to conduct public comment and meet with residents who will be negatively impacted by the widening of I-15 through Salt Lake City and Davis County. I'm writing to ask that you extend public comment on this project until after the holidays to give the public time to fully understand the implications of the project.</p> <p>This one simple action would show that UDOT is making a good faith effort to hear from the public about this project.</p> <p>Is this something you'll consider?</p>
11/21/2022	Kari Ellis	<p>How can this even be happening to an established area? This needs some serious review!</p> <p>So upsetting people that have lived there whole lives in the Rose Park area could lose their homes?</p>
11/22/2022	Liesl Archbold	I am requesting that the I-15 EIS public comment period be extended from 36 days to the maximum 90 days permitted by law. The reason for my request is that the timeline falls during holidays important to friends, family, and neighbors in the Utah community. I believe that 36 days is not enough time for myself and my community to understand and respond to this project with the thoughtfulness it deserves.
11/22/2022	Adam Cook	<p>Hi Tiffany, I live in Salt Lake City and wanted to contact you to echo mayor Mendenhall's recent calls to extend the public comment period and consider a broader range of options for UDOT's planned changes to I-15 between Salt Lake and Farmington.</p> <p>I feel that the I-15 EIS has not been sufficiently publicized, and in-person meetings have been too limited. As a resident of Salt Lake City's west side, I note that my neighbors who will be impacted by this project are largely unaware of it, despite the fact that current plans seek to displace numerous residents.</p> <p>My concerns have been amplified recently, as I was made aware that a UDOT engineer-when asked at a recent meeting about steps taken to reduce demand for the I-15 facility-claimed that this would be outside the scope of the project as UDOT does not participate in "social engineering." Frankly, nothing could be further from the truth; the construction of highways has massive effects on the behavior, choices, and living conditions of area residents.</p> <p>I hope that these hubristic comments are not reflective of UDOT as a whole; UDOT's stated goal of "connecting communities" can only be achieved if the agency performs its due diligence in creating plans which are significantly more innovative and resourceful than simple expansion of highway facilities. A system reliant on the daily ebb and flow of commuters from suburbs to Salt Lake is doomed to be ineffectual, and UDOT is singularly instrumental in creating systems that help address east-west connectivity (as yet hindered by I-15) and reduce personal vehicle reliance, among other issues.</p> <p>Thank you for considering my comments, and happy Thanksgiving.</p>

Table 1. I-15 EIS Draft Alternatives Comments Emailed during the Public Comment Period

Date	Name	Comment
11/22/2022	Andrew Pratt	<p>Dear Ms. Pocock & Mr. Adams: as one who has worked for the past couple of decades in SLC as a full-time real estate agent / broker focused on TOD development at The Metro Condos and numerous other similarly-reliant communities, I understand our greater market area -- including Davis County -- pretty well. I also spent years working for the NYC mass-transit system (the MTA and Port Authority). I'm also a native of NYC, and spent decades growing up there, reliant on its mass-transit systems long before working for the system.</p> <p>I'm amazed at the infrastructure developments that have occurred in the greater SLC area since before the Olympics -- led typically by UDOT work.</p> <p>However, I also now understand that we live in a new paradigm, socially and in terms of many peoples' work/live patterns and, therefore, transit needs. Things have changed, and it's for this reason that it's imperative that we all get this next proposed phase right. And the only way to get to that objective is to encourage a lot of public input, and give the public enough time and opportunity to provide such commentary. I'm certainly aware, through the five communities I've been central to the development and sales of in the SLC market, of the negative aspects of having to collect public input on large-scale development projects, so can sympathize with any desire to limit such exposure these days. But the cost of not doing so will be far too high in the not-too-distant future through a sub-optimal plan.</p> <p>Please allow no less than a proper 90 day public comment period, which is all the more important now during the holiday season and COVID-19.</p> <p>Thank you for your time and consideration, and Happy Thanksgiving.</p>
1/3/2023	Jillian Cosgrove, FWS	<p>Thanks for the early coordination on this project and the opportunity to give feedback on the draft alternatives. We don't have comments on the alternatives, but we do have general recommendations for avoiding and minimizing impacts to migratory birds, eagles, and ESA-listed species.</p> <p>I've attached our office's standard recommendations for avoiding impacts to migratory birds and eagles. I think it would be great if these could be worked into the EIS as conservation measures, and I'd be happy to work with you to figure out what makes sense for this project.</p> <p>For ESA-listed species, are you planning to do a Biological Assessment for this project? Let me know your thoughts on Section 7 consultation for this project. I'm happy to set up a Teams meeting to discuss if you have any questions. A good first step would be producing an IPAC report for the project footprint (plus a buffer to account for indirect effects of dust and noise). Let me know if you have questions about any of this.</p> <p>Thanks, Jillian</p> <p>Copy of attachments appended to the end of this section.</p>

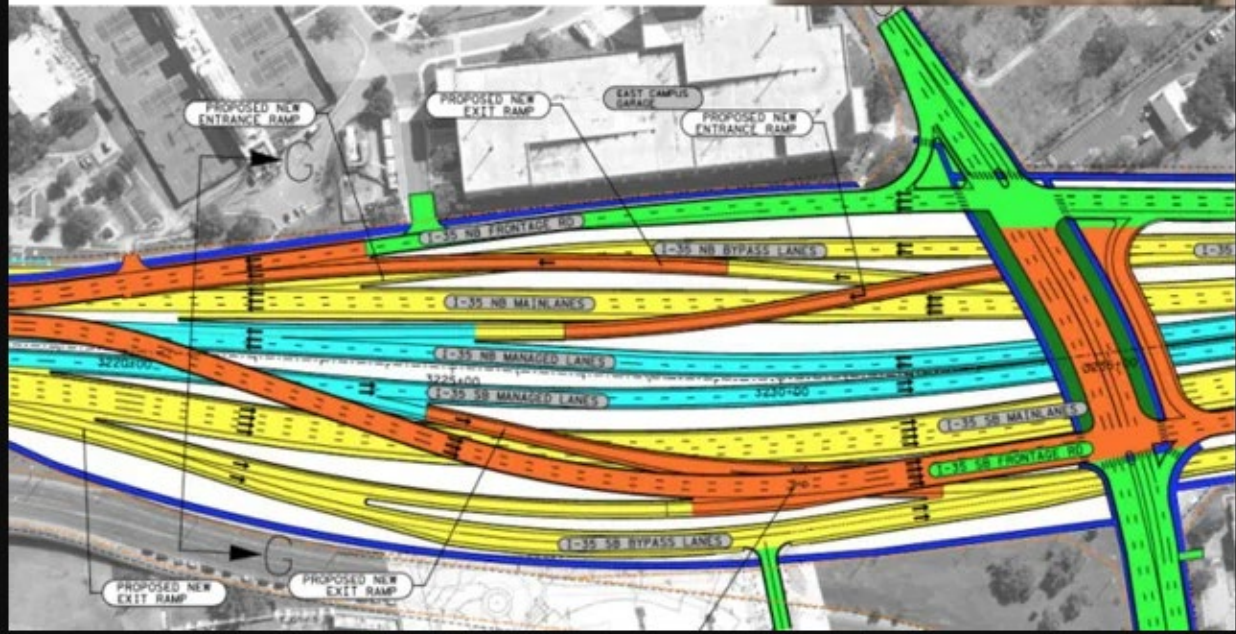
Table 1. I-15 EIS Draft Alternatives Comments Emailed during the Public Comment Period

Date	Name	Comment
1/13/2023	Brittany White, BOR	<p>As your team proceeds with the development and analysis of the alternatives that have been proposed for the I-15 from Farmington to Salt Lake City Environmental Impact Statement (EIS), the Bureau of Reclamation (Reclamation) provides the following comment for your consideration.</p> <p>The United States, acting through Reclamation, owns Fee Simple land or has perpetual easements on approximately 48 acres of lands and facilities within and surrounding the project study area. Any lands or facilities potentially affected by this project should be adequately reviewed for direct and indirect impacts under the EIS to ensure Reclamation can use the document in its own environmental review process. Additionally, any impacts to or use of these lands may require relocation of facilities or easement encroachment agreements to authorize use of these areas. Reclamation lands, including a 300-foot buffer, that intersect the study area are attached for your review.</p> <p>Thank you,</p>
1/11/2023	Brian Horrocks	Copy of City of North Salt Lake letter appended to the end of this section.

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From Nathan Marshak email:

Bro this is a different
highway expansion bro
its a new design it will
enhance mobility bro
this will fix traffic i swear
bro just one more lane
please just build it bro it has
a boulevard bro there are
managed lanes please






MEMORANDUM

DEPARTMENT OF PUBLIC UTILITIES

TO: I-15 EIS Team

FROM: Laura Briefer, Director, Salt Lake City Department of Public Utilities 

DATE: January 12, 2023

SUBJECT: Salt Lake City Department of Public Utilities Comments for I-15 Alternatives

This letter transmits comments from the Salt Lake City Department of Public Utilities (SLCDPU, or the City) in response to the Utah Department of Transportation's (UDOT) I-15 Alternatives. SLCDPU is one of the oldest retail water providers in the Western United States. SLCDPU operates four separate enterprise utilities: water, sewer, stormwater, and street lighting. The sewer, stormwater, and streetlight utilities serve approximately 200,000 residents within Salt Lake City municipal boundaries. The service area for the water utility is larger. As of 2022, it provides drinking water to over 360,000 customers within the Designated Water Service Area inclusive of Salt Lake City, and portions of Millcreek City, Holladay, and Cottonwood Heights, Murray, Midvale, South Salt Lake, and unincorporated Salt Lake County. As such, SLCDPU owns, maintains, and operates significant infrastructure, including within the geographic scope of the I-15 Alternatives.

Therefore, SLCDPU is an interested stakeholder regarding the progression the I-15 EIS along with the overall progress of the proposed I-15 project. We welcome a full coordination with the project team to properly characterize and plan for any impact to the utilities that SLCDPU owns, operates, and maintains—Drinking Water, Wastewater, Stormwater, and Street Lighting. We anticipate the I-15 Project to impact many of the City's utilities infrastructure. We request that the City's services and utilities be protected through project construction with no change to long-term level of service. We anticipate their continued service through construction and request the effort required to maintain such.

To provide context, the City has approximately 40 utility crossings within the project area. These crossings range from 6-inch PVC water distribution lines to 7-foot diameter concrete stormwater conveyances. These crossings will be required to be protected and if needed reinforced in place to maintain access and operations. In addition to these crossings, SLCDPU has several utilities that run parallel to the interstate. These utility lines lie within the footprint of the proposed I-15 widening alternatives. Such utilities could require relocation and protection and may have larger implications, cost or otherwise, associated with their relocation.

UDOT infrastructure proximate to our utilities will require separation distances to allow for ongoing and future infrastructure maintenance and operation activities. Coordinating work and operations within frontage roads to ensure proper infrastructure operation following the project will also be necessary.

Part of our programming at SLCDPU is to ensure water bodies are not impacted by new construction. SLCDPU is finalizing stormwater master planning in the area and each of the storm drains in the area is at capacity. This will require that any increased flows from UDOT roads will need to be met with increased

DEPARTMENT OF PUBLIC UTILITIES

capacity. This includes the Northwest Drain and connected waterways. Increased detention and stormwater controls will be preferred to limit the increase of flows and poor water quality. Long Term stormwater quality and retention/detention will need to be evaluated by your team and a complete technical drainage study will be required consistent with City standard.

We look forward to coordinating with you on this effort and please reach out to us at your earliest availability to discuss.



January 13, 2023

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: Comments to Alternatives Development and Screening Report (November 2022)

Dear Ms. Pocock:

Sweet Streets Salt Lake City is pleased to submit formal comments to UDOT on the I-15 Environmental Impact Statement Farmington to Salt Lake City project. We believe streets and public spaces that welcome all users are essential to a society and economy that is more connected, equitable and sustainable. Our organization educates and advocates for people-first planning, budgeting, implementation and operation of our streets and public spaces.

Sweet Streets is very supportive of the State and UDOT's efforts to invest in transportation improvements that increase safety, enhance active transportation, better connect communities, and improve air quality. This letter contains Sweet Streets' comments and suggestions to improve the Alternatives Development and Screening Report: November 2022 Preliminary Results prior to UDOT's preparation of a draft EIS.

Although we recognize the need for transportation solutions as the Wasatch Front area continues to grow, the solution under consideration—expansion of I-15—shows a lack of innovation and is shortsighted. Sweet Streets does not support the proposed widening of the existing I-15 footprint.

The proposal has five purposes: "to improve safety, replace aging infrastructure, provide better mobility for all users, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City."¹ Sweet Streets is concerned that the existing proposals, in many instances, fail to address these goals. Rather, the proposal seems primarily intended to address motor vehicle congestion concerns,² often to the detriment of the five identified goals. In addition, Sweet Streets raises concerns related to public input, data reliability, and specific alternatives.

1. IMPROVE SAFETY

Utah has seen a significant rise in traffic violence and vehicle accident deaths.³ Sweet Streets is concerned that the proposed expansion will only exacerbate this trend by encouraging more private vehicle traffic at higher speeds.

¹ UDOT, Alternatives Development and Screening Report: November 2022 Preliminary Results 1 (Nov. 7, 2022), <https://i15eis.udot.utah.gov/wp-content/uploads/2022/11/I-15-600-N-EIS-Alternatives-Screening-Report-3.pdf>.

² See, e.g., *id.* at 7 (identifying the need as to address "increased congestion, lost productivity, and longer travel times" and to "support travel demand").

³ See, e.g., Associated Press, *Roadway Deaths in Utah Hit Nearly 20-Year High Last Year*, U.S. NEWS (Jan. 8, 2022), <https://www.usnews.com/news/best-states/utah/articles/2022-01-08/roadway-deaths-in-utah-hit-nearly-20-year-high-last-year> ("Up more than 15% since 2020, [2021] saw the highest number of deaths in nearly two decades when 329 people died in 2002, according to UDOT and UHP data released Wednesday.").

Sweet Streets supports the removal of “free right-hand turn” movements⁴ to improve safety for pedestrians and bicyclists while encouraging drivers to be more aware. As UDOT notes, “[f]ree turning movements do not slow vehicles down as they enter the neighborhood streets and therefore reduce drivers’ ability to see slower-moving bicyclists and pedestrians.”⁵

Sweet Streets also encourages UDOT to prioritize and incorporate raised pedestrian crossing across interchanges to improve driver visibility of pedestrians and provide a physical piece of infrastructure that requires vehicles to slow speeds.

The proposed expansion must also be considered in concert with the increased heavy-duty truck traffic anticipated from the inland port development. Sweet Streets is concerned that encouraging additional, higher-speed passenger vehicles alongside heavy-duty freight vehicles will exacerbate the increasing number of vehicle accident deaths in the last several years. It is worth highlighting a recent incident where a large heavy-duty vehicle accident closed the entirety of northbound traffic on I-15 for nearly twelve hours on December 8, 2022.⁶ Increased freight vehicle traffic could lead to an increase in such occurrences. While Sweet Streets understands that traffic engineers cannot predict or entirely prevent accidents, the Department of Transportation is required by UTAH CODE § 41-6a-602 (1) to “determine the reasonable and safe speed limit for each highway or section of the highway” by relying on safety studies that include “design speed; prevailing vehicle speeds; accident history; highway, traffic, and roadside conditions; and other highway safety factors.” It is the position of Sweet Streets that this increased freight traffic needs to be more heavily studied and considered, particularly in the reversible lane concept.

Items for Consideration:

- A. Remove “free right-hand turn” movements
- B. Prioritize and incorporate raised pedestrian crossing across interchanges
- C. Consider the impacts of increased heavy-duty truck traffic anticipated from the inland port development throughout the project, including when conducting safety studies and establishing speed limits

2. REPLACE AGING INFRASTRUCTURE

Metropolitan areas across the country are moving away from highway expansion and are actively reducing highways.⁷ It is not clear from the Report whether UDOT considered potential improvements within the existing footprint beyond the proposal to make no changes. Sweet Streets supports the proposed investment in updating aging infrastructure.⁸ However, the need for substantial funding to maintain existing infrastructure both now and in the future will be exacerbated by expanding the existing footprint of I-15, creating ongoing repair and maintenance costs that are not currently funded nor considered in the proposal. Thus, Sweet Streets does not support the expansion of I-15 simultaneous to the updates that would not expand the highway.

Items for Consideration:

- A. Consider potential improvements within the existing footprint beyond the proposal to make no changes

⁴ Alternatives Development and Screening Report, at 23.

⁵ Alternatives Development and Screening Report, at 23.

⁶ See, e.g. Matthew Jacobson & Lincoln Graves, *Dash Cam Shows Moment Oil Tanker Slams Into Crashed Vehicle, Spilling Oil Across I-15*, KUTV (Dec. 8, 2022), <https://kutv.com/news/local/tanker-spills-1500-gallons-of-oil-on-icy-i-15-in-early-morning-multi-vehicle-crash>

⁷ See, e.g., David Zipper, *The Unstoppable Appeal of Highway Expansion*, BLOOMBERG (Sept. 28, 2021), <https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief> (citing Nevada DOT as one example of this change in approach).

⁸ Alternatives Development and Screening Report, at 1 (identifying “replace aging infrastructure” as one of the five stated goals).

3. PROVIDE BETTER MOBILITY TO ALL USERS

Sweet Streets appreciates the consideration of modes of transportation beyond motor vehicle traffic in its proposed alternatives. However, the proposed expansion fails to adequately protect bicyclists, support the planned construction and execution of FrontRunner Double Track projects, and incentivize carpooling.

While Sweet Streets appreciates UDOT's inclusion of buffered bike lanes in the alternatives, protected bike lanes are essential for areas where traffic travels at speeds greater than 20 miles per hour.⁹ UDOT proposes only buffered bike lanes and fails to explain why protected bike lanes were not considered in any locations.¹⁰ This is especially concerning given the recent preventable pedestrian injuries that have occurred in or near these locations.¹¹ Sweet Streets supports efforts to prioritize protected bike lanes in place of the proposed buffered bike lanes as UDOT continues in this process.

In the event UDOT concludes the proposed expansion would be beneficial, final approval on the proposal should be delayed until full funding is allocated to expanding regional bus, light rail, and rail service and frequency. Sweet Streets does not support any construction of the I-15 project until after full funding for the completion of FrontRunner Double Track projects.

UDOT can also better support and encourage carpooling by altering the current and proposed HOV-lane structure. For example, Sweet Streets suggests that the HOV minimum passenger requirement be increased from 2 to 3 passengers and that the modeling be revisited to accommodate this assumption. We also suggest that UDOT implement physical separation for HOV lanes with more strategic enter/exit points. Finally, we agree and support other commenters' suggestions to prioritize HOV enforcement.

Building additional highways leads to induced demand—encouraging more people to drive in the short-term and leading to identical congestion issues in the near future.¹² Expansion projects “might offer faster travel for a year or two, but any time savings will prove fleeting.”¹³ The current right-of-way is sufficient to accommodate designs that would improve traffic flow, especially considering the larger transportation network including Legacy Parkway, the West Davis Corridor, and 215. Sweet Streets opposes the proposed expansion as a short-term solution that will not address long-term transportation concerns.

Items for Consideration:

- A. Explain why UDOT considered only buffered bike lanes and not protected bike lanes
- B. Prioritize protected bike lanes in place of proposed buffered bike lanes in areas where vehicle traffic travels at speeds greater than 20 miles per hour

⁹ AAA Foundation, *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* 1 (Sept. 2011), <https://aaaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/> (“Results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph.”).

¹⁰ Alternatives Development and Screening Report, at 31–37, 41–42 (proposing buffered bike lane in proposals for 600 North and 1000 North; 600 North; Center Street; 2600 South; 2600 South, 800 West, and I-215; 400 North and 500 West (all three options); 200 West (all three options); Glovers Lane).

¹¹ See, e.g., Patrick Benedict, *Police Investigate Fatal Auto-Pedestrian Accident in Salt Lake City* (Sept. 16, 2021), <https://gephardttdaily.com/local/police-investigate-fatal-hit-and-run-auto-pedestrian-accident-in-salt-lake-city/> (900 West and 1000 North), Salt Lake City Police, TWITTER (Dec. 26, 2022), <https://twitter.com/slcpd/status/1607627542579609601> (650 North 900 West).

¹² See Anthony Downs, *The Law of Peak-Hour Expressway Congestion*, 16 TRAFFIC Q. 393, 393 (1962) (“On urban commuter expressways, peak-hour traffic congestion rises to meet maximum capacity.”).

¹³ David Zipper, *The Unstoppable Appeal of Highway Expansion*, BLOOMBERG (Sept. 28, 2021), <https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief>.

- C. Condition final approval upon allocation of full funding to expanded regional bus, light rail, and rail service and frequency
- D. Increase the HOV minimum passenger requirement from 2 to 3 passengers and conduct modeling based on this assumption
- E. Implement physical separation for HOV lines with more strategic enter and exit points
- F. Prioritize HOV enforcement
- G. Review whether the proposal is likely to result in induced demand

4. STRENGTHEN THE STATE AND LOCAL ECONOMY

Increasing vehicle traffic will negatively impact air quality in the region¹⁴ and will do so most acutely in a geographic area with historically worse air quality (the west side).¹⁵ “Estimates of the economic costs of air pollution in Utah totaled \$0.75 to \$3.3 billion annually, approximately 1.7% of the state’s gross domestic product.”¹⁶ Thus, Sweet Streets emphasizes the need to fully consider air quality impacts, including such impacts on the economy, to evaluate the impact of the proposal on this stated purpose of the project.

Items for Consideration:

- A. Fully consider air quality impacts and resulting impacts on the economy

5. BETTER CONNECT COMMUNITIES

Widening I-15 will not better connect east-west communities. To the contrary, it further divides east and west communities while catering to commuters living outside areas where they work. In addition, the proposal does not support public transit projects and may disrupt communities by destroying homes.

UDOT recognizes the need to “[s]upport the planned FrontRunner Double Track projects and enhance access and connectivity to FrontRunner, to regional transit and rails, and across I-15.”¹⁷ However, a proposal that does not interfere with FrontRunner and other public transit uses is not necessarily one that supports such uses. Delaying the I-15 project until full funding allocation to the FrontRunner Double Track projects and Davis-Salt Lake bus service project will support those projects and such support may alter the projections upon which the I-15 project is based. The conditioning of highway construction on transit funding is well-recognized in our state.¹⁸

Utah is currently experiencing a housing affordability crisis.¹⁹ Governor Spencer Cox has cited concerns for the shortage of housing and lack of affordable housing in his fiscal year 2024 proposed budget.²⁰ The removal

¹⁴ Other municipalities have determined that such expansions raise significant air quality concerns. *See, e.g.,* Jared Brey, *Why Denver and L.A. are Backing Away from Highway Expansions*, GOVERNING (Sept. 23, 2022), <https://www.governing.com/nw/how-new-climate-rule-stopped-highway-expansion-in-denver> (noting two high-profile highway expansions that were abandoned due to air quality and other environmental concerns).

¹⁵ Alixel Cabrera & Saige Miller, *Salt Lake Valley West-Siders Bear the Brunt of Our Bad Air. Here’s How We Will Till Their Stories As Never Before.*, SALT LAKE TRIB. (Dec. 12, 2022), <https://www.sltrib.com/news/2022/12/12/salt-lake-valley-west-siders/>.

¹⁶ Isabella M. Errigo, et al., *Human Health and Economic Costs of Air Pollution in Utah: An Expert Assessment*, 11 ATMOSPHERE 1238, at 19.

¹⁷ Alternatives Development and Screening Report, at 7.

¹⁸ *See, e.g.,* Nicole Warburton, *Legacy Parkway Gets Green Light*, DESERET NEWS (Sept. 22, 2005), <https://www.deseret.com/2005/9/22/19913447/legacy-parkway-gets-green-light> (noting that Utah settled a lawsuit related to the Legacy Parkway in part by pledging funding “for an environmental study of light rail and bus rapid transit”).

¹⁹ *See, e.g.,* Katie McKellar, *The Housing Market Is Correcting—But Utah’s Affordability Crisis Isn’t Going Away*, DESERET NEWS (Oct. 20, 2022), <https://www.deseret.com/utah/2022/10/20/23413486/housing-market-correction-impact-utah-housing-shortage>.

²⁰ Governor Spencer J. Cox, *Fiscal Year 2024 Budget Recommendations* 8 (Dec. 9, 2022), https://gopb.utah.gov/wp-content/uploads/2022/12/2022_12_09-Gov.-Cox-FY-24-Budget-Book.pdf.

of housing to make room for roads is not a new phenomenon.²¹ However, given the need for housing, such actions are not justifiable in this case. Any use of eminent domain in particular to remove homes will immediately destroy community links, an outcome directly antagonistic to the project's stated purpose. Sweet Streets opposes any proposals that would prioritize roadway expansion over existing housing.

Items for Consideration:

- A. Delay final approval and construction until the FrontRunner Double Track projects and Davis-Salt Lake bus service project are fully funded through completion
- B. Avoid any alterations that would remove existing housing structures

6. PUBLIC ENGAGEMENT

Sweet Streets appreciates UDOT's decision to extend the public comment deadline and to provide additional public engagement opportunities. Given the substantial impacts of this project, Sweet Streets urges UDOT to engage in more frequent and widespread public engagement going forward. Outreach should include not only communities directly impacted by the redesign, but also those communities that will be indirectly impacted by the proposed expansion. The two equity outreach meetings that UDOT has conducted are not sufficient engagement to fully reach these communities. Sweet Streets appreciates the willingness of the UDOT project team to meet with any community group who requests a meeting, but it is critical that more additional outreach be conducted to disseminate project information in the community.

Sweet Streets has also been notified by a number of community members who were given inadequate notice for the public meetings and is concerned that many public meetings were held at times where low-income families may have been less able to participate in the public commenting process. Therefore, Sweet Streets encourages UDOT to continue its efforts to expand their community outreach process for this and future projects.

Items for Consideration:

- A. Conduct a more robust public engagement process going forward
- B. Communicate with communities that will be directly and indirectly impacted by the proposal
- C. Expand equity outreach meetings
- D. Provide as much notice as possible before public meetings
- E. Schedule public meetings at various times to accommodate various schedules

7. DATA RELIABILITY

UDOT used 2019 as the benchmark year for comparing the project proposal during the proposed alternative phase.²² However, Sweet Streets is concerned that this modeling does not account for how commuting has changed post-pandemic. Many individuals continue to work from home or commute on alternate schedules, and these shifts are anticipated to be permanent.²³ Thus, Sweet Streets questions the reliability of assumptions based on pre-pandemic usage without considering long-term changes to remote work.

Sweet Streets also requests additional transparency around UDOT's assumed number of passengers per vehicle. Because the number used in the modeling for the proposed alternatives could have a large impact on

²¹ Adam Millsap, *Is It Time to Take Highways Out of Cities?*, FORBES (Nov. 21, 2019) (noting that "[e]ntire neighborhoods were razed to make room for highways, destroying homes, businesses, and urban amenities" in Cincinnati for construction of I-75).

²² Alternatives Development and Screening Report, at 9 (citing to various studies predating the Coronavirus pandemic); see also *id.* at 17 (citing to conditions existing in 2019).

²³ See, e.g., Ben Winck, *Remote Work Is Becoming Permanent—For a Sliver of the Workforce*, BUSINESS INSIDER (Jan. 10, 2022), [businessinsider.com/remote-work-telecommuting-permanent-labor-market-recovery-coronavirus-economy-2022-1](https://www.businessinsider.com/remote-work-telecommuting-permanent-labor-market-recovery-coronavirus-economy-2022-1); Emma Penrod, *Utah Wants to Incentivize Companies to Work Remotely*, UTAH BUSINESS (Sept. 27, 2020), <https://www.utahbusiness.com/utah-wants-to-incentivize-companies-to-work-remotely/>.

the final outcome of the proposed design from even fractions of variations in numbers, Sweet Streets is concerned about how this decision impacts the speed and time modeling for travel.

The impetus for this project relies in part on growth projections from the Wasatch Front Regional Council.²⁴ However, the assumptions on which these projections are based is not clear. Sweet Streets would like further clarity on whether the projections rely on pre-pandemic benchmarks and how those benchmarks and the projections have been updated to conform with the significant changes in work that are ongoing. Sweet Streets would also appreciate greater clarity on whether those projections take into account resource and water scarcity, housing scarcity, and other factors that are likely to constrain growth, but are not always considered in population projections. Because this infrastructure project is significant and will have long-range effects, it is vital that the projections upon which it is based are comprehensive.

The project screening assumes eight hours of peak periods per day, with a morning peak from 6–10 a.m. and an evening peak from 3–7 p.m.²⁵ Greater clarity from UDOT is needed to explain these periods and their impact on modeling. Sweet Streets is concerned that such large “peaks” may be the driving force justifying the proposal to widen the highway and that the distinction between what constitutes a peak and non-peak period is not sufficiently clear to justify such a drastic proposed solution.

Sweet Streets also suggests that the cross-section drawings would be greatly improved if drawn to scale. For example, the renderings of 400 North label a six-foot sidewalk that is visually twice the size of the roadway surface.²⁶

Items for Consideration:

- A. Update proposal assumptions based on long-term changes to remote work
- B. Clarify UDOT’s assumed number of passengers per vehicle and the basis for such assumption
- C. Clarify the basis for growth projections that UDOT relied upon, whether they have been updated from pre-pandemic information, and whether such projections include factors likely to constrain growth
- D. Explain the basis for UDOT’s assumption of eight hours of peak periods
- E. Provide definitions used for determining peak and non-peak periods
- F. Correct renderings not drawn to scale

8. WARM SPRINGS ROAD

Sweet Streets supports the addition of a full-access interchange at Warm Springs Road to remove and reduce heavy duty vehicle traffic from entering and exiting I-15 on 600 N. It is critical that the new interchange be located as closely as possible to 600 N such that heavy-duty truck traffic from the industrial facilities along the east side of the highway will be inclined to use the new, full-access interchange as opposed to 600 N. This will reduce traffic of heavy-duty freight vehicles on 600 N and John Stockton Blvd (300 W), which will reduce heavy-duty vehicle travel through 600/700 N between 900 W and Redwood Road.

Items for Consideration:

- A. Continue to include a full-access interchange at Warm Springs Road

9. 600 NORTH

The tight diamond interchange option, that UDOT identifies as safest for pedestrians and cyclists, was eliminated from the options for 600 N because of “poor traffic operations compared to other options.”²⁷ This seems to indicate that UDOT considers safety a lesser priority than moving vehicle traffic, although

²⁴ Alternatives Development and Screening Report, at 9.

²⁵ Alternatives Development and Screening Report, at 12, note c.

²⁶ Alternatives Development and Screening Report, at A-7.

²⁷ Alternatives Development and Screening Report, at 44.

safety is a stated purpose of the project.²⁸ Diverging diamond interchanges also force pedestrians and cyclists to cross traffic four times to make it across the highway on- and off-ramps, making this intersection option less comfortable for such users. Sweet Streets encourages UDOT to reconsider this decision.

In addition, Sweet Streets is concerned about how the proposed 600 North options will integrate with the proposed lane reduction being considered by Salt Lake City on 600 North. The proposals may still encourage additional vehicle traffic and speeds entering and exiting I-15, particularly westbound before 900 West. Sweet Streets encourages UDOT to further clarify how the I-15 proposal will integrate with the Salt Lake City proposal.

While the proposed design does not extend fully to 900 West, UDOT Sweet Streets urges UDOT to require that this redesign extend to 800 West. This intersection would benefit from a full stoplight that is triggered by a pedestrian crossing signal, similar to the one at 700 North and the Jordan River Trail. Such an addition would further the stated purposes by improving safety and providing better mobility to all users.

Sweet Streets is concerned that the proposal does not include UDOT's plan for maintenance and improving trash pickup and snow clearing of the sidewalk and bike lane. Currently, the existing sidewalk on the south side of the 600 N overpass is often filled with trash and other debris. Sweet Streets is also concerned that wider sidewalks and other elements will not be adequately maintained to keep them safely free of debris.

Finally, Sweet Streets supports wider sidewalks with both option A and B.

Items for Consideration:

- A. Reconsider a tight diamond interchange at 600 North
- B. Clarify how the I-15 proposal will integrate with the Salt Lake City proposed lane reduction on 600 North
- C. Extend the redesign to the intersection at 600 North and 800 West and consider a full stoplight triggered by pedestrian signal at that intersection
- D. Clarify the entity responsible for maintenance, trash pickup, and snow clearing of sidewalk and bike line in project area
- E. Include wider sidewalks in this area

Option A: 600 N Collector-Distributor and 2100 North Full Diamond Interchange

Speeds on this interchange see cars and other heavy trucks reaching greater than 40 miles per hour. At 39 miles per hour, "the average risk of severe injury for a pedestrian struck by a vehicle reaches . . . 75%" while the average risk of death reaches "50% at 42 mph."²⁹ Given these substantial risks, Sweet Streets urges UDOT to consider a physical bicycle lane barrier. This could be accomplished by moving the four-foot park strip to the outside of the bike lane or placing some other physical barrier.

Items for Consideration:

- A. Consider moving the four-foot park strip outside the bike lane or placing some other physical barrier

Option B: 600 N SPUI and 1800 N Full Diamond Interchange (page 57)

This option eliminates the 1000 North southbound I-15 on-ramp. Sweet Streets is concerned that traffic will be diverted from 1000 North to 600 North through residential and collector streets to accommodate traffic flow to the southbound on-ramp. Sweet Streets requests greater clarification from UDOT as to what traffic studies have assessed how frequently the 1000 North southbound on-ramp is utilized during peak periods and how the change in this traffic flow will impact the surrounding residential, collector, and arterial streets.

²⁸ Alternatives Development and Screening Report, at 7.

²⁹ AAA Foundation, *Impact Speed and a Pedestrian's Risk of Severe Injury or Death 1* (Sept. 2011), <https://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>.

Sweet Streets is concerned that the mixed-use path³⁰ will be underutilized for the cost investment for several reasons. First, Sweet Streets has safety concerns that the pathway is separated far from the roadway in an area (800 West and 700 North) where there are community members have shared concerns about illicit activities and where unsheltered community members reside. To ensure that this path is maintained and fit for the proposed use, Sweet Streets requests that UDOT clarify various aspects of the path. First, Sweet Streets requests clarification about whether UDOT or SLC will be responsible for maintaining the pathway to ensure it is well-lit, receives regular maintenance to remain free from debris, and is cleared of snow in the winter. Second, Sweet Streets asks UDOT to identify how the increased travel distance for users will affect anticipated use. Third, Sweet Streets asks for greater clarity on the length of that distance and associated elevation change due to the routing of this pathway.

Items for Consideration:

- A. Review how the elimination of the 1000 North southbound I-15 ramp will impact traffic diversion through residential and collector streets
- B. Clarify what traffic studies have assessed how frequently the 1000 North southbound on-ramp is utilized
- C. Clarify the entity responsible for lighting, maintenance, trash pickup, and snow clearing of the mixed-use path
- D. Identify how the increased travel distance for users on the mixed-use path will affect anticipated use
- E. Clarify the length of the mixed-use path detour and elevation change due to the routing of the path

10. 400 NORTH

Sweet Streets supports the proposed new underpass for pedestrians, bicyclists, and vehicles so long as it is well-lit and promotes safety for pedestrians and cyclists. This underpass should also be accompanied by improved crossing of the Union Pacific railway to improve connectivity with businesses and services along 400 N and 400 W. Cyclists and pedestrians using this underpass will still be required to cross train tracks or to travel south to 300 North to use the pedestrian bridge, which may impact anticipated use. Finally, Sweet Streets seeks clarification about whether UDOT or Salt Lake City will be responsible for maintaining and keeping free of glass and other debris.

Items for Consideration:

- A. Improve crossing of Union Pacific railway in project area
- B. Clarify the entity responsible for lighting, maintenance, trash pickup, and snow clearing of sidewalk and bike line in project area

11. 500 NORTH

Sweet Streets is concerned that the proposal will encourage unsheltered encampments that may impact surrounding communities. In addition, cyclists and pedestrians must still cross train tracks or travel south to 300 North to use the pedestrian bridge. Sweet Streets suggests that it may be more beneficial for UDOT to focus its financial investment on physically protected bike lanes on the 600 North overpass and on the safety of 400 North instead of this proposal.

Items for Consideration:

- A. Consider prioritizing physically protected bike lanes on the 600 North overpass and safety of 400 North above this proposal

12. US-89 SHARED-USE PATH FROM EAGLE RIDGE DRIVE TO WALL STREET 200 W

³⁰ Alternatives Development and Screening Report, at A-6 (orange lines on inset map).

Sweet Streets seeks clarification on the design of this shared-use path, especially whether and how it will be separated from roadway traffic and what entity will be responsible for maintenance once construction is complete.

Items for Consideration:

- A. Clarify whether and how the shared-use path will be separated from roadway traffic
- B. Clarify the entity responsible for maintenance, trash pickup, and snow clearing of sidewalk and bike line in project area

Sweet Streets values UDOT's consideration of the future of our transportation system along the Wasatch front and appreciates the opportunity for public comment and engagement throughout this process.

Sincerely,

/s/ The Sweet Streets Board

The Sweet Streets Board



January 13, 2023

To: Utah Department of Transportation

Comments on the proposed I-15 expansion between Farmington and Salt Lake City

Utah Physicians for a Healthy Environment (UPHE) is one of the largest civic organizations of health care professionals in the Western US, with over 450 physicians and 3,000 members of the lay public. We appreciate the opportunity to comment on the Utah Dept. of Transportation (UDOT) proposal to spend \$1.6 billion widening the I-15 freeway 18 miles from North Salt Lake to Farmington.

The headline of a New York Times article on Jan. 9, 2023 reads, “Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?”¹ In trying to answer that question the article points out that state departments of transportation were established for the exclusive purpose of building highways for vehicles, and given far more money than cities that were usually tasked with mass transit. But the world has changed dramatically since UDOT was formed in 1975. The pollution, public health, and sociologic mistakes made by the car-centric city planning of 40 and 50 years ago are now easily recognizable and constantly written about. The climate crisis is an indisputable reality now, an existential threat to modern civilization and to most of the world’s human inhabitants. And it will only become more so in the future. These are just some of the reasons why it is long overdue that UDOT re-evaluate its identity, its mission, and its relationship to the public. It should begin that much needed “make-over” immediately, starting with abandoning the proposal to widen I-15. Below we list multiple reasons.

Freeway Expansions Have Failed to Improve Traffic Congestion in Other Cities

The phenomenon of “induced demand” was recognized as early as the 1960s and given terms like, The Law of Peak-Hour Expressway, and The Fundamental Law of Road Congestion.^{2,3,4} The phenomenon has now been repeatedly documented, meaning that increasing freeway capacity increases use of the freeway such that over time, often only a short time, the benefit of reduced congestion is eliminated by increased overall use. For example, a 2019 study found “aggregate vehicle miles traveled increase in exact proportion with lane-mileage, and that congestion relief from capacity expansion vanishes within five years of capacity expansion.”⁵ For every 1% increase in road capacity, traffic increases 1%.⁴

The Katy Freeway in Houston, Tx is a prime example. In 2008, \$2.7 billion was spent widening it to 26 lanes, the widest freeway in the world. In just two years, commuter times worsened for 85% of drivers.⁶ By three years after construction, morning commutes had increased 25%, and afternoon commutes had increased 55%. “I’m surprised at how rapid the increase has been,” said Tim Lomax, a traffic congestion expert at the Texas A&M Transportation Institute, a think-tank friendly to freeways. “Naturally, when you see increases like that, you’re going to have people make different decisions.”⁶

The Rocky Mountain Institute (RMI) found that “from 1993 to 2017, new freeway lane-miles in the largest 100 urbanized areas increased 42%, while the population rose 32%--yet congestion increased 144%.” RMI has produced a formula that projects the increase in vehicle miles traveled (VMT) created by freeway expansion. Using their formula, the distance of the expansion and the number of lanes added, we can calculate that the project would increase VMT between 529 and 794 million, while burning 43 million gallons of gas, every year.⁷

\$1.6 billion is an enormous sum on what all the evidence suggests will be only a temporary fix. UDOT undoubtedly is well aware of this phenomenon so it begs the obvious question, “Why is it using traffic congestion as justification for this project?”

Freeways Create Urban Sprawl: UDOT’s Value System Doesn’t Reflect the Public’s Value System

Freeways create physical, social, and economic barriers in cities that isolate, exploit, and degrade parts of the community. That is a primary reason why many cities are tearing them down, instead of expanding or building more of them. Throughout the world, cities are revitalizing their downtown areas by removing freeways. The double decker Embarcadero Freeway in San Francisco, the Cheonggyecheon Freeway in Seoul, Korea, Harbor Drive in Portland, Park East Freeway in Milwaukee, Rio Madrid in Madrid, the Alaskan Way in Seattle, the Clairborne Expressway in New Orleans, and the Inner Loop in Rochester, NY are just a few of many examples.

Freeway expansions, like original freeway construction, reduce local neighborhood quality of life, especially in central cities. Indeed, as with this project, construction usually involves physically demolishing residences and businesses. One study found that neighborhoods next to a freeway experience 18% lower overall amenities.⁸ While the negative impact diminished with increasing distance from the freeway, the effect didn’t disappear until 2.4 miles from the freeway. “One-third of the effect of freeways on central city population decline can be attributed to freeway disamenities.”⁸

The book, *Highway Robbery: Transportation Racism & New Routes to Equity* by Robert Bullard explains that freeways “physically isolate residents from their institutions and businesses, disrupt once stable communities, displace thriving businesses, contribute to urban sprawl, subsidize infrastructure decline, create traffic gridlock, and subject residents to elevated risks from accidents, spills, and explosions from vehicles carrying hazardous chemicals and other dangerous materials.”

Freeways, and obviously expansion of freeways, are monuments to environmental injustice. Freeways have long been recognized as contributing to “white flight” to the suburbs, leaving minority and low-income neighborhoods to bear the brunt of freeways’ collateral damage, including air pollution, noise, and public health consequences. Much has been written about the inherent racism in the original citing of freeways, dividing intact neighborhoods of color, and disconnecting them from business districts. Politically impotent neighborhoods have long been the target of freeway construction plans because they represent “the path of least resistance.” The proposed expansion of I-15 will only aggravate that effect in North Salt Lake.

Like original freeway construction, the project will create real economic victims, by, among other things, diminishing property values for businesses and residents nearby. For those

residents who are physically displaced, their compensation is often insufficient to attain housing in unaffected parts of a city.

On the other hand, freeway removal has been shown to increase property values. For example, removing the .8 mile elevated Park East Freeway in Milwaukee and restoring the street grid cost \$25 million. But the removal transformed 24 acres into prime downtown real estate. Ensuing development in those acres has led to more than \$1 billion in new downtown investments. Between 2001 and 2006, the average assessed land value per acre in the freeway footprint grew by over 180%, compared to a citywide increase of 25%.⁹ Peter Park, former Milwaukee planning director, says, “There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental, and social opportunities for the local community.”⁹

Lincoln Institute of Land Policy Associate Program Director Jessie Grogan, says, “No longer are cities being planned for cars and commuters from the suburbs; instead, their multiple roles as commerce centers, homes, and places of recreation and tourism are being acknowledged and encouraged.”⁹ But with this proposal UDOT is ignoring this trend in other cities.

UDOT is forcing a value system and an urban planning template upon Wasatch Front residents that prioritizes reducing commuter time above all other considerations, including the destruction of some neighborhoods merely to enhance convenience in other neighborhoods. Time and again UDOT proposals and projects sacrifice every other quality of life consideration, including those that literally define certain communities: like the sacrifice of natural vistas and aesthetics with its Little Cottonwood Canyon Gondola, and the proposed bypass route in the north fields of Heber Valley, and the physical danger to pedestrians and cyclists of widening and straightening Wasatch Blvd so that cars can increase their speeds. If you were to ask the average Wasatch Front resident, “Should Utah follow the Los Angeles blueprint for urban sprawl?” it is almost certain virtually no one would say yes. Yet that is exactly what UDOT is pursuing.

Car-centric development imposes other down-stream demands, like the proliferation of parking lots that dominate urban landscapes. To what extent has UDOT considered the effect of this proposal on demands for more parking and car storage in downtown Salt Lake City and elsewhere along that stretch of freeway? To the extent that newly created parking demand cannot be met, how does that influence UDOT’s forecast for future freeway traffic?

Fertilizing more and more urban sprawl with more and more freeway building requires issuing bonds, taking on debt, cutting services, and increasing taxes so we can keep on doing more of the same.

Expanding Freeways Contributes to the Climate Crisis,

Virtually every scientific and government body in the entire world, from health organizations to our own Defense Dept., has warned the climate crisis is the biggest threat to humans and modern civilization in recorded history. The devastating impact that the climate crisis is having on life in Utah will only get worse. Undeniably this project will add to that in multiple ways. As a state tax payer funded agency, UDOT should be representing the interests of the people they are supposed to serve, and mitigating the climate crisis should be their number one priority. If every relevant decision-making body throughout the world takes the position that their country or state’s pet project only contributes a miniscule amount to the climate disaster, then we proceed as we are

now, courting “death by a thousand cuts.” That attitude is the height of irresponsible public policy, especially when the supposed benefits are so marginal and so temporary.

This proposal is a massive source of carbon emissions, both in the freeway construction itself, and the resultant urban sprawl and the increase in VMT that it will promote. Transportation is the nation’s largest source of greenhouse gases in the US, responsible for 29% of emissions. Cement manufacturing itself is the third largest source of global, human caused greenhouse gases, contributing somewhere between 5 and 10% to the total. Furthermore, concrete is not permanent, needing repair and replacement typically after a few decades, especially when used on road and bridges, as UDOT well knows.

Freeways are essentially fossil fuel infrastructure, and like other freeway expansions, this project will lock in increases in greenhouse gases for the next 40 to 50 years at a minimum, at a time when we can least afford to let that happen. Recent studies found that residents of suburbia have the largest carbon footprint compared to urban and rural residents.^{10,11,12} The most obvious reason is because of the increased CO2 emissions inherent in the travel on that freeway.

Replacing our lakes and rivers with rivers of concrete for greater vehicle convenience will only accelerate the climate crisis.

Did UDOT’s Future Traffic Density Modeling Omit Important Trends?

UDOT must consider changing commuter trends, and how that factors into Utah’s future. In the post pandemic economy, more and more workers are able to work from home. Studies suggest that remote work is here to stay, for around 25% of the work force.¹³ The CEO of Ladders, Marc Cenedella, says it’s “the largest societal change in America since the end of WWII.”¹⁴ Thirty-five percent of workers now have the option of working from home five days a week, and 58% have that option at least one day a week.¹⁵ Furthermore, when workers are given that flexibility, 87% of the them take it.

While the pandemic has been a set-back for mass transit ridership, millennials still aren’t driving as much as older generations. A 2022 study from researchers at Austin, Tx found they are driving 8-9% less than older generations, and that they are likely to continue driving less as they get older.¹⁶ Millennials are the largest share of the country’s population and will soon be the largest consumer group, along with Generation Z (those born between 1995 and 2010).¹⁷ Millennials are more rejecting of the personal car culture in general. Fifty-three percent of millennials have indicated they would likely partake in a car-sharing service and 55% indicated they are making an active effort to drive less.¹⁸ This change in behavior should be encouraged; expanding interstates does just the opposite.

Gen Z now makes up 21% of the US population. Attitudes among Gen Z could have significant implications for future traffic modeling. For Gen Z, consumption means having access to products and services, not necessarily owning them. They are less interested in “owning” a car.¹⁹ Three quarters of them state that “sustainability” is more important to them than brand names, and they prefer environmentally friendly products.²⁰ They are highly engaged on the issue of the climate crisis.²¹ They are less likely to have a driver’s license, they own fewer cars than any previous generation, and transportation consumes a larger share of their income than any previous generation.²² Getting married, owning a home, and having children are milestones that

influence car ownership, but are all being pushed further and further back in the lives of younger generations.

We always hear that Utah is one of the fastest growing states in the nation. But Utah's growth is now primarily net migration,²³ and that means people are making a deliberate choice to move here. Yet other trends will likely come into play soon that will have a negative feed-back effect on growth, including the high price of real estate, the housing shortage, traffic congestion, and all the negative publicity of our environmental problems, like air quality, the drought, and the shrinking of the Great Salt Lake. If this megadrought continues, and the scientific community predicts it is has become the new normal,²⁴ then water availability alone will limit Utah's growth potential.

All of these trends would affect future traffic. Did UDOT consider any of this in their modeling?

Freeways are Major Contributors to Air Pollution in Multiple Ways and Increase Urban Heat

Never ending expansion of freeways is a major contributor to our notorious Wasatch Front air pollution problem. In a study of the impacts of a freeway expansion in Houston, researchers estimated that the expansion would increase highly toxic benzene emissions in the freeway corridor, 175%.²⁵ Freeway generated pollution includes every major pollution type; the toxic gases like NOx, VOCs, and carbon monoxide, precursors of ozone, primary and secondary particulate pollution, toxic chemicals like PAHs, and heavy metals like lead that still contaminate road dust throughout the highway network. While freeway pollution concentrates in the corridor, it can extend a mile in either direction, especially downwind. Freeway corridors have especially high concentrations of ultrafine particulate pollution (UPM),²⁶ the most toxic subset of particulate pollution, as much as 25 times higher concentrations as background levels.²⁷

All of the proven health consequences related to air pollution are more frequent in populations that live close to busy roads. A few examples illustrate the broader point. Children living within 300 meters of high traffic roads are six times more likely to develop cancer.²⁸ Proximity to busy roads is a risk for poor pregnancy outcomes, such as reduced birth weight, low birth weight syndrome,²⁹ shorter gestation,³⁰ placental abruption,³¹ and birth defects.³² More air pollution during intrauterine development and childhood negatively and permanently alters brain anatomy in children.³³ Living near a busy road increases a person's risk of dementia,³⁴ stroke,³⁵ and premature death by 20%.³⁶

UDOT cannot dismiss pollution concerns with a response that newer gasoline engines and electrification of the vehicle fleet in the future will significantly reduce freeway generated pollution.

"Port fuel injection" gasoline engines are being replaced by "direct injection" engines in pursuit of reducing CO2 emissions. These newer engines have higher compression ratios and lower charge temperatures which improve overall fuel efficiency with less CO2 emissions. Unfortunately, they also produce much more UPM.³⁷ UPM is by far the most toxic subset of PM pollution, made worse by the fact that UPM contributes very little to the mass of PM that is captured on government PM2.5 monitors. This increased hazard is not adequately reflected in the EPA's monitoring network.

Another way to look at this issue is that the real villain in PM is not the mass of PM_{2.5}, but the number of nanoparticles in that mass. Newer, more efficient direct injection engines produce five times more nanoparticles than older port fuel injection engines.³⁸ To that extent, newer engines are even greater public health hazards.

Battery powered cars are not a panacea either. Research from 2020 showed that mechanical friction, i.e. primarily tire wear, and brake pad dust, suspension of road dust and friction wear from other car parts, account for 60% of primary PM_{2.5} generated by vehicles.³⁹ Newer research paints an even more disturbing picture. “Comparing real-world tailpipe particulate mass emissions to tire wear emissions, both in ‘normal’ driving, the latter is actually around 1,850 times greater than the former.”⁴⁰ Considering only airborne PM, the number changes to around 400 times greater, still an astonishing number.⁴⁰

Particulate pollution from tire wear and suspension of road dust increase with the speed of the vehicle, as does fuel consumption. These effects reduce the otherwise health and air quality benefits of reducing congestion.

Non-combustion PM will even increase as electric vehicles are generally heavier, and increase further still as batteries become larger to meet the demand of greater driving range. “Non-exhaust emissions are expected to be responsible for the vast majority of PM emissions from road traffic in future years.”⁴¹ Dust from the expanding Great Salt Lake will only increase the road dust component of non-tail pipe emissions in the Wasatch Front going forward. Faster freeway speeds, one of the avowed UDOT objectives for this project, increase non-tail pipe emissions dramatically. Although the research on this issue is still early, indications are that non-tail pipe nanoparticles are largely aromatics, are probably equally toxic and equally carcinogenic as those emitted from fuel combustion.⁴¹

Asphalt itself is a significant source of pollution, and not only for a few days after initial paving. Semi-volatile organic compounds that form toxic aerosols continue to be emitted, albeit to a lesser extent, for perhaps as long as the life of the surface, especially during conditions of hot sunshine. Researchers estimated that in Southern California, this was a greater source of molecular precursors of particulate pollution than is emitted from their gasoline and diesel cars.⁴²

Freeways also increase urban temperatures. The transportation sector is a major contributor to the urban heat island effect. Obviously automobile fuel combustion generates heat, and the road surfaces, especially asphalt, absorb and retain even more heat. Paved areas can experience heat enhancement compared to atmospheric temperatures of as much as 22° F. Heat islands have collateral impacts, such as increasing demand for air conditioning, and the increase in energy consumption that goes with it. Electricity demand can increase up to 9% for each 2° F increase in temperature.⁴³ Because ozone formation is catalyzed by heat, and much of the increased electricity demand is met by fossil fuel combustion, and because the heat increases asphalt emissions as noted above, the heat island effect is also responsible for increased air pollution and further increase in greenhouse gas emissions.

As temperatures during the summer steadily increase due to the climate crisis, the urban heat island effect will increase, as will the contribution to it from freeway expansion.^{44,45} In turn, the heat island effect makes highways vulnerable to the consequences of heat extremes, such as increased maintenance costs secondary to pavement deterioration and buckled rails and bridge joints.

We always hear that Utah is one of the fastest growing states in the nation. But Utah's growth is now primarily net migration,⁴⁶ and that means people are making a deliberate choice to move here. Yet other trends will likely come into play soon that will have a negative feed-back effect on growth, including the high price of real estate, the housing shortage, traffic congestion, and all the negative publicity of our environmental problems, like air quality, the drought, and the shrinking of the Great Salt Lake. If this megadrought continues, and the scientific community predicts it is has become the new normal,⁴⁷ then water availability alone will limit Utah's growth potential. How much if any of this has UDOT taken into account for their traffic projections?

Freeways are Not the Solution and they are a Poor Return on Investment

With this overwhelming body of evidence and objective data that shows how deeply devastating interstate expansion will be, we must consider transit alternatives. There are far better, more cost effective solutions than more asphalt, more cars, more pollution, more traffic.

Less money spent, more stable jobs created, and a better quality of life for all could result if UDOT would invest in mass transit alternatives. According to an article from the *American Economic Association*, "Using a simple choice model, we predict that transit riders are likely to be individuals who commute along routes with severe roadway delays. These individuals' choices thus have high marginal impacts on congestion. We test this prediction with data from a strike in 2003 by Los Angeles transit workers. Estimating a regression discontinuity design, we find that average highway delay increases 47 percent when transit service ceases. We find that the net benefits of transit systems appear to be much larger than previously believed."⁴⁸

Compared to mass transit infrastructure, freeway expansion is poor return on investment. UTA could move the same number of people for a fraction of the cost. For every \$1 billion invested in public transportation, 50,000 jobs are created and sustained across industries, offering a 5 to 1 economic return.⁴⁹

In contrast, much of the research on the economic benefits of building highway infrastructure, in the United States and foreign countries, show that the gain in economic benefit is not sustained over time, but is merely a one-time boost. The original interstate system reaped the benefits of new transportation and trade networks, but new spending now does not create new networks and therefore doesn't produce new economic gains beyond the temporary construction jobs involved. Thus there is no overall economic gain, merely a redistribution of economic activity to the suburbs and away from city centers.⁵⁰

In another study of the recent American Recovery and Reinvestment Act, researchers found that spending on public transportation generated 31% more jobs per dollar than the construction of new roads and bridges.⁵¹ Other studies found that number is much higher, 70%.⁵² Freeways obligate cities and states to long term, costly maintenance commitments compared to mass transit alternatives. They become long term "economic losers."⁵³

Conclusion

In conclusion, Utah Physicians for a Healthy Environment strongly advise UDOT to abandon this project. We encourage the state to divert this amount of money to many more worthy projects that would provide real benefit to Utah residents, such as buying out alfalfa farmers and

allowing more water to reach the Great Salt Lake, providing shelter and services for the homeless, and funding mass transit.

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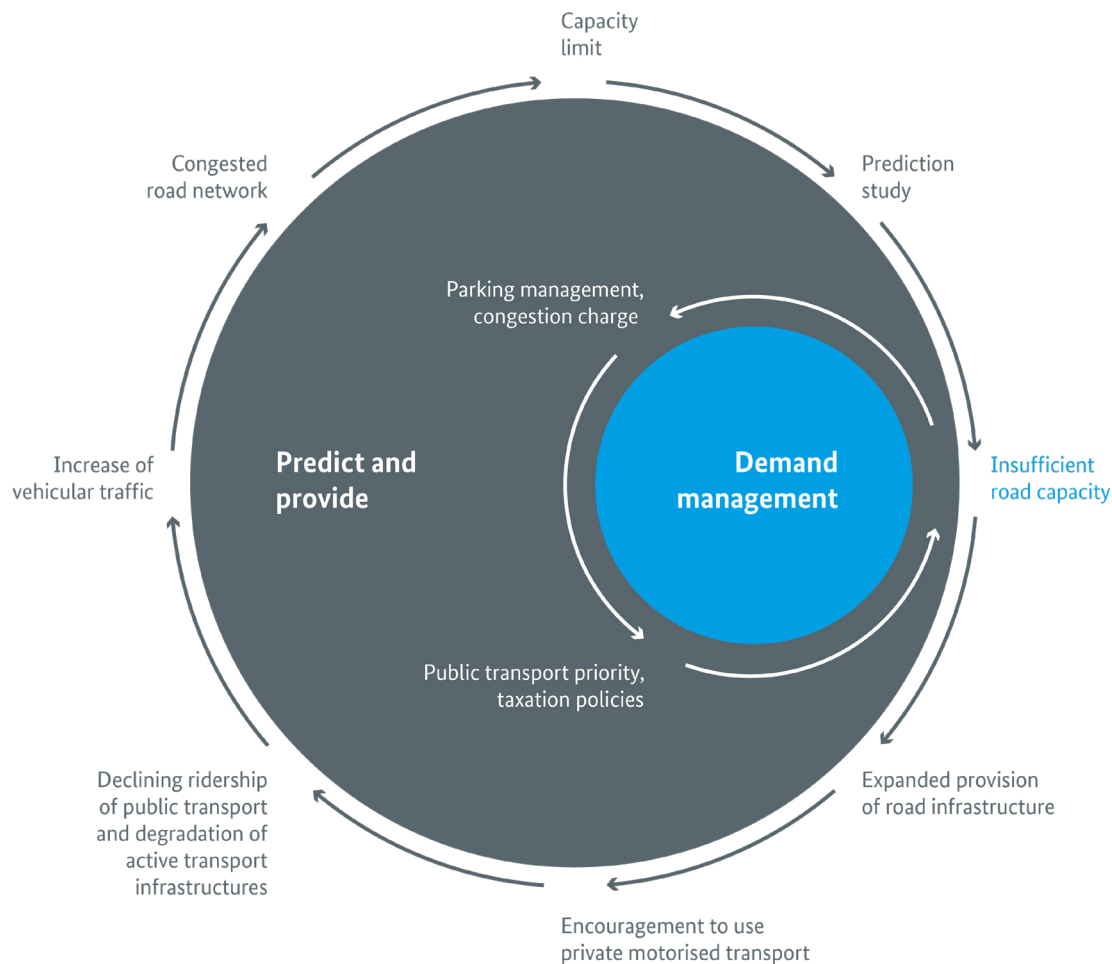
Friday, January 13, 2023

To the Utah Department of Transportation:

The majority of Utahns are blissfully unaware of the underlying politics that ensures that UDOT continually supplies a pipeline of freeway expansions to construction companies. A decade ago, I had the pleasure of working for the Utah Legislature during the 2012 General Session. I ran across an old acquaintance from decades past, who was now working for a lobbying firm. He was surprisingly open about the deals that were being made behind closed doors. Every year a consortium of construction companies would retain his firm in order to expedite access to members of the legislature. The expectation would be that certain legislators would receive campaign donations in return for adding new projects to the construction pipeline.

The 2012 session turned out to be a perfect example of this backdoor dealmaking. At the beginning of the session, there was a tentative plan by UDOT to reconstruct roughly 24 miles of I-15 between Lehi and Spanish Fork, but there was no funding for the project. Lobbying ensured. Legislators were enticed. By the end of the session, budgets were adjusted and—voila—roughly \$2 billion in funding somewhat magically appeared to fund the project.

Some people may wonder why this is a problem and might pose questions like: “As Utah is a growing state with growing transportation needs, certainly it should be a good idea to invest in expanding highways for the future, right?” While making strategic transportation investments for the future certainly is important, we need to ask ourselves whether a particular investment will result in a positive or negative return on investment, and there is a growing body of evidence suggesting that adding new freeways and adding new lanes to existing freeways is a poor investment.



Induced Demand: The vicious cycle of predict and provide:

[https://en.wikipedia.org/wiki/Induced_demand#/media/File:The_Vicious_Cycle_of_Predict_and_Provide_\(cropped\).png](https://en.wikipedia.org/wiki/Induced_demand#/media/File:The_Vicious_Cycle_of_Predict_and_Provide_(cropped).png)

Rather than attempt to provide readers with an exhaustive education on the ills of highway expansions, I will point to the work of [Charles Marohn](#) at [Strong Towns](#) and his recently published book [Confessions of a Recovering Engineer](#). One aspect I will touch upon is the phenomenon of [induced demand](#). Despite the promises of UDOT and other DOTs around the country that adding more lanes will somehow “solve congestion,” it never will so long as there is demand for more capacity. The simplest definition of induced demand: If we make it easier for people to drive, more people will drive and will quickly fill up whatever additional capacity had been created by the highway expansion.

The general consensus among those of us who understand that adding more lanes will never reduce traffic is that—generally speaking—freeways should never have more than two lanes in each direction in rural areas and should never have more than three lanes in each direction in urban areas. The failure of this capacity to serve our needs—rather than a sign of needing a freeway expansion—is a sign of the failure to invest in public transit for moving people and in railroads for moving freight!

Now that UDOT is suggesting an expansion of roughly 16-miles of I-15 between Farmington and Salt Lake City, Utah once again finds itself at a crossroads. We can accept the status quo of freeway expansions, which at the end of the day only really benefits interests like construction companies. Or we could demand holistic transportation solutions from UDOT and from the Utah Legislature.

As alternatives to this freeway expansion, I’ll suggest some better ways of using taxpayer funds, which should all have a higher return on investment than adding more lanes to I-15. First off, the commuter rail and light rail expansions of the past two decades along the Wasatch Front have unfortunately saddled the Utah Transit Authority with significant debt. The payments on this debt limit how much service UTA can provide. If the State of Utah were to pay down this debt, it would make it far easier for UTA to deal with issues like its current operator shortage and its struggle to return service to pre-pandemic levels along with exploring future opportunities like free fares and further expanding its rail system.

Utah could also choose to expedite planned upgrades to UTA’s FrontRunner commuter rail system. Double-tracking FrontRunner’s tracks would greatly improve reliability and allow for increased frequency. Electrifying FrontRunner would reduce pollution and reduce UTA’s operations costs, while also allowing trains to accelerate quicker and allow for regenerative braking.



Utah Transit Authority's FrontRunner:

[https://en.wikipedia.org/wiki/FrontRunner#/media/File:Front_Runner_\(1141456610\).jpg](https://en.wikipedia.org/wiki/FrontRunner#/media/File:Front_Runner_(1141456610).jpg)

Utah could also choose to leverage federal funding made available by the IIJA (the infrastructure bill) to expand Amtrak across Utah and into neighboring states. (Full disclosure: This is the focus of the work I do with the Utah Rail Passengers Association.) The [LinkUtah proposal](#) suggests how Utah could use existing freight rail infrastructure to expand passenger rail from the Wasatch Front north to Logan, southeast to Moab and Grand Junction, and southwest to Cedar City and Saint George. Additionally, there is also interest from our neighbors in Idaho and Nevada to revive Amtrak service from Salt Lake City to Boise and to Las Vegas—although [a recent Building Salt Lake article](#) reveals UDOT’s lack of interest in Amtrak.



Amtrak's California Zephyr near Green River, Utah:

https://commons.wikimedia.org/wiki/File:Amtrak_California_Zephyr_Green_River_-_Floy,_Utah.jpg

Utah could also choose to move forward with the [Rio Grande Plan](#), which would be a huge catalyst for redevelopment on the west side of Salt Lake City's downtown. The plan would create a new central rail station for Salt Lake City, while also moving both freight and passenger railroad tracks below grade—thereby eliminating delays while waiting on trains and also better connecting Salt Lake City's westside neighborhoods.



Station Rendering for the Rio Grande Plan:

<https://riograndeplansaltlakecity.org/>

Utah could also choose to greatly increase funding to improve walkability and bikeability. As the majority of transportation trips are under three miles in length, this would greatly reduce the need for people to drive for short trips.



Photo from *Salt Lake Tribune*:

<https://www.sltrib.com/news/2022/10/28/transformative-project-utahs/>

Finally, for those who are still living under the delusion that highways are good because they are paid for by user fees (fuel taxes and vehicle registrations) and that public transit is bad because it requires taxpayer subsidies, it's time for a reality check. The reality is that user fees barely provide half the funding necessary for highways. When all the externalities of highway dependence (pollution, crashes, dependence on foreign oil, etc.) are considered, investing in public transit, walkability, and bikeability is a far better use of taxpayer funds.

Mike Christensen, MCMP, CNU-A, AICP

Vice-Chair, [Salt Lake City Planning Commission](#)

Founder and Executive Director, [Utah Rail Passengers Association](#)

Treasurer, [Congress for the New Urbanism—Utah Chapter](#)

Director, [Rail Passengers Association](#)

Director, [Utah Transit Riders Union](#)

Member, [Salt Lake City Transportation Master Plan Community Advisory Council](#)

Member, [Central Wasatch Commission Stakeholders Council](#)

Member, [Wasatch Choice Community Advisory Committee](#)

January 12, 2023

Utah Department of Transportation
392 E. Winchester Street, Suite 300
Salt Lake City, UT 84107

Re: 1-15 Environmental Impact Statement – Farmington to Salt Lake City

To Whom It May Concern:

I am a south Farmington resident and I appreciate the opportunity to comment on the south Farmington interchange alternatives identified in the scoping process of the I-15 EIS. Upfront I want to express my appreciation to Katie Williams, Dan Adams, Brandon Weston, and Shane Marshall who went the extra mile to meet with south Farmington residents on several occasions and fully explain the alternatives such that residents can better understand the options and potential impacts. I appreciate that I-15 is part of the interstate highway system and so someone from Boston who drives through Davis County once in their lifetime or someone from Utah County who once each year visits Lagoon is part of the constituency that UDOT must consider, but in large part, an interchange in south Farmington is to service the residents of south Farmington and clearly the impacts associated therewith are directly absorbed by such residents. I in nowise represent the south Farmington community, but I can report from my meetings and discussions with several hundred south Farmington residents over the past month that there is an almost universal horror expressed by my neighbors at the certain impacts which will occur should Alternative B – the construction of a full SPUI on Glover Lane – be selected. As detailed below, this alternative fails to meet the Purposes identified in the EIS on a number of fronts, and therefore, cannot be selected for further consideration.

- 1) South Farmington is a quiet residential neighborhood. The construction of a major interchange on Glover Lane which would dump thousands¹ of vehicles daily into this neighborhood is absolutely inconsistent with present and planned land use. There are no plans or anticipated zoning changes to make the Glover Lane area anything other than a quiet residential area. Further, loading up Glover Lane with a substantial traffic load is inconsistent with

¹ Sadly, though we've asked for the data several times, we do not have available to us traffic modeling data for Alternative B and so we don't know how many thousands of cars daily are projected to exit onto Glover Lane. However, presumably the number must be very significant or the tens of millions of dollars that this alternative will cost would not be justified.

traffic and transportation plans for the area. This area and its streets were never designed for this anticipated increase in traffic. Therefore, Alternative B is counter to the Purposes described in the EIS Screening Criteria – Level 1. It should have never passed the initial screening and cannot progress further in the process.

- 2) To the best of my knowledge, if Alternative B is selected it will be the only major interchange along the I-15 Corridor which dumps its traffic load into a 100% residential area. This would be a major departure from present practices. The impacts to the local residents would be a significant degradation of their neighborhood and community. It would permanently change the nature of this quiet, residential neighborhood. It would decrease access for local residents and would effectively divide the neighborhood north and south across Glover Lane and east and west over the interchange. These impacts to the local “built environment” (our neighborhood) would be significant and unmitigable and therefore, counter to the EIS Screening Criteria – Level 2.
- 3) Though UDOT has not officially identified the number of homes and properties which will be taken if Alternative B is selected, it is obvious that the number will be significant. Further, there is justifiable concern that the preliminary design for the Glover Lane SPUI does not adequately consider grade requirements which will move the Glover Lane/Frontage Road intersection further east during final design which will lead to taking of additional homes and properties. Lastly, inevitably, Alternative B will require the placement of a traffic light at the Glover Lane/200 East intersection which will require the widening of the roads and the taking of additional properties and homes. The “impacts to the built environment” from Alternative B are many times those of the other alternatives which purportedly meet the purposes of the EIS. Therefore, Alternative B fails on this criterion and cannot continue in the screening process.
- 4) Independent of the official criteria, the taking of one’s home and property is a tragedy. Many of the people whose homes will be taken have been here for several decades. They are our friends and neighbors. They’ve cared for and helped raise our children and we theirs. They are local and community leaders. They are part of the fabric of this close-knit community. Giving them the value of their house in no wise compensates them for the value of them losing their home, their neighborhood, or us losing them. The human cost of Alternative B is extreme. In this state that values communities and families this alternative should never have passed the first screening.

- 5) Safety is a huge concern for Alternative B. By no measuring stick does Alternative B improve the safety of the local residents. Major concerns include:
- a. During good weather, elementary and junior high school children cross Glover Lane and work their way through the neighborhoods north of Glover Lane to their schools. The hazard of crossing Glover Lane will significantly increase for these children. Further, Hollie Avenue (50 West) becomes the main route for most of the children as they travel north. Concerningly, if Alternative B is built, this is also the route that will be most used by those cutting through the neighborhoods to avoid the certain traffic congestion on Glover Lane and 200 East. The danger for school children walking or riding their bikes to school will increase dramatically.
 - b. Though there are comments that Alternative B will provide an additional and convenient travel route for high schoolers traveling from the north (though the logic of inducing teenage drivers onto the already congested I-15 during rush hour to save a few minutes in commute time evades me both from a UDOT and parental perspective), it will negatively impact high schoolers in south Farmington. The present overpass is perfectly adequate for present traffic. It provides a very safe and efficient means for local high school foot and vehicular traffic. The designed Glover Lane overpass for Alternatives A and C will make it even better (though a bit of overkill in the number of lanes).
 - i. However, purposefully mixing high school traffic with rush hour traffic with a Glover Lane interchange is a bad idea. Requiring teenager drivers to circumvent a confusing SPUI during commuter rush hour while late to school is fraught with hazards. Invariably there will be accidents where there are not now any. Alternative B degrades, rather than improves, the safety and operations of the Glover Lane overpass.
 - ii. Further, UDOT has noted that SPUIs are not friendly to pedestrian and bicycle traffic. For those youth in south Farmington who walk to the high school, the formula will be disastrous. High schoolers will not double their walking time to school by using the ped/biking overpass further north. Instead they will seek to circumvent the SPUI to save time and a pedestrian accident WILL occur. Purposefully concentrating high school pedestrian and vehicular traffic along with commuter rush hour traffic is a horrible idea. Presently, the

commuter traffic is largely separated from the high school traffic. Alternative B absolutely will NOT “improve the safety and operations of the...interchanges, bicycle and pedestrian crossings, and connected roadway network.” It should have never passed the Level 1 screening. It does not meet the stated purposes of the EIS and must be removed from further consideration.

- c. Loading up Glover Lane, a quiet residential street, with significant traffic will dramatically decrease the safety on what will then be a “connected roadway network.” It will decrease residents’ connectivity between their homes and the community. But, much more importantly, it will dramatically decrease their safety. Safely backing out of one’s driveway onto Glover Lane will be nigh impossible and, therefore counter to the stated purposes in the EIS.
- d. I live in a subdivision just off of Glover Lane. The only access in and out is Glover Lane. The increased traffic congestion created by dumping thousands of cars daily onto Glover Lane, which is not designed to handle such traffic flows, will make access to my and my neighbors’ homes much more difficult. It will increase our commute time and decrease our efficient connectivity to infrastructure. Further, it will decrease safety as vehicles seek to dart across Glover Lane to exit our neighborhood and the neighborhood across from us. A traffic light could improve safety but would lead to delays in access. And it would exacerbate traffic congestion on Glover Lane by slowing the east/west traffic flow. Such reduced connectivity and safety is counter to the purposes identified in the EIS.

It is clear that Alternative B will act counter to the purpose of improving traffic and pedestrian safety in south Farmington, and local residents, including school children, will absorb the brunt of the reduction in safety. Further consideration of an alternative which runs fundamentally counter to the stated purposes is not acceptable.

- 6) I understand that UDOT has not considered the impact of Alternative B on traffic flows and the certain congestion that it would create at the intersection of Glover Lane and 200 East (SR106). This will be a very significant negative impact from Alternative B. Glover Lane dead ends into 200 East. There is no place for the traffic flow to go other than north or south on 200 East (unless people cut through the neighborhoods). During the commuter hours, 200 East is fairly full and cannot accept the additional traffic without notably slowing flow along this major artery. Lack of

consideration of the impact to 200 East is a major weakness in the present analyses. I recognize that the EIS is not yet to the design phase, but lack of recognition of this major matter has to be corrected even at the preliminary scoping level. Impacts to Glover Lane up to and including 200 East should have been identified as a major consideration in the Level 1 scoping.

- 7) The current Glover Lane overpass is the only access between the east and west sides of south Farmington for several miles. Residents are back and forth over this overpass multiple times daily accessing schools, trails and the bird refuges. It connects residents in south Farmington into a community. Construction of a major freeway interchange with dramatic increases in congestion and passage delays will serve to disconnect the east and west sides of this community. Alternatives A and C will increase connectivity. Alternative B will considerably decrease community connectivity contrary to stated screening criteria and further consideration is not warranted.
- 8) As stated above, south Farmington is a residential community with significant interaction of residents north and south across Glover Lane and east and west over I-15 and Legacy. Alternative B will decrease the ability for residents to safely and efficiently interact back and forth across the functional barrier created by dramatically increased traffic on Glover Lane. It will effectively divide the Glover Lane neighborhood into two separate pieces (we won't be able to host block parties on Glover Lane anymore). This is inconsistent with the concepts of connected communities and preserving the nature of the built environment. It will destroy this one. It will similarly divide the east and west sides of our community by placing a meaningful impediment to east/west connectivity over I-15.
- 9) Every day, especially in the non-winter months, there are literally hundreds of bikers, joggers and walkers that use Glover Lane to recreate. On a Saturday morning in the spring, it is loaded up with bikers going east and west over I-15. This area has a number of pedestrian and bike races each year. That is because Glover Lane has relatively low traffic and it is the main, common artery which connects neighborhoods north and south and east and west. Hundreds daily use the Glover Lane overpass for recreational access. This all goes away with the Alternative B SPUI and the associated traffic congestion and attendant hazards. Local recreation will be irreplaceably impacted, and local races and events will no longer be possible. The pedestrian/biker bridge will only marginally offset this negative impact. It will not replace present uses and connectivity. By in large, the recreational use of Glover Lane will be effectively destroyed by Alternative B, counter to

the EIS purposes. Or worse, some will still try to use the sidewalk along the SPUI or traverse the vehicle lanes on bikes leading to hazards for both drivers and bikers and potential tragedy.

- 10) South Farmington suffers from significant freeway noise. Proximity to I-15, Legacy and the now-under-construction West Davis Corridor have made this a really noisy place. What south Farmington residents need from the I-15 reconstruction, what they beg of UDOT, is meaningful sound mitigation including sound dampening surface material² used elsewhere and appropriate sound barriers. We've long waited for the day that I-15 reconstruction would bring real sound mitigation to south Farmington. Instead, Alternative B, which opens Glover Lane to the freeway, will notably hamper UDOT in its ability to bring sound mitigation to this suffering area. Instead of sound mitigation we will instead receive significantly increased traffic flow and its associated sound pollution. In the evenings, and at night, Glover Lane is relatively quiet. That all goes away with Alternative B. I don't know what specific criterion this negative impact falls under, but it is meaningful and real. We need UDOT's help with sound mitigation, not the opposite!
- 11) Owners of houses which are taken and destroyed by Alternative B will be compensated for the value of their property. What about the first house just beyond the take line or the next block over? There is no compensation for these residents, yet their loss in property values is real. The value of a home a few blocks from a major freeway interchange is not the same as those nestled in a quiet residential neighborhood. Though this very real and significant impact isn't identified in the screening criteria there is an ancillary impact which is. Local governments derive their revenues based on assessed property values. As south Farmington becomes blighted by Alternative B, property values will drop and local governments' abilities to provide essential public services, including safety and well-being services, will be negatively impacted. This is an adverse impact to the local economy.
- 12) South Farmington, especially on the east side, is essentially built out – it has been for a long time. It is also the narrowest spot along the entire I-15 corridor between the freeway and the mountain. There will never be any meaningful growth in this area. Therefore, if there is traffic modeling which

² As one walks over the present Glover Lane overpass you will note a significant difference between the sound generated by I-15 and Legacy. Certainly, some of this has to do with traffic volume and maybe a little with speeds, but I believe that the major difference is the selected surface material. The hard concrete generates a lot more sound.

suggests any meaningful future need for greater freeway access in this area it must be flawed. If future traffic modeling shows that the current 200 West offramp is insufficient, it is to meet traffic needs elsewhere and not in south Farmington. We understand that Alternative A meets the purposes and needs of the EIS. If so, why spend tens of millions of dollars to meet a need which isn't required and which creates huge negative impacts to the local community? Destroying the south Farmington community is not worth whatever incremental increases in benefits which may be derived from Alternative B over Alternatives A and C. If Alternative A or C meets the purposes and objectives, they certainly should be selected over an alternative that destroys a number of homes and essentially blights a neighborhood.

- 13) As stated above, if traffic modeling suggests a need for additional connectivity with I-15, figure out where the need exists and creatively design access which meets those specific needs. I live just off of Glover Lane and my business is on 200 West. Hence, I drive back and forth through this critical area multiple times daily. This is absolutely not a rigorous engineering study, but my observation is that the majority of cars which exit at 200 West go to points northward, not south Farmington, and that the majority of those that do double back and head south along the frontage road then turn west on Glover Lane to west Farmington. I was not involved in the discussions on the West Davis Corridor but I understand that both Farmington City and west Farmington residents implored UDOT to put an offramp somewhere along the West Davis Corridor in west Farmington. If this is true, it is absolutely befuddling why, if the greatest need and future growth is in west Farmington, UDOT would now be considering a major interchange on Glover Lane with its significant impacts and not revisiting a west Farmington offramp. Such would create greater connectivity for west Farmington residents and place traffic beyond the high school. The West Davis Corridor already creates an impingement on I-15 and would not require a new one at Glover Lane. UDOT already has significant property holdings along the West Davis Corridor which can be used for an offramp. Certainly, a limited interchange in west Farmington would cost less than Alternative B and meet the local needs more directly. It's not too late to take a relook at this option. If not, you owe it to the residents to tell us why not.

Similarly, if the need is in north Centerville, creative minds could look at limited alternatives, again using the West Davis Corridor offramp, to meet such needs, especially if UDOT were to move quickly as there are yet a few spots of undeveloped land. Such area would not require a SPUI as there is not a need to service the undeveloped west side of north Centerville. All that

is needed a just a little dive off of the presently under construction offramp to the frontage road.

I'm not a traffic engineer. But looking at what I perceive as needs, it certainly feels like creative minds can find better solutions which better connect commuters with I-15 where the needs exist rather than the monstrosity of a major interchange at Glover Lane, where it is not locally needed and yet it creates huge unmitigable impacts. Please take a re-look before considering any further Alternative B.

Similarly, I implore UDOT to apply its most creative thinking to Alternative C and find an option which would allow the Lagoon dedicated road to continue while meeting the other identified objectives. Don't let this be a fatal flaw to this otherwise less destructive and preferable solution.

Again, I appreciate UDOT's efforts with I-15 reconstruction. It is a daunting task. I appreciate you considering my comments which I know are shared by many in the south Farmington community. For the above reasons, Alternative B does not meet the identified Level 1 and Level 2 screening criteria and would be absolutely destructive to south Farmington. It should not be considered for further review.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Don Barnett', with a stylized, cursive script.

Don Barnett

UTAHNS FOR BETTER TRANSPORTATION

To: Utah Department of Transportation
From: Roger Borgenicht and Ann Floor, Co-Chairs, UBET
Re: Comments on I-15 EIS Salt Lake to Farmington Alternatives
Date: January 13, 2023

Utahns for Better Transportation (UBET) is dedicated to promoting balanced transportation choices that serve and respect our neighborhoods, our environment, and our future quality of life along the Wasatch Front. Since 1995 UBET has worked in collaboration with other public interest groups on a Shared Solution—promoting reliable, convenient, and affordable transit choices including safe and extensive bicycle pathways and walkable mixed-use communities—all to reduce the number of vehicle miles travelled (VMT).

Success stories include the Legacy Parkway and Trail project and the sequenced Mountain View Corridor project, both using the “shared solution” model to provide better balance between auto, transit, walk, and bike trips, and reducing rather than attempting to accommodate growth in VMT.

UDOT participated in Mountain View Corridor Growth Choices that endorsed a Balanced Transportation priority emphasizing the importance of sequencing of transportation investments. *The phasing and implementation of transportation investments over the next decade will affect land use development patterns and therefore affect future travel needs and the availability and effectiveness of other viable transportation choices. The sequencing of transportation investments needs to be studied to recommend the most effective and cost-efficient way to meet future travel needs, reduce the rate of growth of vehicle miles traveled, and improve air quality through a better balance between auto, transit, walk, and bike trips.*

UBET challenges the wisdom of the status quo philosophy and practice of a business-as-usual decision-making model exemplified by UDOT's current project to widen I-15, which attempts to accommodate the predicted increase in VMT instead of providing incentives to reduce those numbers.

Widening Highways is a Temporary Fix Resulting in More Traffic, Not Less

UDOT's plan to widen I-15 from 400 South in Salt Lake City to Farmington in order to improve traffic flow is old-school thinking. More and more studies are showing that expanding the number of road lanes does NOT reduce traffic flow but instead acts as an incentive for people to drive more. Research articles showing the failure of road-widening projects are growing more plentiful every day. The title of a recent (January 9, 2023) *New York Times* article, by [Eden Weingart](#), says it all: "Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?" The article notes that state departments of transportation were established for the express and sole purpose of building highways for vehicles.

Another study, *If you build it, they will drive: Measuring induced demand for vehicle travel in urban areas*, reviewed in the April 2019 issue of *Transport Policy*, found that "aggregate vehicle miles traveled increase in exact proportion with lane-mileage, and that "congestion relief from capacity expansion vanishes within five years of capacity expansion."

UBET believes that a more successful, insightful and effective effort would be to prioritize investing in "shared solution" incentives to reduce traffic at peak hours with double tracking and electrifying FrontRunner at the top of the list, which would improve service and lower emissions. If, as one of the fastest growing states in the country, we try to manage population growth by continuing our auto-centric plans and investments, we will fail with ongoing congestion even on expanded highways. If on the other hand we prioritize investments in first class transit options to offer viable alternatives to driving a car, especially at the peak travel times, it is easy to manage growth by creating more

transit capacity by adding trains or increasing frequency. Making FrontRunner a viable alternative to 1-15 for many trips could lead to a better-balanced outcome in how people get around—by car, transit, bike, or walk.

We support the effort being made to retrofit interchanges that were originally constructed for maximum car throughput and often ignored safe bike and pedestrian community connections going east-west across 1-15. We do not support interchanges like SPUIs that make biking and walking unsafe. We reject any taking of housing for more lanes of freeway.

Thank you for providing the opportunity to make comments.



Rebuilding Neighborhoods
house by house... block by block!

622 West 500 North, Salt Lake City, Utah 84116

t: 801.539.1590 f: 801.539.1593

TTY/TDD users should call 7-1-1

www.nwsaltlake.org

January 3, 2023

Dear UDOT,

On behalf of NeighborWorks Salt Lake and our 17-member board of directors, we want to go on record **OPPOSING** the proposed Environmental Impact Study expansion alternatives for I-15.

This proposed project, which spans from 400 South in Salt Lake to Farmington will have significant long term negative impact to neighborhoods struggling to recover from decades of redlining, economic disinvestment and the installation of I-15 in the 60's that created Salt Lake's east and west side divide.

<https://www.npr.org/2021/04/07/984784455/a-brief-history-of-how-racism-shaped-interstate-highways>

<https://www.washingtonpost.com/news/wonk/wp/2015/07/16/how-railroads-highways-and-other-man-made-lines-rationally-divide-americas-cities/>

<https://www.latimes.com/projects/us-freeway-highway-expansion-black-latino-communities/>

As reflected in the few of hundreds of articles included in these comments, the construction of the interstate system was decidedly racist and caused trauma to countless communities. It is unacceptable for the current proposed I-15 alternatives to be realized which will perpetuate these existing inequities.

Members of the study team presented the EIS is in response to needed infrastructure upkeep. We believe UDOT can make necessary repairs and find alternate, non-widening ways to mitigate effects from an increasing number of commuters without causing negative impact to the residences and businesses surrounding the corridor.

We propose the following:

1. UDOT should partner closely with UTA to increase the frequency and availability of public transportation. This will make public transportation a more viable option and reduce the number of people who must rely on automobiles.
2. The Rio Grande Plan is an excellent example of investing in high impact public transportation.
3. Focusing attention on public transportation is also an important step in protecting and reducing our increasingly poor air quality in Utah. Utah has no time for anything other than climate-forward approaches to change.

Maria Garciaz, M.Ed
Chief Executive Officer

Board of Directors

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4. UDOT should consider adding tolls to I-15. This will help control the quantity of commuters who use the highway, as well as provide funding for UDOT to maintain the freeway and complete more meaningful projects in the future.
5. If UDOT is compelled to increase freeway capacity, UDOT should consider stacking the highway or burying it to meet those capacity needs. This will avoid potentially destroying businesses and residences adjacent to I-15.
6. Burying I-15 would open up space for new parks, homes, and businesses to build on reclaimed area. All of these would bring new revenue to the community and help strengthen the connectivity of the east and the west. Cost should not be an issue if recognized as long term investment and preserving neighborhoods.

UDOT boasts that their quality of life model seeks better mobility, good health, connected communities, and strong economy. We insist that UDOT considers alternatives that better encapsulate those pillars. Increasing freeway access and capacity does not always produce the expected result.

<https://interestingengineering.com/video/heres-why-traffic-congestion-happens>

It is critical this study NOT cause any more harm to the neighborhoods that will be impacted. NeighborWorks Salt Lake has worked for decades to help revitalize these neighborhoods and has built and renovated hundreds of homes for low-and-moderate income families. We have focused on building the tax base for neighborhoods abandoned by the public and private sectors. Expanding into the neighborhoods we continue to revitalize will devastate hundreds of families and reverse the millions of dollars of investments made by citizens.

Your consideration is appreciated.

A handwritten signature in blue ink that reads "Maria Garcia". The signature is fluid and cursive, with the first name "Maria" and last name "Garcia" clearly legible.

Maria Garcia, CEO
NeighborWorks Salt Lake

Hello UDOT I-15 expansion project team! My name is Angela and I love driving. I wanted to introduce myself first before delving into my comments for the I-15 environmental impact statement. Warning: my “comments” are actually an essay bordering on a novel. Sorry about that. It’s just that all these things have affected me and I’m so grateful for this opportunity to share my experiences, preferences, learnings, and ideas. In the essay I define and flesh out terms that I know you as a seasoned UDOT team are well familiar with. I don’t do that so much as to educate you, which would be brazenly presumptuous of me. Rather, it’s more so that they’re in the Environmental Impact Statement record. Also, I apologize for the lack of refining and editing my work. I have five children, one of whom I’m still nursing, and I spent the bulk of my free time leading up to now researching to be able to have an informed opinion before beginning to write. And I didn’t start writing until this morning. My dishes are piled high and the kiddos were happy we got to order a pizza delivery for dinner. So, there will be grammatical, spelling, and other errors. Most of all I apologize for a lack of brevity. Oh, and my citations are pitiful. But I am so grateful for your willingness to read my essay.

With that said, here’s a little bit about me: I was born in Salt Lake City to parents whose roots firmly reside in north-western Wyoming. I spent the better part of my elementary years living in Logan, UT before moving back to a small Wyoming town. I’m a descendant of Mormon pioneers, adventure-seeking cowboys, small-town loving bankers, and hard-working farmers. My dad taught me how to drive stick in his old Dodge Dakota pickup truck and let me drive our 12 and 15 passenger vans from our northern WY town to Billings, MT and then, embarrassingly, to high school as a senior in Idaho Falls, ID. I attended BYU in Provo earning a Sociology degree and a minor in Family Life. My husband and I met there, from which we launched his medical career.

Along that ten year journey of medical school, internship year, residency, and fellowship, I had the opportunity to explore various American cities via their roadways. Children in tow. I’ve driven the Dallas-Fort Worth metroplex, in Houston, Austin, San Antonio, on rural roads through Texas, southern states and mid-western states. I’ve driven from rural Pennsylvania to Philadelphia and around Baltimore, Maryland. I drove my three boys and infant daughter multiple times into Washington DC and surrounding cities. I’ve driven through Boston, Massachusetts, Los Angeles, California, and what I consider the crown jewel of my driving career: New York City. I drove many a toll road with their occupancy and speeding cameras, I’ve used reversible lanes, stacked roads, underground tunnels, and more. I’ve also gotten to experience different modes of transit. We moved to Farmington, UT summer 2021 with plans to remain—as my husband put it: we’re moving there and buying our burial plots.

I’m excited for this opportunity to share my perspective on the I-15 expansion project. First, I will begin by reflecting my understanding of UDOT’s study goals and the presented alternatives. Next, I’ll share my experiences and some scientific research about safety considerations along with mitigating suggestions. I’ll comment on traffic phenomenon and our economy. Then I’ll share suggestions to maximize UDOT’s strategic direction with alternative plans to I-15.

I. I-15 Expansion project as I understand it

Listening in on the I-15 EIS virtual meeting, I learned that three things drive this study: First, that I-15's road surface is nearing the end of its life. Second, that structures such as bridges are also nearing the end of their lives. And third, to deal with storm water drainage. It was then said that in addition to making these improvements to this stretch of I-15's corridor, that UDOT decided it would be prudent to look at other ways to improve the corridor, like increasing capacity (time in zoom video). In the reference materials, it includes the congestion facing this corridor in the future with the table titled "I-15 Alternatives-Travel Times." "Without improvements, congestion will worsen significantly in the coming decades. This increase in travel time happens because we are moving so many more people in 2050 due to Utah's rapid growth." Tiffany Pocock

To mitigate the predicted increase in congestion on I-15, UDOT has compiled alternatives. I-15 Mainline Alternative A adds an additional general purpose lane both north and southbound between Farmington and 400 N in Salt Lake City (SLC) with one High Occupancy Toll (HOT) lane. Alternative B includes adding one more general purpose lane both north and southbound, and transferring the two HOT lanes to the center of the freeway, making them reversible.

Farmington Alternative B

I won't summarize all the other alternatives for various interchanges and bridges along this part of the corridor. But since my family lives in Farmington, I'll focus on my take on the proposed alternatives to the Glovers lane and State street.

My favorite Farmington alternative is option B, except that I would ask to add a 4" park strip to the State Street crossing in addition to Glovers Lane. According to Jeff Speck in his book, "Walkability," it is important for pedestrians to feel somewhat enclosed in their walking environment. This lends a sense of safety. Attractiveness is also important to pedestrians. Trees and bushes also add interest and break up the monotony of gray concrete and black asphalt. Shade plays an especially important role in attractiveness as it provides not only something beautiful to look at, but also relief from heat along the black asphalt bridge. Better yet, planting trees and bushes on both sides of the sidewalks would be most enticing. As they grow, the trees will eventually form an attractive and functional archway of shade. Farmington Alternatives A and C do not include trees essential to encouraging the walkable lifestyle.

I also like Alternative B because it has bike lanes at grade, separate from the pedestrian sidewalks. Walking on a bridge spanning a giant interstate requires all a person's attention and faculties. On shared use paths, the rules of the path generally dictate that pedestrians walk to one side and bikers coming up on them alert the pedestrian by calling out something like "Pass!" or "On your left!" Roaring traffic below the bridge and traffic on the bridge are loud enough to diminish a pedestrian's ability to hear a cyclist's call on a SUP, resulting in a higher chance of ped/cyclist collisions. Therefore, it will be safer for both cyclists and pedestrians crossing bridges by being separated.

II. Safety Concerns for Mainline Alternatives

A. Mainline Alternative A

Here are some of the problems I see with these Mainline Alternatives. With Alternative A, it was acknowledged during the virtual meeting that the department is aware that there is a high number of violators of the HOV lane. Someone also asked about rethinking the HOV lanes to allow for passing, saying it was a pet peeve that there are slow drivers in the HOV lanes with few opportunities to pass them.

During a church female class lesson recently, the topic turned to I-15 and annoying drivers. The teacher of the class commented how she strives to be patient with slower drivers in the HOV lane. Our 80 year old music director then proceeded to tell us how she drives her 90 year old husband in the HOV lane. She said that everyone knows that I-15's real speed limit is 80 miles per hour, and that if you don't go that fast you're slow. She said she puts up with lots of tailgating in the HOV lane until the dotted lines come up and then the tailgating person passes their sedan, often including a rude gesture or foul look. She reported that she wants to say to them "We're old!" She just wants to get to her destination safely and deems the HOV lane the best way to do that.

I'll admit that I've been confused as to the speed for the HOV lane. Since it is the left-most lane, it normally would be the fast lane. But since it is intended for High Occupancy Vehicles, and those driving HOVs are more likely to want to drive slower for the safety of their passengers, I haven't been sure whether I ought to go fast or if I could just go the safer speed limit in my minivan with my children.

This confusion in conjunction with the very high speed limits, high speed of traffic flow, and dangerous aggressive behaviors like tailgating in the HOV lane demonstrates that Alternative A is not effective at meeting UDOT's aims of safety and improved mobility. It's not safe for drivers to be confused about HOV speeds, and even though it is reportedly 15 years old, there is enough confusion and even anger about how the HOV lane has been used. I believe Mr. Shane mentioned that he and his father have a discussion every week about HOV related misuse and the frustration that ensues. Which is totally understandable. The confusion and misuse isn't safe for anyone. Especially because the confusion about speed in that leftmost HOV lane leads to frustration and road rage, which can lead to serious injuries and fatalities. For these reasons, it is clear that the HOV lane as it stands and the proposed Alternative A's leftmost HOT lane are not safe. As such, mobility is impeded by said confusion and road rage as confusion around HOV lanes could arguably be contributing to more crashes on I-15, leading to more congestion, and slowing the mobility of goods, services, and people.

B. Alternative B: Reversible HOT Lanes

If I hadn't driven on these myself, I would have looked at this Alternative with a mixture of incredulity, shock, and fear. That's how I first approached reversible lanes. But once I got on

them, I found them to be very efficient at moving traffic and reducing congestion. If we were to employ one of these Mainline Alternatives, I would say do B. But even so, I would prefer the freeway not be expanded as this leads to other safety problems I will detail later. I will also give some other ideas for this transportation corridor to best meet my families needs as well as meet the goals of 1, Better Mobility, 2, Good Health, 3, Connected Communities, and 4, Strong Economy.

I. Wrong Way Crashes

There are those who are worried about wrong-way crashes, and there are well documented reasons to worry about that. According to the UDOT website about wrong way driving stories, a AAA study found that between 2010 and 2018 there were 2,921 fatal wrong-way crashes resulting in 3,885 deaths-averaging 430 per year. Alternative B's reversible HOT lanes seems like it would contribute to more wrong way crashes and deaths in Utah. Even though there are gates and signs for reversible lanes, wrong way crashes are still possible and maybe even probable.

II. Emergency Access

There is also the problem of emergency access for reversible HOT lanes. In the virtual meeting it was mentioned that there are removable beams along the entirety of other reversible freeways. I never encountered an accident along one, but it seems like just one accident would cause more significant delays than if the accident had occurred on the I-15 corridor as it currently stands. Delays from having to remove beams, redirect traffic flow into the general purpose lanes from behind the accident, and cleanup of the accident probably take longer. Alternative B has a good chance of decreasing mobility.

III. Snowplows

I first traveled reversible lanes in the Dallas-Fort Worth metroplex. But Dallas-Fort Worth has a more temperate climate. It doesn't usually ever snow there, when it does it oftentimes gets ice storms. In those cases, the entire metroplex basically shuts down until warmer weather comes and melts everything. They do have some snowplows and some salt, but not enough. It seems like the inner reversible lanes in Alternative B would be more easily overcome by snow, unless the shoulders are wide enough to accommodate it. Another thing that happened on trips over Texas freeways was torrential rain that resulted in flooding the freeways, especially the closed off reversible lanes. I hope that whatever barriers are used include adequate drainage for the confined space in the center of the road.

III. Safety, Health, and Economic Concerns over Widening I-15

A. Air Quality

Poor air quality affects Utah's safety, health, and economy. A joint study by Brigham Young University, University of Utah, and Utah State University found that air pollution is the cause of between 2,500 and 8,000 premature deaths in Utah each year (Deseret News, Jan 12, 2022). Air pollution also causes health issues such as asthma, heart disease, lung disease, reduced lung function, and a weakened immune system (DN, Jan 12, 2022). While refineries contribute

13% to the pollution in the air we breathe, vehicle exhaust is by far the largest contributor at 48% (KUTV, Jan 17, 2017). Adding just two more lanes to the I-15 corridor might seem like it won't make a big difference in the amount of air pollution. But every bit counts. Every trip contributes to polluting the air we breathe.

When I moved here in July 2021, I was absolutely shocked by the thick smog that occasionally blocked the mountains from our view in our home near Station Park in Farmington. Absolutely shocked. Wildfires from across the West were pouring smoke into the Wasatch Front. Expecting my fifth child, it was not safe for me to go for walks outside due to the absolutely dangerous air. I tried driving into Salt Lake City to take my children to the museums there so we could at least escape the dangerous air pollution by walking somewhere inside. Alas, I was met with multiple signs over the freeway directing me to "Stay home, Help Clear the Air, Drive Less this Week." I complied. While I was able to do some activities with my children that summer and fall, most of it was spent feeling like I was on house arrest. It was so discouraging. I gained so much weight, an unhealthy amount even though I was pregnant. My baby was born November 2021 and I'm still struggling to get the weight off.

We cannot control air pollution from wildfires. But we can control the air pollution from vehicles. Even though Utah's population will grow to 5.5 million people by 2050, our air pollution from vehicles doesn't have to.

Please don't hate me for writing this: According to Jeff Speck, a city planner who regularly works with traffic engineers, it is the unfortunate habit of traffic engineers to try and solve congestion problems by making freeways bigger, wider, longer, etc. Yet he says decades of data show that congestion problems are only temporarily solved, and that the effects are lost within a few years of enlarging the roads and most times it can create even more congestion. Induced demand. This phenomenon, where traffic engineers make roads bigger with the goal to cut down congestion, but it only lasts for a few years and then the roads become congested again all the same or worse, is called "Induced demand." Jeff Speck says we need to "acknowledge that more lanes means more traffic." He says:

Traffic engineering theory is straightforward: a street is congested because the number of drivers exceeds its capacity. If you enlarge the street, you will eliminate congestion. Unfortunately, seventy-five years of evidence tells us that this almost never happens. Instead, what happens is that the number of drivers quickly increases to match the increased capacity, and congestion returns in full force. It's called induced demand. These new drivers are the people who were taking transit, carpooling, commuting off-peak, or simply not driving because they didn't want to be stuck in traffic. When the traffic went away, they changed their habits. Maybe they even moved farther away from work, as the time-cost of their commute went down. Unfortunately, thanks to them and others like them, this honeymoon couldn't last long (Speinger, Understand Induced Demand).

In his book, *Walkability*, he reports the following findings:

The most comprehensive effort remains the one completed in 1998 by the Surface Transportation Policy Project, which looked at fully seventy different metropolitan areas over fifteen years. This study, which based its finding on data from the annual reports of the conservative Texas Transportation Institute, concluded as follows:

Metro areas that invested heavily in road capacity expansion fared no better in easing congestion than metro areas that did not. Trends in congestion show that areas that exhibited greater growth in the lane capacity spent roughly \$22 billion more on road construction than those that didn't, yet ended up with slightly higher congestion costs per person, wasted fuel, and travel delay...." (Speck, p. 84).

News articles Speck cites in his Springer article such as "Build more highways, get more traffic," "Commute times increase by one minute after freeway widening project" from NBC Los Angeles in 2014, and "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," by UC Davis Institute of Transportation Studies in 2015 offer more recent evidence to the phenomenon of induced congestion.

Widening I-15 will lead to the same logical conclusion as all the widening and congestion research has found in the last 75 years: It will simply induce demand. By inducing demand and creating even more traffic along the Wasatch Front, UDOT's proposed alternatives will directly increase the amount of air pollution we must breathe. Increasing air pollution is not safe for Utahns. The UDOT strategic direction states that its number one priority is "ZERO [sic] Deaths." Hundreds to thousands of Utahns die every year from air pollution, of which vehicle exhaust is the leading contributor. We must care about these deaths as much as those from collisions. We must care about the other adverse health side effects of vehicle emissions that debilitate Utahns like the impairments suffered by automobile accidents. If safety is truly UDOT's number one priority, it will not widen I-15.

Widening the freeway also inhibits mobility. By increasing congestion and creating more air pollution, UDOT will have to employ signs asking people to "Drive Less, Stop Driving, Help Clear the Air." Having to make these statements reduces the connection between cities, reduces mobility, reduces health, and overall, widening the freeway will reduce Utahns overall quality of life. Especially those who suffer the most from environmental injustice in Rose Park. They already bear the highest pollution burden and widening the freeway would add heavily to that load, especially as their homes and businesses are destroyed. For it's not just the property parcel, it's memories, connections, community cultures that are lost when freeway expansion means eminent domain compensation.

B. Stunt Economy

Widening the freeway will with near certainty create more traffic, which will eventually lead to even longer commute times. Longer commute times are bad for the economy. When commuters

sit in traffic, studies show that they lose capacities in creativity and productivity (Harvard, Sep 2021). In a research study by Andy Wu on inventors working at various firms between 1997 to 2012, they found that for every 10 miles of travel distance their inventors commuted meant firms reporting 8% fewer patents (Harvard). Those patents were also lower quality, measured by the number of times their patents were cited by other inventors, dropped by 11% for every 10 miles added (Harvard).

Utah's economy depends on ingenuity and productivity, which will suffer as a result of increased congestion and increased commute time due to the phenomenon of induced demand. Widening I-15 will thereby stunt Utah's economy, not strengthen it.

IV. Other Safety Concerns for the I-15 corridor

A. Speed and Aggressive Driving Behaviors

I love reading the news. I regularly check KSL, Deseret News, and the Salt Lake Tribune, multiple times a day. Is it the best use of my time? Probably not. But there it is. Over the past couple years I've read numerous articles from said sources reporting about speeding. One talked about 100 mile an hour traffic citations given only to stop the same person the same day and give them another traffic ticket. The figure of over 300 people who have been killed on our roads in 2022 is lodged in my head. When asked about the speed limit for the corridor, Mr. Doug reported on the virtual meeting that it will remain 75 mph, consistent with North Davis County and Salt Lake County's I-15 corridors. When asked if UDOT had identified engineering methods to reduce speeding, it was reported in the virtual meeting that no engineering methods to reduce speed could be shared.

Looking at a table of urban speed limits, one can see that Utah is one of a handful of states that allows urban speed limits to be 75 mph (IIHS). According to Utah's Department of Public Safety (UDPS), speeding is the leading cause of collisions, traffic injuries, and fatalities (KSL, Jan 6, 2022). For every 10 miles per hour above 50 mph, the risk of death in a crash is doubled (KSL, Jan 6, 2022). Has Utah experienced more frequent and more deadly crashes since raising the speed limit to 75 mph in the urban areas of I-15 from Ogden to south of Utah County? I would like to see the speed limit lowered to 55, but even 65 would be a welcome reprieve from the 80 to 90 mph rush that constitutes a typical traffic flow day on I-15. If the high speed limits are contributing to more frequent and more deadly crashes on I-15, then the high speed limits are directly in conflict with UDOT's strategic direction of "ZERO fatalities." A higher frequency of crashes due to high speed limits would also mean that UDOT's strategic direction goal of improved mobility would also be undermined due to increased back-up traffic and congestion from the additional crashes.

Driving in many different states, I found that some use speed cameras. These cameras are placed at intervals along a highway and have the capacity to monitor the speed of vehicles below. When a vehicle goes over the speed limit, the camera takes a picture of the vehicle's license plate and the data goes to the owner of that road, from which a speeding fine or ticket is

issued by mail to the violator. I appreciated this added measure of safety. Some may balk at a lack of privacy or big brother overreach. But speeding in Utah, especially coupled with the levels of aggression I endure in my minivan full of children on a regular basis on I-15 via tailgating, is so dangerous that it is life-threatening. The ability of the regular traffic flow to afford basically everyone on I-15 to drive at speeds greater than 75 is not safe. The ability of individual drivers to drive even faster than the already high flow of traffic speed (usually 80 mph) is not more important than the safety of other travelers, or even themselves. Speed cameras may seem invasive, but when extra large vehicles speed at excess and regular ticketing by policemen is obviously not having a meaningful impact in curbing the practice speed cameras are completely justified to be used in the interest of public safety. And when I-15 is safer, then it will also improve mobility. Speed cameras have been found to reduce the incidence of speeding and to reduce speed related collisions and fatalities.

Speed cameras would also likely reduce the incidence of aggressive driving behaviors. It seems like every week I check KSL there is a new report on road rage, road rage injuries, or road rage fatalities. Aggressive driving behaviors include speeding, and speed cameras would likely reduce these behaviors that make driving on I-15 dangerous. I mentioned in my introduction that I've driven in many different cities, on different roads, and regions. I will say that driving in Utah, especially on I-15, I have endured the most aggressive drivers. Drivers here are more aggressive than in Dallas, than in Baltimore, Boston, Philly, Washington D.C. and New York City. It is unbelievable. And I'm not alone. I was eating lunch at Harmon's in Station Park yesterday when a trio of officers with the Davis County Sheriff's office sat at the table across from me. I struck up a conversation with them about their thoughts on the I-15 widening project. We talked at length. But one officer who grew up in Boston but had lived here since the late 1970s said that her father said the same thing I did: That Utah drivers are the most aggressive we've ever encountered. I don't believe that this reputation has spread yet. I'd only ever heard people complaining about Utah driver's incompetence. But I've even talked to other people in my community about the shock I've endured at the high level of aggressive driving, and I could write even more stories about their experiences. Suffice it to say, Utah driver aggression isn't safe for Utahns, and it could hurt our state's economy if businesses don't want to be here because they don't like putting their lives in the hands of Utah's aggressive drivers every morning and evening during their daily commutes. They may even be deterred by the state's reputation for particularly aggressive driving. At least when I was tailgated in New York, it was by little commuter cars. But nearly every time here in Utah I'm tailgated by large pickup trucks or SUVs. The suped-up black ones who tailgate my minivan are particularly distressing. Speed cameras and reduced speed limits placed on I-15 would improve the safety, mobility, and economy for all Utahns.

B. Pedestrian Deaths and Safety

As mentioned previously, I love reading the news. But I've been grief-stricken by the number of people who've been physically stricken by vehicles and killed. Especially the stories about the little elementary students who were killed in 2022 while walking to school. "Pedestrian fatalities have been rising on average almost 5% a year, every year. Pedestrian fatalities were 6,700 in 202, up 63% from 2009" (Bloomberg, Dec 5, 2022). When I looked up the reason for the rising

of pedestrian deaths, I found an article that claims it to be due not to cell phones, “which have proliferated in Europe without causing similar bloodshed” (Bloomberg). No. Rather it is due to 1) more car-less, low-income Americans are being forced to live in suburbia in places that were never intended to be seriously walkable and are thus very very dangerous to pedestrians (Bloomberg). 2) The dramatic rise in the sale of SUVs, which are two to three times more likely than sedans to kill pedestrians when they hit them, and four times more likely to kill children (Bloomberg). I can’t quite remember, but I believe that most of the pedestrian fatalities this year, especially the child pedestrian fatalities, were due to being hit by a pickup truck. I love pickup trucks. Each of my five brothers has a pickup truck as does my dad. But they treat their trucks with the kind of knightly chivalry. They regularly wave to passers-by, wave in other vehicles, and stop for pedestrians with friendly waves and smiles. But my experience with aggressive pickup drivers in Utah couldn’t be more different.

It’s not just me who’s stricken with fear over these aggressive pickup trucks. When we first moved here, a Facebook post was widely circulated by a local school crosswalk guard. She reported that a pickup truck almost ran her over at high speed, despite the flashing slow-down school zone lights, her reflective vest, and her orange flag in hand as she shepherded school children across the road. She pleaded with the community to please slow down and protect the lives of children, volunteers, and teachers.

One idea to address this phenomenon might be to hold a marketing campaign aimed at reducing pickup truck aggressive driving. It seems like it’s tied to some sort of twisted power-over macho mindset, which I will say is in direct conflict with Rocky Mountain West heritage of cowboys and Mormon pioneers who gave women the right to vote and treated women as equals. I only say that because of my experience as a mother driving my minivan of children not being safe from these aggressive drivers. Maybe if they could be persuaded to be chivalrous in their pickup trucks, they would drive carefully on our local streets. But another idea to curb their hurtling speeds on our school streets is to install speed bumps and speed cameras.

I know local streets are outside of UDOT’s jurisdiction, but this is not: The Shepherd lane sidewalk going under the 89 overpass. I actually chose to move to this location because I believed I would be able to walk my children to school, walk to get groceries, and other things. But I was very disappointed to learn from experience and the admonition of neighbors that walking under the 89 overpass was nothing short of dangerous. In fact, when my children’s school held a “Walk to School Day” last fall, there were police cars parked near the intersection by the Maverick gas station on Shepherd, three or four police officers, several reflective vested volunteers, and lots of orange flags. While children walking from the east had just regular crossing guards.

When we lived in New HAVen, CT, all along downtown and other parts of town that had high pedestrian traffic, there were signs attached to traffic lights that said “No Right On Red.” It was fantastic. I never resented having to wait with the cars at the other three roads coming into the intersection while all our lights were red. It allowed for pedestrians to walk with more complete safety. UDOT can bring this same safety by using the same “No Right on Red” signs in the

improved intersections off of I-15 that it is planning. I'd especially appreciate it on the Shepherd lane intersections under the 89 overpass.

Adding "No Turn on Red" signs will contribute to pedestrian health in addition to safety. The ability to take useful, safe walks supports health in the form of weight loss, reduced chances of diabetes, etc (Speck, 2012). Speck says, "...the American healthcare crisis is largely an urban-design crisis, with walkability at the heart of the cure" (p. 38). To elaborate further, Speck gave the following anecdote about a physician as he was driving on Atlanta's Buford Highway—voted by Congress as one of the ten "Worst Streets in America" with seven lanes, no sidewalks, and two miles between traffic lights.

"There, by the side of the road, in the ninety five degree afternoon, he saw a woman in her seventies, struggling under the burden of two shopping bags. He (Dr. Jackson) tried to relate her plight to his own work as an epidemiologist:

If that poor woman had collapsed from heat stroke, we docs would have written the cause of death as heat stroke and not lack of trees and public transportation, poor urban form, and heat-island effects. If she had been killed by a truck going by, the cause of death would have been "motor-vehicle trauma," and not lack of sidewalks and transit, poor urban planning, and failed political leadership. That was the "aha!" moment for me. Here I was focusing on remote disease risks when the biggest risks that people faced were coming from the built environment (p. 37-38).

I hope that UDOT will please make it safer for pedestrians by implementing pedestrian right of way at I-15 interchanges. The other day I was traveling westbound on Farmington's state street and turning left onto 200 west. There was an older woman who started walking westbound across 200 west's crosswalk. She walked halfway across when the car behind me honked at me, pressuring me to turn right into the path where this woman was walking. She heard that honk. She ran as best as her elderly frame could carry her across the rest of the street, with another car traveling eastbound on State poised to also turn where she was walking. This woman's experience of running to avoid being hit is common. It shouldn't be this way. Vehicles get to take turns using intersections. A turn should be permanently given to pedestrians to increase Utah's safety, health, connect their communities, and promote a strong economy (this woman was walking from lunch at a small business on Farmington's historic Main Street, which are struggling financially).

C. Noise Pollution

One of the most disappointing things we've had to live with in this neighborhood nestled between I-15's ten lanes of traffic, the Union Pacific Railroad, the Frontrunner, the 89 and I-15 interchange, and Park Lane's many interchanges for I-15, Legacy Parkway, and 89, is that there are no sound walls. None. It strikes me dumbfounded. Where else in Utah other than Rose Park is there as much traffic noise and pollution as this neighborhood in Farmington between

Shepherd and Park Lane? And yet, there are absolutely no sound walls. Please, please. Please. Protect this neighborhood from noise pollution.

Another story: When we moved here and for about a year afterwards, I could not hear what my family members were saying to me. It got so bad that my children and husband were making fun of me by saying "What!?" so often. I finally decided to go get my hearing tested at Costco in Bountiful. Turns out I wasn't going deaf after moving here. I actually possess such good hearing that I'm able to pick up sounds others would miss. I believe that my inability to hear my family was related to the constant low hum we live with in our home. I bounded through the door and shared this suspicion with my family, and I think we've all just gotten used to speaking to one another louder because it hasn't been a problem since.

But the sound walls would not only keep the noise down, I wonder if they would hold back the flow of exhaust pollution. Yesterday when I went out to my van to buckle up my little girls, the exhaust from the surrounding roadways was so thick in my mouth it felt like I could almost chew on it. It was gross. And left me feeling slightly nauseous.

V. Alternative Suggestions to UDOT's Mainline Alternatives

A. A Different Tool to Reduce Congestion

One thing we can all agree on is that with current forecasted population growth is that unless something is done to address congestion on the freeway, future mobility of goods and services along the I-15 corridor will be impaired. Widening the freeway will only induce more demand and lead to even more congestion. Aside from that, Alternative A won't be any more effective than I-15 as it stands now. And Alternative B carries other concerns such as wrong way crashes, emergency access, reduced mobility, and drainage/snow problems. Both Alternatives will induce more traffic, and with it, reduce Utah's safety while simultaneously burdening us with longer commute times.

As much as I like walking and want to bike one day when there is adequate biking infrastructure built connecting my home to useful/meaningful places, I and everyone else will still need to drive on I-15. Congestion is already a problem and will continue to worsen. While this "Alternative" is likely so foreign to my fellow Utahns that it will be met with suspicion, offense, and probably outright contempt, I believe that congestion pricing would be the best long term solution to meet UDOT's goals of 1) Better Mobility 2) Good health 3) Connected Communities and 4) a Strong Economy.

Congestion pricing is the practice of requiring vehicles to pay a toll to use a road. I know I've quoted Mr. Jeff Speck's book a lot already, but this passage was so eye-opening:

No chapter on cars and cities would be complete without a discussion of congestion pricing, a vastly underutilized tool that communities can use to protect themselves from the automotive hordes. We have already

celebrated congestion, reluctantly, as a dominant factor in limiting people's time on the road.

Incidentally, I'm of the opinion that we don't even need the five lanes that I-15 has already. When I lived in New Haven, CT, it was about the same distance from Grand Central Station in New York City as Logan is from Salt Lake City. To drive to NYC from New Haven during non-peak travel times would take us about an hour and a half. Taking the Metro North train from New Haven to Grand Central took about two hours. During rush hour, though, I have been caught in congested traffic coming home from NYC's LaGuardia airport for four hours, alone with my children. It wasn't the worst thing in the world. It just was what it was. The congestion made us choose to use closer airports in Hartford and New Haven the next few times that we had company fly to see us.

I-95 only had three lanes both ways from New Haven to NYC. But there was also the Merritt Parkway, incidentally America's oldest highway and I believe to be very beautiful. But the Merritt Parkway also connected New Haven to NYC. Combined, that made five highway lanes flowing towards NYC. That doesn't include Boston Post Road, or Route 1, which is the equivalent of the Wasatch Front's 89/main street/state street. There were two lanes on either side of that road. But it seems to me that by only having the five freeway lanes, it made people think seriously about their choice of transportation. Now, 125,000 people use the New Haven line to get to NYC every day, serving millions of passengers a year (wikipedia). Also, it is interesting to me that New Haven and Fairfield counties, akin to Cache and Weber, had about two times the population that we do here in those counties. A drive from Logan, UT to SLC is about an hour and twenty minutes, while taking Frontrunner is about 2 hours. This is similar to New Haven and NYC. Yet we have half the population density. And those are just for the Connecticut county populations along the New Haven Line, not including the much more densely populated northern cities and boroughs of NYC that the New Haven Line, I-95, and the Merritt Parkway also pass through. Even by 2050, Davis, Weber, and Cache counties will not quite have the same population density as the counties along I-95 north of NYC have. Also, train fare going into NYC from New Haven was cheaper on weekends, and there wasn't nearly as much traffic going into and out of the city either.

The Stamford station, the New Haven Line's busiest, is about the same distance from NYC as Ogden is from SLC. With five southbound lanes shared by I-95 and the Merritt Parkway, commute times from Stamford via I-95 during rush hour would be about an hour. Taking the train from Stamford was also an hour. By taking the train, commuters had more free time. If congestion comes to Utah, which has a lower population density, it may be a final push for Utahns to use Frontrunner, carpool, or take the bus. Jeff Speck continues:

Most cities need congestion to keep driving in check, because driving costs drivers so much less than it costs society. But what if motorists were asked to pay something closer to the real cost of driving, so that they were once again allowed to make market-based choices about when to

drive where? The result would be a solution to both excessive driving and excessive congestion. That's the idea behind congestion pricing.

In the early 2000's, London was choking on traffic, and people were desperate for a solution. Having exhausted the alternatives, Mayor Ken Livingston proposed the only known cure, economics. Against "a massive and sustained media campaign," he introduced a roughly fifteen dollar fee for any driver who wanted to enter the congested heart of the city on the weekdays, with the revenue to be used to support a progressive transportation agenda.

Here's what happened: Congestion dropped 30 percent in the toll zone, and typical journey times went down by 14 percent. Cycling among Londoners jumped 20 percent and air pollution fell about 12 percent. The fee has already generated over a billion dollars in revenue, much of which has been invested in mass transit. London now has hundreds of new buses, providing almost thirty thousand more daily trips than before the charge. Bus reliability has jumped by 30 percent and bus delays have dropped by 60 percent.

Before introduction of the congestion charge, Londoners were evenly divided on the concept. When last polled, pros beat cons by 35 percent. And in the subsequent mayoral election, largely a referendum on the pricing scheme, Livingstone was reelected by a broad margin.

B. Mainline Alternative C: Congestion Pricing

We ought to either leave I-15 from Farmington to 400 N in Salt Lake as-is, especially with the two extra coming lanes from the West Davis Corridor.

Or we ought to turn the I-15 corridor from Farmington to 400 N in Salt Lake into a complete HOT tollway. Make all the current lanes HOT lanes. By applying congestion pricing, Utah, like London, could enjoy the benefits of reducing excessive driving and excessive congestion.

All vehicles with more than one occupant would be able to travel for free, while single occupancy vehicles would be required to pay a toll. Service, commercial, and freight vehicles would also be given free toll so-as to promote the mobility of goods and services. Utah could purchase cameras that detect the occupancy of vehicles. (I hear your big brother! Privacy! Alarms, but please keep reading). These cameras don't have to capture faces and states don't store the camera's data. But these cameras can detect passenger counts with 99% accuracy and can be used to toll vehicles automatically just like the currently employed Express Pass here in Utah for single occupancy vehicles does in the current HOV lane.

Turning all ten lanes on I-15 into HOT lanes will meet all of UDOT's aims with flare:

1) Better Mobility

More people will be moved, whether via the freeway or other means. On the freeway, if the toll is high enough, more people will be moved in fewer vehicles as they choose to carpool, ride a bus, or use other ride sharing applications and services. The freeway will thereby remain more clear for the use of service, commercial and freight vehicles.

2) Good Health (& Safety)

Turning all the I-15 lanes from Farmington to 400 N in Salt Lake would also improve the good health and safety for all Utahns. By making taking the freeway more expensive, people who would otherwise be driving a single occupancy vehicle might choose more sustainable forms of transportation like carpooling, transit, biking, walking, taking the bus, UTA on demand, or RideShare. People who use transit are three times more likely than drivers to meet their daily recommended needs for activity levels and are likely to lose 5 lbs (Speck, p. 38, 41). So, using congestion pricing would promote healthier lifestyle choices for individual Utahns. Safety will be enhanced with fewer vehicles on the road. There won't be as many crashes, and therefore fewer fatalities, especially if this measure is combined with speed cameras and lower speed limits. So, using congestion pricing would promote healthier lifestyle choices for individuals. People could still use I-15 in their vehicles alone, but it could lead them to make this choice less often and thereby reduce air pollution. The overall reduction in air pollution would result in fewer air pollution related deaths in Utah, which as a reminder, is estimated to be between 2,500 and 8,000 deaths annually. The reduction in air pollution by making this I-15 corridor all HOT lanes would also decrease the instances of heart and lung disease, breathing problems, asthma, etc.

3) Connected Communities

By turning all ten existing lanes in HOT lanes along this stretch of the I-15 corridor, we would also be meeting the goal of connecting communities with all modes of transportation. As emphasis is taken off of single occupancy vehicle (SOV) commuting, our communities would rise up to design our cities to be more walkable and bikeable, with shared use paths to get to transit stations and bus stops.

4) Strong Economy

As SOV drivers choose mass transit options, they will also be able to have either more free time to themselves as they ride the train or bus. And they will also be able to talk to their fellow passengers. Talking with our fellow passengers allows us to make meaningful connections, especially in the way of economics. Even me, for instance. The kind sheriff who spoke with me at Harmon's is selling her house, and we are looking to buy a house (we're currently renting). Her house isn't on the market yet, but she offered to sell it to us (wow!). Just by striking up a conversation with another person I ended up with an offer for a deal that would greatly improve my own household economy. But the same goes for train and bus riders. Opportunities to share ideas, to learn other people's business needs or their potential solutions to one's own business problems leads to innovation, collaboration, and greater pride in work, greater engagement, and thereby strengthen the economy for all Utahns.

Cities would also retain property taxes from properties that would otherwise be removed from their sights.

5) Overall Quality of Life

By making Farmington to 400 N corridor a complete Toll-way for single occupancy vehicles, it would also both reduce congestion and allow for cities and families to retain their homes, businesses, and other properties that would have otherwise been destroyed by eminent domain by Alternative A or B. Those living in Rose Park already bear the environmental health and safety burdens so that the airport can enjoy freshly refined fuel straight from the Chevron refinery's pipelines and so the rest of us can fill our vehicles at the pumps. They have higher rates of all air-pollution induced illnesses and deaths. The lack of affordable housing for low-income residents of Rose Park who would lose their homes would be hard-pressed to find new housing. It would be an insult to injury to take their homes, community buildings, businesses, and places of worship, too. Especially when turning it into a High Occupancy Tollway would allow Rose Park residents to keep their community together while also reducing congestion, improving air quality, mobility, the economy, and the ability to move people and goods more effectively and efficiently.

Cleaner air, reduced congestion, more walkability and bikeability, better mobility of people, goods and services, a strengthened economy, and connected communities are all reasons for UDOT to begin a serious study of Mainline Alternative C: Congestion Pricing.

C. Pipedream

It would be amazing if UDOT connected Legacy Parkway to Beck street/89. That way, UDOT could draw the lines to cross over the Chevron refinery and use eminent domain to pay the company to relocate the refinery out of the Wasatch Front. It could still be in Utah along the pipeline supplying the crude oil from Colorado, just at a less populated area and further from inversion-prone locales. UDOT could pay them handsomely to relocate them out of the Wasatch Front. Then the Wasatch Front would have cleaner air. And UDOT would be heroes forevermore. Everyone would win. Especially Chevron.

D. Disney-esque Dream

It would also be amazing if public transportation were to capitalize on the latest train technologies but design the trains to be more like traditional older passenger trains. Commuting would become an experience! Passengers could pay more to ride in the dining car. I can just hear a kindly woman asking commuters: "Anything from the trolley, dears?" I mean, who hasn't ever wanted to ride on J.K. Rowling's Hogwart's express? Or in a private compartment with friends or colleagues. Just because it's mass transit doesn't mean it has to be dull. I can see lots of Utahns getting on board with that. (Sorry not sorry, lol. Oh boy, it's getting late.)

Conclusion

Thank you so much for taking the time to read my novel to you. I have actually lost sleep over these issues I've written about as they all directly impact me and my family now and in the future. And I worry about my friends, family, and fellow Utahns who are affected by these issues

too. I'm so grateful for the opportunity to share my experiences and suggestions with you, UDOT.

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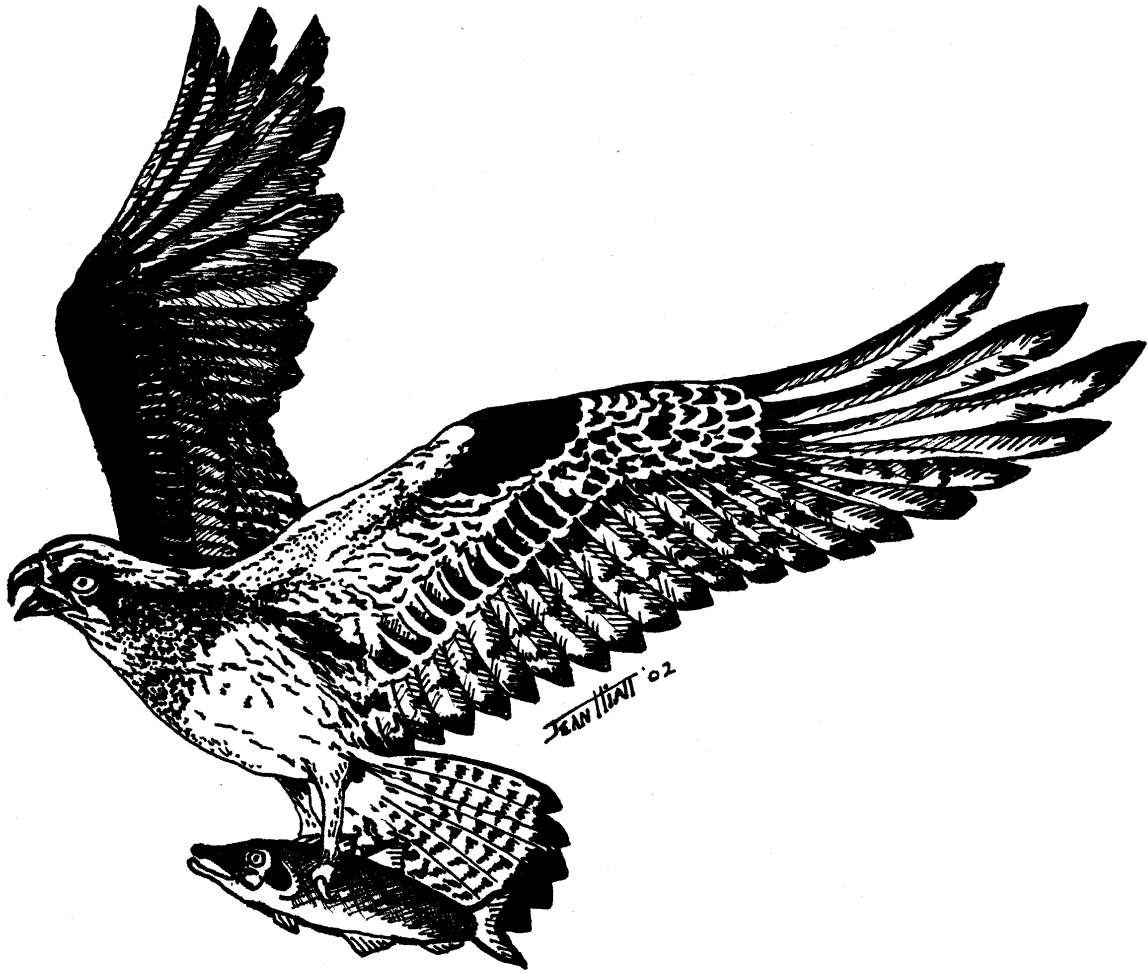
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**UTAH FIELD OFFICE GUIDELINES FOR RAPTOR PROTECTION
FROM HUMAN AND LAND USE DISTURBANCES**



U.S. Fish and Wildlife Service, Utah Field Office
Salt Lake City
January 2002 update

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SUMMARY

Proponents of land-use activities are responsible for determining potential impacts to raptors of those activities. Appropriate management strategies for conservation and restoration of raptor populations and their habitats associated with the proposed actions should be devised. The following steps should become routine during initial project planning:

1. Coordinate with appropriate U.S. Fish and Wildlife Service (Service), Utah Division of Wildlife Resources (UDWR), and/or land management agency wildlife biologists at the onset of project planning.
2. Identify species and distribution of raptors occurring within the project area by evaluating existing data and/or conducting on-site surveys.
3. Determine location and distribution of important raptor habitat, raptor nests, and available prey base associated with proposed developments and activities.
4. Ascertain the type, extent, timing, and duration of development or human activities proposed to occur.
5. Consider cumulative effects to raptors of proposed projects when added to past, present, and reasonably foreseeable actions.
6. Minimize, to the extent feasible, loss of raptor habitats and avoid long-term habitat degradation. Mitigate for unavoidable losses of high-valued raptor habitats, including (but not limited to) nesting, winter roosting, and foraging areas.
7. Plan and schedule short-term and long-term project disturbances and human-related activities to avoid raptor nesting and roosting areas, particularly during crucial breeding and wintering periods.
8. Post-project and post-mitigation monitoring are necessary to document stability of raptor populations and their prey base, and to evaluate success of mitigation efforts.

PREFACE

The following raptor protection guidelines were prepared by the Service in coordination with various federal, state, tribal, and private entities with an interest in raptor protection. These guidelines are intended to provide an advisory framework for consistent raptor management approaches statewide.

Incorporation of habitat management and nest/roost site protection measures into land use plans is recommended to ensure project compatibility with the biological requirements of raptors and regulatory statutes. These guidelines are not all-inclusive of available mitigation strategies, nor are all recommendations intended to apply to every project. Project proponents should select applicable management recommendations and/or develop other protective measures based on the project and its potential impacts. Biologists from the Service, UDWR, and land management agencies are available to assist with the identification of impacts (both positive and negative) and the selection and implementation of appropriate protective measures.

These guidelines are also intended to provide land use planners with the means to avoid the direct or incidental take of raptors, their nests, or eggs (as prohibited under parts of the Migratory Bird Treaty Act, Eagle Protection Act, and Endangered Species Act; see *Regulatory Authority* section for further information). In addition, these guidelines provide up-front recommendations to assist land use planners through the National Environmental Policy Act process; essentially, implementation of protective methodologies could reduce potential impacts to raptors and their habitat to insignificant levels and eliminate the need for more extensive discussion of losses in an Environmental Impact Statement.

It is important to realize that these are guidelines and are subject to modification on a site-specific and project-specific basis dependent on knowledge of the birds; topography and habitat features; and level of the proposed activity. Site-specific modifications should be coordinated with appropriate Service, UDWR, and/or land management agency biologists to ensure that the intent of these guidelines is maintained. Revisions to these guidelines may also occur as our knowledge of raptor ecology improves.

INTRODUCTION

PURPOSE

Responsibility for protection of wildlife is rendered in part by the Service's mission to conserve, protect, and enhance fish and wildlife and their habitats for the continuing benefit of the American people. Raptors (birds of prey) are protected wildlife and are widely accepted indicator species of environmental quality due in part to their position at the top of biological food chains. Aesthetically, raptors are highly regarded by the public, and anthropomorphic qualities such as nobility, bravery, and wisdom have been widely used to describe these birds. Native Americans hold raptors in high regard for spiritual and religious reasons.

The status of raptors can reflect either numbers or inherent biological characteristics such as sensitivity to environmental conditions. In the western United States, the status of raptors is considered stable for some species, declining for others, and uncertain for still others (White 1994). Currently the status of raptors in Utah is uncertain (J. Parrish, UDWR, 1998, pers. comm.). Certain life history characteristics, including typically long life spans, slow reproductive rates, and specific habitat requirements for nesting and foraging, make raptor

populations particularly vulnerable to disturbances and may retard recovery of some populations (Brown and Amadon 1968, Nelson 1979, Scott 1985, McCallum 1994). An increase in raptor-human interactions resulting from industrial, municipal, transportation, and recreational activities have thus prompted development of the Service's *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances*.

Objectives of these guidelines are to maintain and enhance all raptor populations in Utah by avoiding, minimizing, or mitigating effects of the following human induced impacts:

- Physical destruction of important raptor habitat components;
- Disturbance resulting in displacement of raptors from high-valued habitat and use areas during crucial time periods (i.e., nesting, winter roosting);
- Direct human caused stress, physical impairment, or mortality; and
- Environmental degradation and contamination.

These guidelines are intended to provide land use planners and resource managers with raptor protection recommendations within the area of influence of land use activities. Protection of nesting, wintering, and foraging activities are considered essential. Implementation of these guidelines is recommended whenever there is potential for an action or project to negatively affect these birds or supporting resources.

REGULATORY AUTHORITY

Raptors as a group are considered migratory birds. As such, federal and state protection is provided for raptors and their habitat through various legal mandates. The following are brief descriptions of provisions included in applicable federal and state laws:

Migratory Bird Treaty Act (MBTA); 16 U.S.C. 703-712

Under authority of the MBTA, it is unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. Take is defined (50 CFR 10.12) as to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect. Proscription against killing birds, contained in the MBTA and the Eagle Protection Act, applies to both intentional and unintentional harmful conduct and is not limited to physical conduct normally exhibited by hunters and poachers [U.S. v. Moon Lake Electric Association, Inc. (98-CR-228-B; 10th Circuit 1998)].

When taking of raptors, their parts, nests, or eggs is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. Migratory Bird Permits must be obtained through the Service's Migratory Bird

Permit Office for take of raptor nests (50 CFR 13, 21). The list of migratory birds protected by the MBTA includes raptors and is found in 50 CFR 10.13.

On July 18, 2000, the United States Court of Appeals for the District of Columbia Circuit held in Humane Society v. Glickman, 217 F. 3d 882 (D.C. Cir. 2000), that the MBTA applies to Federal agencies. The United States had previously taken the position that the MBTA only applied to individuals, and not to the Federal Government [Sierra Club v. Martin, 113 F 3d 15 (11th Cir. 1997); Newton Cty Wildlife Assn v. U.S. Forest Service, 113 F 3d 110 (8th Cir. 1997)]. Since the Federal Government decided not to appeal Humane Society v. Glickman, and because all Federal agencies are subject to the jurisdiction of the D.C. Circuit, the Service will implement the MBTA consistent with this decision.

Federal agencies are consequently required to obtain permits for activities covered by migratory bird permit regulations (50 CFR Part 21). Director's Order 131 (December 20, 2000) clarified that permits from the Service are required for any action resulting in intentional take of migratory birds. Permits are not issued for the unintentional take of migratory birds, including raptors; however, unintentional take is still prohibited by the MBTA, as it is a strict liability law.

Executive Order 13186 (66 FR 3853, January 17, 2001) reinstated the responsibilities of Federal Agencies to comply with the Migratory Bird Treaty Act of 1918 (MBTA). The Executive Order establishes a process for Federal Agencies to conserve migratory birds by avoiding or minimizing unintentional take and taking actions to benefit species to the extent practical. The EO, while not eliminating the possibility of violations of the MBTA, is designed to assist Federal Agencies in their efforts to comply with the MBTA.

Eagle Protection Act; 16 U.S.C. 668

Specific protection for bald and golden eagles is authorized by the Eagle Protection Act. It is illegal to take, possess, sell, purchase, barter, or transport any bald or golden eagle, alive or dead, or any part, nest, or egg thereof. "Take" includes to pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest, or disturb (50 CFR 22.3). Recent case law [U.S. v. Moon Lake Electric Association, Inc. (98-CR-228-B; 10th Circuit 1998)] concluded that proscription against killing birds, contained in the MBTA and the Eagle Protection Act, applies to both intentional and unintentional harmful conduct and is not limited to physical conduct normally exhibited by hunters and poachers.

The Eagle Protection Act was amended in 1978 to authorize the Secretary of the Interior to publish regulations that may permit the taking of golden eagle nests that interfere with resource development or recovery operations. Thus, the Service provides for the issuance of permits to "take" inactive golden eagle nests that interfere with resource development or recovery operations if the taking is compatible with the preservation of the area nesting population (50 CFR 22.25). The area nesting population is determined as the number of pairs of golden eagles known to have attempted nesting during the preceding 12 months within a 10-mile radius of a

golden eagle nest (50 CFR 22.3). The Service will issue a take permit when there is a reasonable expectation that no significant long-term loss of eagle habitat will result from the proposed action.

The Eagle Protection Act applies to Federal Agencies as well as individuals. A Solicitor's Opinion dated June 30, 1982 initially concluded that the Eagle Protection Act did not apply to the United States because the United States was not listed among the persons in 16 U.S.C. 668(c) to whom the Act applies. However, following recent court (Humane Society v. Glickman; see above description in the Migratory Bird Treaty Act section) and policy decisions, this Opinion was subsequently revoked by a January 19, 2001 Department of Solicitor Opinion. Eagle permits are also required under 50 CFR Part 22 for Federal Agency actions.

It is the policy of the Department of the Interior that all projects by Departmental bureaus comply with the Eagle Protection Act and to urge other Federal agencies to follow this policy as well. Activities of the Federal government should comply with the intent of the Eagle Protection Act and should refrain from actions that would result in the taking of bald or golden eagles.

Endangered Species Act (ESA); 16 U.S.C. 1513-1543

The ESA provides protection to threatened and endangered raptors and their critical habitats. As of this writing, the ESA protects the following raptor species in Utah: bald eagle (proposed for delisting) and the Mexican spotted owl (threatened). In addition, the California condor was released in northern Arizona as an experimental population (50 CFR 17, Subpart H). Current lists of endangered and threatened species in Utah can be obtained from the Service's Utah Field Office.

Section 9 of the ESA, as amended, prohibits any taking of listed species of fish or wildlife without special exemption. "Take" under the ESA means to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." Harass is further defined by the Service to include an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. Harm is further defined by the Service to include an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering (50 CFR 17.3).

The National Environmental Policy Act of 1970 (NEPA); 42 U.S.C. 4321

NEPA was enacted to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment [40 CFR 1500.1 (c)]. NEPA requires all federal agencies or project proponents using federal monies to prepare environmental documentation to analyze the environmental impacts of major

federal actions affecting the quality of the human environment. The level of NEPA documentation; Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion; is determined by the degree of environmental impact. Generally, an EIS level analysis is required for projects with significant environmental impacts.

Mitigation measures can be incorporated into project plans to reduce impacts to the degree that they are insignificant. If that is accomplished, an EA and Finding of No Significant Impact (FONSI) would be appropriate. Mitigation as defined under NEPA (40 CFR 1508.20) includes:

1. Avoiding the impact altogether by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance.
5. Compensating for the impacts by replacing or providing substitute resources or environments.

The Wildlife Resources Code of Utah; Title 23, Utah State Code

Activities regulated under Utah Code Annotated, Title 23, includes any act, attempted act, or activity prohibited or regulated under any provision of Title 23 or the rules, and proclamations promulgated thereunder pertaining to protected wildlife including: fishing; hunting; trapping; taking; permitting any dog, falcon, or other domesticated animal to take; transporting; possessing; selling; wasting; importing; exporting; rearing; keeping; utilizing as a commercial venture; and releasing to the wild. The terms “endangered” and “threatened” under State Code means wildlife designated as such pursuant to Section 3 of the federal Endangered Species Act of 1973. The term “take” under State Code means to hunt, pursue, harass, catch, capture, possess, angle, seine, trap or kill any protected wildlife or attempt any of such actions. Under Section 23-13-3 of Title 23 of the State Code all wildlife existing within Utah, not held by private ownership and legally acquired, is declared as property of the state. Under Section 23-20-3, Section 23-20-4, and Section 23-20-4.5 of the State Code, the taking, transporting, selling, purchasing or wanton destruction of protected wildlife are further detailed and declared illegal and as such are punishable offenses subject to restitution, reimbursement for damages, and incarceration among other actions.

Federal agencies are not bound to follow Utah law. However, federal activities should be sensitive to Utah concerns.

BACKGROUND

Each raptor nest, its offspring, and supporting habitats are considered important to the long-term viability of raptor populations and are vulnerable to disturbance by many human activities.

Existing literature details site- and species-specific raptor responses to human disturbances and habitat alteration.

There have been sufficient studies of intact raptor populations to suggest certain common factors that act to regulate density. Without human intervention, population regulation in many raptor species comes through competition for breeding space, assisted by the presence of surplus adults which breed only when an existing nesting territory becomes vacant. In habitat where nest sites are widely available, breeding density fluctuates generally in synchrony with availability of preferred prey (Pitelka et al. 1975, Woffinden and Murphy 1977, Newton 1979, Smith and Murphy 1979, Smith et al. 1981, Korpimäki 1984, 1986, Hamerstrom 1986, Hornfeldt et al. 1986, Ridpath and Booker 1986, Wiklund and Stigh 1986, Bates and Moretti 1994). The presence of alternate prey species may allow continued breeding success during periods when the availability of preferred prey species is low (Johnstone 1980, Thompson et al. 1982). In other areas, breeding density may be regulated by a shortage of nest sites to a lower level than would occur normally with available food supply (Edwards 1969, Boeker and Ray 1971, Smith and Murphy 1978). Hence, in relatively undisturbed raptor habitat, breeding density is naturally limited primarily by food supply or nest sites, whichever is most limited (Newton 1979, 1991).

Loss and fragmentation of raptor habitat often accompany industrial, transportation, municipal, recreational and other developments. Losses or alterations of habitat can result in a loss or change in the raptor prey base or a loss of historical nesting territories (Thompson et al. 1982, Schmutz 1984, Postovit and Postovit 1987, Williams and Colson 1989). Long term raptor population responses to habitat loss and human disturbances are not well documented for many raptor species. However, there are indications that alterations of the natural environment can strongly influence nesting raptor populations. For instance, local declines in the number of nesting ferruginous hawks in Canada and Idaho resulted from the increased cultivation of native grasslands (Schmutz 1984, Bechard et al. 1986). Golden eagle breeding territories were less successful in areas lacking a mosaic of native vegetation (Thompson et al. 1982) since the habitat was unable to support abundant jackrabbit populations, their preferred prey. Red-shouldered hawk populations in Iowa decreased in response to the clearing of woodlots and bottomland hardwood forests (Brown 1964). Accelerated commercial and urban development was attributed to golden eagle nesting declines along the Colorado Front Range (Boeker 1974). Similarly, Utah's Wasatch Front experienced the loss of many historically occupied raptor nests, likely in partial response to increased urbanization (Murphy 1975). Scott (1985) suggested that nest abandonment may be affected by regional patterns and increases in human disturbance more than by habitat destruction at a specific nest site.

Not all habitat alterations are detrimental to all raptor populations. Bechard et al. (1986) suggested that conversion to irrigated hay lands which support many nest trees and rodent prey may have contributed to local increases in Swainson's hawk nesting density. Habitat alterations may also result in species composition changes. Conversion of grasslands to cultivated fields may have resulted in reduced ferruginous hawk populations with increases in red-tailed hawk populations (Harlow and Bloom 1987).

Besides habitat loss and modification, human activities and development have frequently resulted in disturbances at wintering locations and aborted or reduced nesting attempts. Studies of human disturbances at winter roosting areas have mostly concerned bald eagle responses. Human disturbances may constitute a threat to wintering eagle populations by causing displacement to areas of lower human activity (Shea 1973, Servheen 1975, Stalmaster 1976, Stalmaster and Newman 1978, Brown and Stevens 1997). Human disturbances may also interfere with foraging behavior of eagles (Mathiesen 1968, Stalmaster 1976).

Human disturbances near nest sites have resulted in the abandonment of the nest; high nestling mortality due to overheating, chilling or desiccation when young are left unattended; premature fledging; and ejection of eggs or young from the nest (Bent 1938, Woffinden 1942, Boeker and Ray 1971, Snow 1974, Fyfe and Olendorff 1976, Call 1979, Swenson 1979, Craighead and Mindell 1981, Suter and Jones 1981, Postovit and Postovit 1987, Palmer 1988, Tella et al. 1996, Anderson and Squires 1997). Raptors which successfully nest during a disturbance may abandon the nesting territory the year following the disturbance (Fyfe and Olendorff 1976, Platt 1977, Ratcliffe 1980, White and Thurow 1985). Responses of nesting raptors to human disturbances are generally determined by the type, duration, magnitude, noise level, and timing of activity relative to nesting phenology (Suter and Jones 1981, Götmark 1992, Richardson and Miller 1997).

Overall, raptors display a high degree of fidelity to nest sites and nesting territories (Newton 1979). Certain physiographic features such as elevation, slope, aspect, habitat diversity, prey availability, nest height, and nest substrate have been measured in attempts to characterize site selection by nesting raptors (Murphy et al. 1969, Apfelbaum and Seelbach 1983, MacLaren 1986, Kirmse 1994). The majority of raptor species are firmly fixed on a special type of nest site according to a narrow genetical disposition (Kirmse 1994).

Flushing responses of adult raptors during the breeding season may be related to the duration and frequency of disturbance events, and may vary between species (Fraser et al. 1985, White and Thurow 1985, Holmes 1994). Some level of habituation to continuous or repetitive disturbances may occur (Knight and Temple 1986). Even so, repeated flushing responses by adult raptors due to disturbance may increase energy expenditure during foraging and decrease energy ingestion. Accelerated depletion of energy reserves may result in premature mortality of raptors during harsh conditions (Stalmaster 1983, Knight and Skagen 1987).

Sensitivity of adults and young to disturbance may vary during the nesting cycle (Nelson 1979, Holmes 1994). Generally, courtship, nest construction, incubation, and early brooding are considered higher risk periods during which adults are easily prone to desert temporarily or permanently abandon nests in response to disturbance, leaving the eggs and/or young susceptible to the effects of inclement weather, solar radiation, and predation. The days immediately before and during egg laying and early incubation are the most critical stages of the nesting cycle with respect to abandonment. Disturbance of even limited duration during this time can result in immediate and permanent departure by adults from the breeding territory. During post-brooding

and post-fledging dependency periods, feather development of the young is sufficiently advanced to provide some protection from the elements. Nevertheless, even temporary flushing from nests by adults due to disturbance during these periods can still result in mortality of the young which continue to be dependent on parental care and are at risk of predation.

The type of disturbance can determine to some degree the response of raptors. Declines of local and regional raptor populations can result from aborted or reduced nesting attempts, particularly when the disturbance is prolonged or permanent such as industrial and transportation developments or urban expansion (Boeker and Ray 1971, Craighead and Mindell 1981, Bednarz 1984, Gerard et al. 1984). Dispersed recreational activities can deter nesting success. Out-of-vehicle recreational activities are generally considered more disturbing to raptors than in-vehicle recreational activities (French 1972, Garber 1972, Kahl 1972, Skagen 1980, Fraser et al. 1985, Holmes et al. 1993, Holmes 1994). Stopped vehicles, particularly when occupants exit the vehicle, have been reported to provoke negative responses from nesting or perching raptors more often than moving vehicles (Steenhof 1976, Beck 1980, Scott 1985, White and Thurow 1985). Reactions of raptors to fixed-wing aircraft and helicopters are reportedly mixed and may be related to the amount of helicopter hovering time spent above a nest, height above the nest, or the frequency of aircraft flights within a nest's vicinity (Hancock 1966, Carrier and Melquist 1976, White and Sherrod 1973, Call 1979). Associated high noise levels and increased human activity may preclude use of otherwise acceptable raptor habitats. Areas with limited human access tend to exhibit higher nesting densities and higher fledging success for raptors (Fitzner 1980, Harmata 1991).

Raptor tolerance levels to disturbance can be species-specific. Evidence suggests that some falcons, ospreys, and owls are generally more tolerant of human-induced disturbance and human environments. Golden eagles, turkey vultures, northern harriers, Cooper's hawks, northern goshawks, and sharp-shinned hawks appear much less tolerant of disturbances. Buteos (ferruginous hawk, red-tailed hawk, swainson's hawk) exhibit a wide range of acceptance levels (Thomsen 1971, Martin 1973, Herron et al. 1985, Hayward 1994, Bloom and McCrary 1996), however, some have speculated that the ferruginous hawk should be considered the most sensitive raptor to human disturbance (Woffinden and Murphy 1977, Olendorff 1993). Bechard et al. (1990) found that ferruginous hawks nested twice as far away from human habitation than red-tailed or Swainson's hawks. Additional disturbances within already altered environments may be less disruptive than disturbances associated with isolated breeding pairs of raptors in unaltered habitats. Raptor species may be less tolerant of disturbances when populations of prey species are at low levels (Snow 1974, White and Thurow 1985, Call and Tigner 1991, Holmes 1994).

Some individual breeding pairs appear relatively unperturbed by human disturbance and human-induced impacts and continue to breed successfully amid development (Mathisen 1968, Bird et al. 1996). In addition, some land-use actions are potentially beneficial for some raptor species, such as: selective logging, utility lines, dams and reservoirs, farming, grazing, fire, mechanical/chemical, and public observation (Olendorff et al. 1989). For example, peregrine

falcons and prairie falcons have been observed nesting on transmission towers, bridges, and buildings in many cities and raptors, including bald eagles and golden eagles, have nested within a few hundred meters of airports, blasting, construction, quarry, and mine sites (Pruett-Jones et al. 1980, Haugh 1982, White et al. 1988, Holthuijzen et al. 1990, Russell and Lewis 1993, Steenhof et al. 1993, Bird et al. 1996, Carey 1998). In Utah, peregrine and prairie falcons have nested in abandoned raven nests on 340 kV transmission towers and a peregrine falcon pair nested on a building in downtown Salt Lake City (Bunnell et al. 1997). Observations of a great horned owl nesting repeatedly atop a coal loadout facility in Carbon County, Utah, suggested a measure of tolerance for that breeding pair (L. Dalton, UDWR, 1998, pers. comm.). It is not fully understood what motivates individual breeding pairs occasionally to select nesting sites within or near human-altered habitats. Nesting within or near human-altered environments may be a manifestation of the decreased availability of high-quality natural nest sites due to increasing development; indicative of high densities of breeding birds; indicative of abundant and available prey; or simply a display of higher tolerance for disturbance by certain breeding pairs.

Much more research regarding raptor responses to human activities and land use is warranted, particularly with respect to long term population responses to habitat degradation. However, the literature suggests that under many circumstances, human land-use patterns can have a negative affect on individual raptors and raptor populations. The concern is compounded when cumulative effects of various land-use activities are considered. It is likely that some threshold level of land use could be reached in a given area beyond which raptor and other wildlife populations could be seriously impacted.

GUIDELINES

Human activities can result in disturbance to raptors and their habitats, potentially resulting in population declines. It is the Service's Mitigation Policy (Fed. Reg. Vol. 46, No. 15, pp. 7644-7663) to "seek to mitigate losses of fish, wildlife, their habitats, and uses thereof from land and water developments." Mitigation as defined [40 CFR Part 1508.20 (a-e)] by the President's Council on Environmental Quality has been incorporated into the Service's Mitigation Policy to sequentially include avoidance, minimization, rectification, reduction over time, and compensation for negative impacts to wildlife and habitats.

To facilitate maintenance and enhancement for all raptor populations amid continued human encroachment into their habitats, the following guidelines, developed according to the Service's Mitigation Policy, provide a framework to:

1. Identify raptor resources potentially affected by proposed land use activities, including raptor nesting, wintering, and foraging habitats.
2. Assess potential level of impacts (both positive and negative) to raptors and their habitats.

3. Protect and enhance high-valued raptor habitat components.
4. Provide reasonable protection for individual raptors and their nesting, winter-roosting, and foraging activities.
5. Document changes in raptor populations in an area during and following a proposed action.

Recommendations provided herein for habitat protection and nest/roost site protection are intended to facilitate a consistent approach to raptor management. As stated previously, it is important to also realize that these guidelines can be modified on a site-specific and project-specific basis based on field observations and knowledge of local conditions. Revisions to these guidelines may also occur as our knowledge of raptor ecology improves. The resulting management actions should always ensure protection of individual raptors and raptor populations.

Guideline modifications should be coordinated with appropriate Service, UDWR, and/or land management agency biologists to ensure that the intent of these guidelines is maintained. Other interested resource specialists such as rock climbing groups (e.g., the Access Fund) or raptor groups (e.g., Hawkwatch International) should also be included as appropriate in efforts to develop raptor management actions and apply these guidelines at specific locales. Guidance specific to certain activities continue to be developed and should be used in combination with these guidelines as appropriate: for example, the Avian Power Line Interaction Committee¹ (APLIC 1994, 1996) has developed practices for raptor protection on power lines and the Access Fund (Pyke 1997) provides guidance for raptor/rock climber interactions.

These guidelines do not supersede provisions of the MBTA, Eagle Protection Act, ESA or associated Recovery Plans.

RESOURCE IDENTIFICATION

In assessing the degree of land use impacts to raptors, it is important first to document the occurrence and distribution of raptors and their habitats within and proximal to areas slated for development or increased human activity.

Existing data -- Proponents of land use activities should assess all existing data available on raptors, including their nests, winter roosts, and foraging habitats within and proximal to areas slated for development or increased human activity. The UDWR maintains a computerized database regarding raptors, which can be accessed for consultation purposes and project impact assessment. Other land management agencies (U.S. Bureau Land Management, U.S. Forest

¹ APLIC is comprised of the Bonneville Power Administration, Edison Electric Institute, 13 electric utility companies, and the U.S. Fish and Wildlife Service.

Service, National Park Service, etc.) also possess site-specific information and should be consulted as appropriate.

- Raptors occurring in the State of Utah are identified in Table 1. Statewide seasonal occurrences for each species are also presented as well as habitats considered important for breeding, wintering, and foraging activities (Wagner 1980, Walters 1981, Palmer 1988, Dalton et al. 1990; UDWR 1997; L. Dalton, F. Howe, and J. Parrish, UDWR, pers. comm.). In addition, Table 1 identifies level of state and/or federal protection provided for each species (the Service and UDWR should be contacted for the most current legal status of each species).

Surveys -- When existing raptor information is unavailable or determined to be insufficient, raptor surveys should be conducted to determine species and locate nests, winter roosts, and other important habitats (e.g., foraging). This will assist in a determination of potential impacts from the proposed action. Terrain and habitat types should be evaluated when selecting an appropriate method for conducting raptor surveys (e.g., aerial surveys vs. ground surveys, walking transects vs. driving transects). Biologists from the Service, UDWR, and/or the land management agency are available to assist with the selection of appropriate and site-specific survey techniques. Since surveys can be interactive with nesting raptors, federal and state permits will likely be required.

- Surveys for broad-scale or permanent developments are advised for a minimum three year period prior to the start of construction unless there is existing information about the local raptor population. These surveys should include species use, status, and locations of raptor nest sites (occupied or unoccupied), winter roost sites, and associated habitat use areas.
- Where feasible, pre-project surveys should include at least one cycle of a known prey's population fluctuation since raptor densities are partly responsive to prey fluctuations. Microtine rodents have been documented with fluctuations of 3-4, 4-7, and 9-10 year intervals (Speirs 1939, Elton 1942, Dymond 1947, Keith 1963); prairie dogs and ground squirrels with population fluctuations of 3-5 years (Barnes 1982); and jackrabbit populations have been suggested to fluctuate at 7-10 year intervals (Clark 1972, Wagner and Stoddart 1972, Newton 1979, McAdoo and Young 1980, Thompson et al. 1982, K. Keller, 1998, pers. comm.).
- For the life of the project, a qualified wildlife biologist should be retained to annually inventory and document raptor nesting and winter roosting status within the proposed land use impact area and at least one mile distant to external project boundaries.
- Data and overall results from baseline and annual surveys should be provided to the Service and UDWR for incorporation into UDWR's computerized raptor database. Publishing data and results should also be considered to develop information regarding

raptor populations and responses to human activities and developments.

Prior disturbance history and tolerance of raptors -- As mentioned previously, some individual and breeding pairs of raptors appear relatively unperturbed by some human disturbance and human-induced impacts and continue to breed successfully amid these activities. Nesting within or near human-altered environments may be a manifestation of the decreased availability of high-quality natural nest sites; indicative of high densities of breeding birds; indicative of abundant or available prey; or simply a display of higher tolerance for disturbance by certain individuals or breeding pairs. Accordingly, it is not the intent of these guidelines to restrict current land use activities in those situations where raptors appear to have acclimated to the current level of disturbance and human-induced impacts. However, these Guidelines should be closely followed if proposed land use activities may result in exceeding the current levels and timing of disturbances. Coordination with Service, UDWR, and/or land management agency wildlife biologists should be accomplished when proposed land use activities will result in increasing the current disturbance levels in or near raptor use areas. An assessment of raptor population status/trends in a project area may be important in determining current and projected levels of impact to raptors and their habitats.

POTENTIAL LEVEL OF IMPACT TO RAPTOR POPULATIONS

Consequences of human activities to raptor populations will depend in large part on the proportion of nests and habitats affected by a disturbance. The potential level of impacts should be determined prior to proceeding with proposed land use activities:

1. Impacts to raptor habitat should be assessed by quantifying and/or qualifying losses of habitat value. The Service's Mitigation Policy considers habitat value to be the primary measure for determining impacts to wildlife habitat, including raptors. The Service's Mitigation Policy further suggests application of methods such as Habitat Evaluation Procedures (HEP) to evaluate project impacts to wildlife habitats, including raptor habitats as identified in Table 1. Other evaluation methods may be used, including best professional judgement by qualified biologists. Whether a habitat alteration is an adverse impact to raptors and whether it requires mitigation should be determined in coordination with appropriate Service, UDWR, and/or land management agency wildlife biologists.
2. Impacts to raptor population levels can be evaluated in part by determining the proportion of nests potentially affected by project activities for each species. Size of area selected for this analysis should be dependent on the type of disturbance, species of raptors, and topographical and vegetation features. Generally, broad scale land use activities are likely to impart more devastating population effects than single, point disturbances (Nelson 1979).

To ensure comprehensive analysis of proposed project impacts to raptors, evaluations should

address, but not necessarily be limited to the following:

1. Direct and indirect impacts to raptor habitat and nesting success. Direct impacts may include, but are not limited to: loss of foraging habitat from the project footprint, direct mortality of raptors (e.g., due to collisions with vehicles, electrocution on power lines), and loss of nest sites or winter roost sites. Indirect impacts may include, but are not limited to: noise disturbance, degradation of habitat adjacent to the project area, habitat fragmentation, contamination of food sources, and reduction or changes in available prey species.
2. Cumulative impacts of the proposed project to raptor habitat and nesting success when added to past, present, and reasonably foreseeable future actions.
3. Raptor population and habitat trends on “control areas” outside the proposed project area that are not impacted by similar actions as the proposed action.

HABITAT MANAGEMENT

General Guidelines

Habitat loss, degradation, and fragmentation are widely accepted causes contributing to raptor population declines worldwide (Snyder and Snyder 1975, Newton 1979, LeFranc and Millsap 1984). Availability of nests and food supply are considered limiting factors for raptor populations (Whitcomb et al. 1981, Temple 1986, Wilcove et al. 1986, Cline 1988, Watson and Langslow 1989). Raptors compensate for the loss of foraging and nesting habitat by abandoning established territories and/or attempting to utilize less productive or already occupied territories (Nelson 1979, Newton 1979). Other factors affecting raptor distributions and densities include human persecution, exposure to toxic chemicals, diseases, parasites, and predators (Mersmann and Fraser 1988, Newton 1988).

Habitat management recommendations should be planned to:

1. Avoid or minimize impacts to habitats which could reduce or change raptor prey populations beyond the natural range of variation.
2. Avoid or minimize impacts to habitats preferred by raptors for nest and roost locations.
3. Mitigate for unavoidable habitat losses.

Recommendations in the following sections are intended to facilitate project planning efforts in light of regulatory requirements of various wildlife laws and provisions of NEPA. These recommendations are not all-inclusive of available strategies, but provide a framework for land use planners to follow. Project proponents should select from these management

recommendations and/or develop other protective measures based on the raptor species, the project and its potential impacts. Generally, project proponents should first avoid impacts to raptors and only then minimize and mitigate unavoidable impacts. Coordination with biologists from the Service, UDWR, and/or the respective land management agency will help ensure that the objectives and recommendations of these guidelines are achieved. The occurrence and habitat requirements of other wildlife species in the area should also be taken into account when selecting and implementing these habitat management plans.

Guidelines for Avoiding and Minimizing Impacts

Raptor Foraging Habitat

A variety of birds, small mammals, reptiles, amphibians, and insects constitute the bulk of the prey base for raptor species (Steenhof 1983, Palmer 1988). Some species will forage on carrion as well as live prey, some are specialists that primarily take fish, while others are generalists (Steenhof 1983). Construction of facilities, transportation infrastructure, power lines, and other needs contributing to habitat loss and fragmentation are often required by many types of industrial development and can directly and indirectly affect diversity, abundance, and availability of raptor prey populations. Road developments in particular have been shown to restrict movements of small mammals and birds which may affect their dispersal and population levels (Oxley et al. 1974). Management and mitigation efforts should be focused on maintaining and improving habitats sufficient to support healthy prey populations. Some raptors such as burrowing owls use human-altered environments and human structures such as culvert drains and pipes (Botelho and Arrowood 1996). In certain circumstances, these features may be emphasized in management and mitigation efforts.

Recommendations:

1. Avoid disturbance to raptor habitats. Despite limited geographic extent, riparian vegetation provides extraordinary wildlife value, and should be given special attention.
2. Retain or increase snags within and adjacent to project areas as hunting perches for raptors. Prey species also utilize snags as nesting areas, food sources, and overwintering habitat.
3. Minimize impacts over broad areas, to the extent feasible. Place proposed new construction and human activities within already disturbed areas whenever possible.
4. Limit the project footprint to the smallest area necessary to meet project needs.
5. Reclaim disturbed areas and obliterate roads as soon as possible following construction, operation, and completion of project activities.
6. Close or reduce use of roads within known high-use raptor areas, particularly during crucial

raptor breeding or winter roosting periods.

7. Increase prey habitat through measures such as vegetation plantings or thinnings, depending on the target species.

Nesting and Roosting Habitat

Preservation of nesting and roosting habitat is important to maintaining raptor populations. Where feasible, activities should be managed to improve the nest stand structure and roosting habitat for raptors.

Recommendations:

1. Place proposed project developments to avoid direct or indirect loss or modification of nesting and roosting habitat.
2. Enhance nest and roost site availability to increase attractiveness to raptors. For some species, artificial nest sites can be constructed to enhance use of previously or currently disturbed areas. In some situations, natural substrates can be modified or developed to attract nesting raptors.
 - a. Plant trees to expedite replacement in areas suffering effects of habitat degradation. Trees commonly utilized by nesting raptors include aspen, cottonwoods, willows, junipers, ponderosa pines, and other conifers. Where livestock grazing occurs, plantings may need to be protected from livestock damage until they become established. Livestock grazing strategies should be developed to ensure maintenance or improvement of raptor nesting/roosting habitat.
 - b. Trees or snags with existing raptor nests can be stabilized if alternative sites are limited.
 - c. Rockpiles can be constructed to provide perches and nest sites for some raptor species. Prey species also benefit from the hiding and denning values provided by rockpiles.
 - d. Ledges and crevices can be widened or deepened on cliffs to encourage nesting by some raptor species.
 - e. Artificial nest platforms and nest boxes can be constructed for some raptor species to increase potential nesting sites (Millsap et al. 1987). Call (1979) provides appropriate specifications for tree-nesting, cavity nesting, and underground-nesting raptors. Individual artificial nest platform designs are available on a species by species basis for most raptors.
3. Improve existing nest sites. Quality of existing nests may be more important than the quantity

in some areas (Millsap et al 1987).

- a. Remove excessive accumulations of nest material (primarily for cliff-nesting raptors). Long-term buildup of nest material can bring a nest into reach of a cliff top, increasing accessibility by predators.
- b. Remove rocks or other debris which have fallen into nests, rendering them unusable by raptors (primarily for cliff-nesting raptors).
- c. Reinforce and stabilize trees, snags, and cliff ledges which contain existing nests to perpetuate continued use of these established sites.

Direct Mortality within Habitat Use Areas

Of 25 types of land-use actions identified by Olendorff et al. 1989, at least 8 (32%) of these are known to cause individual raptor mortalities, including: wind energy, roads/railroads, utility lines, fire, mechanical/chemical, illegal harvest, heavy metals, and rodent control agents/pesticides. For example, direct mortality of raptors occurs along roadways and railways from collisions with moving vehicles. Raptors foraging along roadside habitats or on road-killed carcasses increase the potential for raptor-vehicle collisions. For instance, in a two-year study, 26 observations were made of young ferruginous hawks eating dead jackrabbits on roads in northern Utah and southern Idaho (Howard 1975). Road-killed jackrabbits have also been identified as a primary food source for bald eagles wintering in Utah (Platt 1976a). Traffic collisions are a significant factor of mortality for many species of owls and at certain levels may result in local population declines (Glue 1971, Shawyer 1987, Moore and Mangel 1996). Illner (1992) documented 21 times greater vehicle-owl collisions along roads with car speeds of more than 50 mph than on roads with slower traffic.

Raptor mortality on roadways is not well documented in Utah. However, 15 eagles (other raptors were not documented) were reported killed in Carbon and Emery counties in 1996-1997 (M. Milburn, UDWR, 1998, pers. comm.); most of the collisions were reported to involve coal-hauling trucks. Many other raptor deaths likely occurred, but were not reported. Of note, in response to high eagle mortality along I-70 in Emery County, the Utah Department of Transportation in 1989 posted "Eagles on Highway" signs to warn motorists of the bird's tendency to forage on carcasses.

Other causes of direct mortality include improperly constructed power lines which can result in the electrocution of raptors attempting to utilize these structures for perching and nesting sites. Collisions with transmission lines and towers also result in direct mortality of raptor species (APLIC 1994, 1996).

Many human activities and proposed developments increase human access to previously remote areas. Many projects include development of access roads which may remain following project

completion. These roads encourage public use for recreational purposes, unfortunately resulting in illegal shooting and other types of persecution of raptors (Newton 1979).

Recommendations:

1. Reduce maximum allowable speeds on roadways as much as practicable, taking into account the type and service area of the road.
2. Implement a removal program for wildlife carcasses along roadways to avoid further mortality of raptors which are attracted to carcasses. Distribution of carcasses to appropriate areas could be considered to supplement food sources for some raptor species, especially during winter periods.
3. Establish educational programs for project area employees to increase awareness of the potential for vehicular collisions and other encounters with raptor species within the project area.
4. Place road signs indicating raptor use areas at appropriate locations along existing and newly constructed roads. Some caution is warranted here. It may be undesirable to alert the public to the presence of raptors in some areas where the potential for illegal take may increase because of such actions.
5. Install and maintain power line facilities in a way that will reduce raptor collisions and electrocution, and encourage nesting/roosting use of properly constructed transmission towers and power poles where appropriate. Reference guidelines are provided in two state-of-the-art reports by the Avian Power Line Interaction Committee (APLIC 1994 and 1996). Additional recommendations and references are provided in Musclove and Dalton (1990, Section H).
6. Limit the number and extent of access roads to minimize recreational use of previously isolated areas, thus reducing human-raptor interactions and probable conflicts.
7. Remove and reclaim roads as soon after requirements for their use have ended.

Guidelines for Mitigating Unavoidable Impacts

In accordance with Service Mitigation Policy, we advise mitigation for replacement of raptor habitat values lost to unavoidable impacts. Mitigation can be accomplished by increasing habitat values of existing raptor use areas on or adjacent to project lands; restoring or rehabilitating previously altered habitat; acquiring land through fee title acquisition, conservation easements, legislative protective designations, and managing acquired land for raptor habitat values; and/or other land management strategies. Where appropriate, mitigation should be developed to contribute toward implementation of other priority action items such as those included in conservation agreements and recovery plans.

STEP 1

Determine the extent and duration of unavoidable losses of raptor habitat (refer to discussion on *Potential Level of Impact to Raptor Populations*). All opportunities to avoid or minimize impacts should already have been considered.

STEP 2

Determine impacts and mitigation for all phases of proposed land use activities, including construction, operation, and reclamation. Generally, mitigation should be determined by the degree of impact to raptors. The duration of an activity (short-term or long-term) would be part of this determination as follows:

For these guidelines, short-term is defined as an activity which would begin outside of a given breeding season and end prior to initiation of a given nesting season. Long-term is defined as an activity which would continue into or beyond a given nesting season.

1. If the proposed project activity is short-term, reclamation of disturbed areas can be accomplished during and following project completion. Habitat reclamation should involve seeding and/or vegetation plantings with native materials to approximate or improve pre-project conditions. Specification of seed mixes and plant types should be coordinated with local natural resource managers to ensure selection of appropriate species. Seedlings and plantings should be selected which provide diverse and native vegetation, encouraging habitat diversity, which supports abundant prey populations. Fertilization and/or watering programs may be necessary to successfully establish the vegetation.
2. If the proposed project is long-term or permanent, up-front habitat acquisition, development and/or improvement to mitigate for impacted areas should be considered prior to initiation of the proposed activity. The amount and type of mitigation should be based on losses in habitat value. On-site, in-kind mitigation is preferred, however, off-site and/or out-of-kind mitigation may be considered if the resulting benefits to raptor populations offset the predetermined losses for the project area.

STEP 3

Post-project monitoring to determine the effectiveness of habitat mitigation measures on raptor populations should be an integral component of the mitigation plan. Publishing data and results should also be considered to develop information regarding raptor populations and responses to human activities and developments.

NEST AND ROOST PROTECTION

General Guidelines

Raptors typically demonstrate a high degree of fidelity to nesting locations. Successful habitat management should be complemented by efforts to attain natural or pre-development nesting success of local raptor populations and protection of winter roosting activities. Spatial and seasonal buffer zones have regularly been used to protect individual nest sites/territories to ensure successful breeding and to maintain high use areas by raptors.

Recommendations provided herein are in accordance with the Service's Utah Field Office policy that:

No temporary or permanent surface occupancy occur within species-specific spatial and seasonal buffer zones.

Coordination with appropriate Service, UDWR, and/or land management agency biologists should occur when implementing nest/roost site protective measures to ensure that the intent of these guidelines and associated state and federal regulations are realized.

Buffer zones are defined as seasonal or spatial areas of inactivity in association with individual nests or nesting territories. *Spatial buffers* are defined as radii from known occupied and unoccupied nest sites. *Seasonal buffers* are restrictions on the times when human activities should be allowed to occur within the spatial buffers.

Raptor nesting information and buffer recommendations provided in these guidelines were developed for Utah following review of pertinent literature and coordination with knowledgeable wildlife professionals (Call 1979, Jones 1979, Fitzner 1980, Wood 1980, Dubois 1984, USDI Fish and Wildl. Serv. 1984, White and Thurow 1985, Palmer 1988, Johnsgard 1988, Johnsgard 1990, Dalton et al. 1990, Harmata 1991, USDI Fish and Wildl. Serv. 1995, Richardson and Miller 1997, Calif. Burr. Owl Cons. 1997, L. Dalton, F. Howe, and J. Parrish, UDWR, 1998, pers. comm., C. White, Brigham Young Univ., 1998, pers. comm.). While much of this information would be relevant in other states, particularly within the Rocky Mountain region, adjustments may be needed if applying these guidelines outside Utah.

Recommended buffers should be considered as optimal stipulations intended to protect nesting and roosting under a wide range of activities statewide. However, they are not necessarily site-specific to proposed projects. Land use planners should evaluate the type and duration of the proposed activity, position of topographic and vegetative features, habituation of breeding pairs to existing activities in the proposed project area, and the local raptor nesting density when determining site-specific buffers.

Nest site protection recommendations are devised to:

1. Provide reasonable levels of protection during the raptor nesting and wintering periods by applying appropriate spatial and seasonal buffers zones to nest and roost sites.
2. Preclude impacts to nest sites where possible.
3. Mitigate unavoidable impacts to nest sites.

Protection of both occupied and unoccupied nests is important since not all raptor pairs breed every year or utilize the same individual nest within a nesting territory (Scott 1985). Individual raptor nests left unused for a number of years are frequently reoccupied. For instance, non-use may occur over one prey fluctuation period ($7 \pm$ years) for species such as golden eagles or ferruginous hawks (C. White, BYU, 1998, pers. comm.). The importance of individual nest site(s) to overall population stability is unknown, but it is likely that individual sites are selected by breeding pairs for the preferred attributes provided at that location.

Occupied Nests are defined as those nests which are repaired or tended in the current year by a pair of raptors. Presence of raptors (adults, eggs, or young), evidence of nest repair or nest marking, freshly molted feathers or plucked down, or current years' mute remains (whitewash) suggest site occupancy. Additionally, all nest sites within a nesting territory are deemed occupied while raptors are demonstrating pair bonding activities and developing an affinity to a given area. If this culminates in an individual nest being selected for use by a breeding pair, then the other nests in the nesting territory will no longer be considered occupied for the current breeding season. A nest site remains occupied throughout the periods of initial courtship and pair bonding, egg laying, incubation, brooding, fledging, and post-fledging dependency of the young.

Unoccupied Nests are defined as those nests not selected by raptors for use in the current year. Nests would also be considered unoccupied for the non-breeding period of the year (see Table 2). The exact point in time when a nest becomes unoccupied should be determined by a qualified wildlife biologist based upon a knowledge that the breeding season has advanced such that nesting is not expected. Inactivity at a nest site or territory does not necessarily indicate permanent abandonment.

Guidelines for Avoiding and Minimizing Impacts

STEP 1

Determine the appropriate species-specific spatial and seasonal buffer zones as presented in Table 2 for raptors that may be impacted by the proposed land-use activity.

Nesting

- Seasonal buffers represent the outermost dates known in Utah for the arrival of adult

birds at nesting territories through post-fledging dependency of the young. Actual dates for each stage of nesting can vary by region, elevation, and weather conditions; as well as individual pairs. For instance, sharp-shinned hawks in Washington County in southwestern Utah nest two to three weeks earlier than those in Cache County in northern Utah [Platt 1976 (b)]. Routine, annual surveys of nesting localities may provide more precise on-site information regarding individual nests. Survey results should be clearly documented to augment available information on raptors. Biologists from the Service, UDWR, and/or land management agency should be consulted for site-specific nesting chronology which would allow adjustment of these recommended seasonal buffers.

- Typically, the recommended spatial buffers (Table 2) for threatened and endangered species are 1.0 miles (except 0.5 miles for the Mexican spotted owl); recommended spatial buffers for other diurnal raptors are 0.5 miles except 0.25 miles for the prairie falcon; and no buffer is presently considered necessary for the American kestrel and common barn-owl. Exceptions are based in part on suspected tolerance levels within Utah and existing Recovery Plans.

Winter Roosting

- Spatial buffer zones recommended for raptor nesting protection are also encouraged for activities occurring proximal to raptor winter concentration areas from *November through March*. We recommend maintaining a spatial buffer equal to one-half of the recommended buffers for nests (Table 2) unless site-specific topography or vegetation allow for smaller buffers. Appropriate Service, UDWR, and/or land management agency biologists should be consulted prior to adjusting buffers for winter concentration areas.
- Daily activities which must occur within recommended spatial buffers at winter night roost sites should be scheduled *after 0900 hours*, after which most raptors have vacated their roost. Likewise, daily activities should terminate *at least one hour prior to official sunset* to allow birds an opportunity to return to the roost site undisturbed (Call 1979).

STEP 2

Consult Table 3 for recommendations to avoid and/or minimize human impacts to raptor nesting success during the breeding season. Recommendations in the table are NONE, HALF, and FULL; referring to the proportion of the spatial buffer (as presented in Table 2) recommended during progressive points in the nesting chronology.

- Aircraft flight paths should also respect recommended spatial and seasonal buffer zones. Where intrusions within the recommended buffers must occur, flights should maintain a minimum 1000 feet elevation and minimum 30 mph speed during overflights

to minimize disturbance to raptors and raptor nest sites.

STEP 3

Apply the information attained in Steps 1 and 2 to the following guidelines for occupied and unoccupied nest sites to avoid or minimize effects of proposed land use activities to nesting raptors:

- Occupied raptor nests: Activities should not occur within the spatial/seasonal buffer of any nest (occupied or unoccupied) when raptors are in the process of courtship and nest site selection. Egg laying, incubation, fledging, brooding, and post-fledging dependency periods are protected by varying seasonal and spatial buffers (Tables 2 and 3).

Short term land use and human use activities should only proceed within the spatial buffer of an occupied nest outside the seasonal buffer, after coordination with appropriate Service, UDWR, and/or land management agency biologists. Mitigation for habitat loss or degradation should be planned. Long term land use activities and human use activities should not occur within the species-specific spatial buffer zone of occupied nests.

- Unoccupied raptor nests: If a nest site within a territory is deemed unoccupied after sufficient time has elapsed in a specified breeding season and prior to the beginning of the next year's breeding season, human activity could be allowed within the nesting area. This period varies dependent on raptor species. However, as a general rule, even renesting will usually not occur later than May 30 (C. White, BYU, 1998, pers. comm.).

Short term land use and human activities may progress near a nest or nest territory designated as unoccupied. For long term land use activities, unoccupied nests should be protected for 7 years, or the period a known preferred prey species fluctuates from population highs to lows. At the end of the 7-year period, each nest should be evaluated by a qualified wildlife biologist as to its potential future use. Criteria could include the raptor species current population trend in the local area, the corresponding prey species population levels and trends, as well as past, current, and future impacts of the proposed action. Nests could also be considered permanently abandoned if the nest has been physically damaged past the point of repair by raptors.

Long-term land use activities and human use activities should not occur proximally to unoccupied nests unless it is determined that mitigation is appropriate and can be accomplished prior to initiation of the long-term disturbance. Coordination with Service, UDWR, and/or land management agency

biology is recommended when completing this assessment.

STEP 4

Establish and ensure implementation of post-project and post-mitigation monitoring plans to determine possible impacts to the local raptor population as well as success of mitigative measures. Monitoring should include documentation of raptor nesting success, use of historical roost concentration areas, as well as recovery of affected prey base and habitats.

Permits for Unavoidable Impacts

Situations may arise where human activity must occur within recommended spatial and seasonal buffers provided for raptors. For instance, a raptor may decide to construct a new nest in an area already threatened by mining subsidence or within an area previously unused by raptors and scheduled for development. When taking of nests is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. Coordination with appropriate Service, UDWR, and/or land management agency biologists should occur to ensure compliance with State and Federal wildlife regulations.

Federal Permits

Migratory Bird Permits and Eagle Permits must be obtained through the Service's Migratory Bird Permit Office for take of raptor nests (50 CFR 13, 21-22). The Service will determine upon application whether there is a valid justification for the permit. Permits will not be issued if they would potentially threaten a wildlife or plant population [50 CFR 13.21 (b)(4)]. Permits may be revoked if continuation of the permitted activity would be detrimental to maintenance or recovery of the affected population [50 CFR 13.28 (a)(5)]. Golden eagle nests may only be taken when they are inactive² and only if the taking is compatible with the preservation of the area nesting population [50 CFR 22.25(c)]. The applicant is responsible for determining population level and habitat impacts of the proposed project and developing mitigation measures. For instance, mitigation measures may include reclaiming disturbed land to enhance golden eagle nesting and foraging habitat as per 50 CFR 22.25 (a)(9).

State Permits

Take of protected wildlife is not allowed without having obtained necessary State of Utah permits and/or certificates or registration. UDWR will determine upon application whether there is a valid justification for the permit and/or certificate of registration. Additional permits and/or certificates of registration may be deemed necessary by the Wildlife Board whenever proposed

² Inactive nest in this context means a golden eagle nest that is not currently used by golden eagles as determined by the absence of any adult, egg, or dependent young at the nest during the 10 days before the nest is taken (50 CFR 22.3).

actions are deemed detrimental to wildlife populations in the State of Utah. Each applicant for appropriate permits and/or certificates of registration for a take of protected wildlife is required to provide detailed information why a take of protected wildlife is considered necessary.

Guidelines for Mitigating Unavoidable Impacts

Mitigation Techniques

Examples of techniques to mitigate unavoidable impacts to raptors and their habitats follow. These recommendations are not all-inclusive of available strategies, but provide a framework for land use planners to follow. Project proponents should select management recommendations and/or develop other techniques based on the raptor species, the project and its potential impacts. Success of these techniques is generally varied and somewhat dependent on the species, individual raptors, individual breeding pairs, and type of disturbance:

1. Relocation of young and nests

Extensive coordination with Service, UDWR, and/or resource management wildlife biologists is highly encouraged when attempting relocation of young and nests of raptors. Techniques involving relocation of raptor young and nests have been successfully accomplished for some species and are intended to maintain a breeding pair's use of their home range despite disturbance or loss of the traditional nest site (Postovit et al. 1982). Nonmigratory species such as golden eagles, which maintain an average of four to six nests per nesting territory in Utah, may be more accepting of this strategy than migratory raptors which may shift territories in response to prey availability (Postovit and Postovit 1987). Case studies in Wyoming (Postovit et al. 1982, Parrish et al. 1994) showed high success rates for relocation of golden eagle and ferruginous hawk nests and nestlings. Relocations of great horned owls, short-eared owls, prairie falcons, and red-tailed hawks also have met with success. The following recommendations from Postovit and Postovit 1987 have been provided to foster successful relocation efforts:

- a. Determine a raptor pair's home range and movement patterns.
- b. Select a relocation site as far from disturbance as possible, but within the home range and near preferred use areas such as roosts, perches, and foraging sites.
 - Line of sight visibility to original nest sight should be considered. If distant or not visible from original nest, the relocation may be made in stages with a mobile platform. Moves greater than 1/4 mile distant from the original nest are not recommended. Selection of previously used nest locations or natural substrates for relocation is preferred.
- c. Establish new nest sites at least two years prior to planned relocation to allow acclimation by the adult birds.

- d. Schedule nest relocations to occur outside the raptor's breeding season.
- e. Nestlings should only be moved when they are one-half way through the nestling period since they no longer require continuous brooding by the adults.

2. Deterring use of an existing nest

Extensive coordination with Service, UDWR, and/or resource management wildlife biologists is highly encouraged when attempting to discourage use of an existing nest by raptors. Deterrence measures are restricted to non-lethal methods intended to prevent nesting in areas under active development and at nests where destruction or high levels of disturbance are likely to occur. Nesting raptors would be afforded complete protection until fledging of young is completed. Deterrence is not always successful; consideration should be given to whether other potential nests or nests sites are available within the area. Postovit and Postovit (1987) recommended the following deterrence methods:

- a. Blocking access to nests with welded wire to prevent egg laying.
 - Blocking access to nests has resulted in breeding pairs building new nest sites and accepting existing alternate nests (Parrish et al. 1994). At a coal mine in southeastern Utah, a golden eagle pair succeeded at removing the nesting material from beneath the wire cage, to rebuild the nest at a nearby location (B. Bates, UDWR, 1998, pers. comm.).
- b. Removing nest starts or rendering a nesting substrate unusable.
- c. Repeated disturbance using loud noises.
 - Some wildlife may become habituated over time to loud noises or scare tactics, so this may provide only short-lived deterrence.

3. Habituating raptors to increased disturbance or noise levels

Beginning land use, human activities, or construction prior to the breeding season will allow a pair of raptors to "choose" whether the nest site is still acceptable considering the disturbance. Warning sirens at regular intervals have also been used to alert raptor pairs to potentially startling noises such as blasting. This technique has generally been used where there is no acceptable alternative to the proposed action. While loss of the nest site may occur, the goal of this technique is to avoid the loss of eggs or young and allow the adults an opportunity to select an alternate nesting site.

Monitoring and documentation of results is recommended following any of the aforementioned techniques to maximize success of efforts. Publishing data and results should also be considered to widely circulate information regarding success of raptor mitigation techniques.

CONCLUSION

It has been the intent of these guidelines to provide land use planners with the tools to develop successful raptor management and mitigation strategies proximal to disturbances from land use activities. Raptor survey information attained through implementation of these guidelines will also provide a means to track raptor population trends and document population responses to human use of their environments.

The guidelines have presented recommendations for protection of raptor life stages (i.e., nesting and wintering) as well as raptor habitats. The recommendations are hardly exhaustive of available protective strategies, nor are all recommendations intended to be incorporated on every proposed project. Coordination with appropriate Service, UDWR, and/or land management agency biologists is important during the analysis of project impacts and selection of protective measures.

Project proponents should seek first to avoid or minimize impacts. Where there are inevitable losses or degradations of habitat or disturbance to individual birds, mitigation can be incorporated to lessen the impact. Overall, these guidelines have been designed to maintain viable raptor populations amid continued human use of the environment.

QUATTRO PRO -- TABLE 1 INSERT

Table 2. Nesting periods and recommended buffers for raptors in Utah						
Species	Spatial Buffer (miles)	Seasonal Buffer	Incubation, # Days	Brooding, # Days Post-Hatch	Fledging, # Days Post-Hatch	Post-fledge Dependency to Nest, # Days ¹
Bald eagle	1.0	1/1-8/31	34-36	21-28	70-80	14-20
Golden eagle	0.5	1/1-8/31	43-45	30-40	66-75	14-20
N. Goshawk	0.5	3/1-8/15	36-38	20-22	34-41	20-22
N. Harrier	0.5	4/1-8/15	32-38	21-28	42	7
Cooper's hawk	0.5	3/15-8/31	32-36	14	27-34	10
Ferruginous hawk	0.5	3/1-8/1	32-33	21	38-48	7-10
Red-tailed hawk	0.5	3/15-8/15	30-35	35	45-46	14-18
Sharp-shinned hawk	0.5	3/15-8/31	32-35	15	24-27	12-16
Swainson's hawk	0.5	3/1-8/31	33-36	20	36-40	14
Turkey vulture	0.5	5/1-8/15	38-41	14	63-88	10-12
California condor	1.0	NN yet	56-58	5-8 weeks	5-6 months	2 months
Peregrine falcon	1.0	2/1-8/31	33-35	14-21	35-49	21
Prairie falcon	0.25	4/1-8/31	29-33	28	35-42	7-14
Merlin	0.5	4/1-8/31	28-32	7	30-35	7-19
American kestrel	NN ²	4/1-8/15	26-32	8-10	27-30	12
Osprey	0.5	4/1-8/31	37-38	30-35	48-59	45-50
Boreal owl	0.25	2/1-7/31	25-32	20-24	28-36	12-14
Burrowing owl	0.25	3/1-8/31	27-30	20-22	40-45	21-28
Flammulated owl	0.25	4/1-9/30	21-22	12	22-25	7-14
Great horned owl	0.25	12/1-9/31	30-35	21-28	40-50	7-14
Long-eared owl	0.25	2/1-8/15	26-28	20-26	30-40	7-14
N. saw-whet owl	0.25	3/1-8/31	26-28	20-22	27-34	7-14
Short-eared owl	0.25	3/1-8/1	24-29	12-18	24-27	7-14
Mex. Spotted owl	0.5	3/1-8/31	28-32	14-21	34-36	10-12
N. Pygmy owl	0.25	4/1-8/1	27-31	10-14	28-30	7-14
W. Screech owl	0.25	3/1-8/15	21-30	10-14	30-32	7-14
Common Barn-owl	NN ²	2/1-9/15	30-34	20-22	56-62	7-14

¹ Length of post-fledge dependency period to parents is longer than reported in this table. Reported dependency periods reflect the amount of time the young are still dependent on the nest site; i.e. they return to the nest for feeding.

² Due to apparent high population densities and ability to adapt to human activity, a spatial buffer is not currently considered necessary for maintenance of American kestrel or Common barn-owl populations. Actions resulting in direct mortality of individual birds or take of known nest sites is unlawful.

Table 3. Recommended proportion (None, Half, or Full) of the species-specific spatial buffer zones for level and duration of activities during raptor nesting				
NESTING PHENOLOGY (Risk Level)				
	Courtship and Nesting (High)	Incubation, and Brooding (High)	Post-Brooding Nestling Period (Moderate)	Post Fledging Dependency (Moderate)
In-Vehicle, Recreational^a Activity: Any recreational vehicle driving off-road, or on dirt roads, and not part of a routinely used transportation corridor.				
less than 1 hour ^b	NONE	NONE	NONE	NONE
less than 1 hour ^c	HALF	HALF	NONE	NONE
greater than 1 hour	FULL	FULL	HALF	HALF
Out-of-Vehicle, Recreational Activity: including, but not limited to hiking, dispersed camping, rock climbing, birdwatching, fishing, hunting, biological surveys.				
less than 1 hour ^b	HALF	HALF	NONE	NONE
less than 1 hour ^c	FULL	FULL	HALF	HALF
greater than 1 hour	FULL	FULL	FULL	FULL
Developed Recreation: including, but not limited to ski resorts, snowmobile and off-road vehicle courses, developed campground sites, and group tour operations.				
	FULL	FULL	FULL	FULL
Industrial, Municipal, and Transportation Disturbance: including, but not limited to urbanization; mining; oil and gas development; logging; power line construction; road construction & maintenance; use of explosives; agricultural operations; fixed wing and helicopter overflights.				
less than 1 hour ^b	FULL	FULL	HALF	HALF
less than 1 hour ^c	FULL	FULL	FULL	HALF
greater than 1 hour	FULL	FULL	FULL	FULL

^a Recreational activities are defined as those providing outdoor recreation, entertainment, or adventure.

^b No more than 1 repetition in a 24 hour period for a duration of less than 1 hour is allowable.

^c More than one repetition per 24 hours, spaced no less than 2 hours apart, occurs during daylight hours. Full buffer zone is required for any activities occurring during nighttime hours

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Project Recommendations for Migratory Bird Conservation
U.S. Fish and Wildlife Service, Utah Field Office (May 2020)

The Migratory Bird Treaty Act (MBTA) is the cornerstone of migratory bird conservation and protection in the United States. The MBTA implements four treaties that provide for international protection of migratory birds. The USFWS maintains a list of all species protected by the MBTA at 50 C.F.R. § 10.13. This list includes over one thousand species of migratory birds, including eagles and other raptors, waterfowl, shorebirds, seabirds, wading birds, and songbirds. The MBTA does not protect introduced species such as the house (English) sparrow, European starling, rock dove (pigeon), Eurasian collared-dove, and non-migratory upland game birds.

The U.S. Fish and Wildlife Service (USFWS) recommends that the following migratory bird conservation measures be implemented as you complete your project:

- a. Wherever possible we recommend that projects be completed outside the migratory bird nesting season to avoid and minimize impacts to migratory birds.
- b. If the project includes the loss or degradation of migratory bird habitat then complete all portions of the project that could impact migratory birds outside the maximum migratory bird nesting season. This includes ground-disturbing activities, habitat removal, clearing or cutting of vegetation, grubbing, burning, etc. If that is not feasible, we recommend that you complete the project outside the minimum migratory bird nesting season.

The time period associated with the maximum migratory bird nesting season is approximately December to August. The time period associated with the minimum migratory bird nesting season is April 1 to July 15 (time-frame when the majority of annual bird nesting occurs).

- c. If the project needs to occur during the migratory bird nesting season, impacts to birds can be avoided or minimized by completing vegetation treatments and vegetation clearing and removal actions during the fall and winter (outside the migratory bird nesting season per above) prior to the nesting season when the project will begin.
- d. If a project may impact migratory birds and/or cause the loss or degradation of migratory bird habitat, and such work cannot occur outside the migratory bird nesting season, we recommend surveying impacted portions of the project area to determine if migratory birds are present and nesting. Surveys should emphasize detecting presence of USFWS Birds of Conservation Concern, take place during the nesting season the year before the nesting season in which project is scheduled to occur, and should document presence of migratory birds at least throughout the entire minimum migratory bird nesting season (April 1 to July 15). Nest surveys should be conducted by qualified biologists using accepted survey protocols.
- e. If your project must occur during the maximum migratory bird nesting season, implement measures to prevent migratory birds from establishing nests in the potential impact

area. These steps could include covering equipment and structures and hazing birds away from the project footprint. Migratory birds can be hazed to prevent them from nesting until egg(s) are present in the nest. However, we acknowledge that hazing migratory birds away from a project site is likely only practical for projects with a relatively small footprint (i.e. projects about 5 to 10 acres in size or smaller). Do not haze or exclude access to nests for bald or golden eagles or any migratory bird species federally listed under the Endangered Species Act (ESA), as these actions are prohibited without a permit for these species.

- f. If your project must be scheduled during the maximum migratory bird nest season, and vegetation clearing and removal work cannot be completed prior to the nesting season, then we recommend performing a site-specific survey for nesting birds no more than 7 days prior to all ground-disturbing activities or vegetation treatments.

If you document active migratory bird nests during project nest surveys, we recommend that a spatial buffer be applied to these nests for the remainder of the nesting season. Vegetation treatments or ground-disturbing activities within the buffer areas should be postponed until after the birds have fledged from the nest. A qualified biologist should confirm that all young have fledged.

We recommend the use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* (Romin and Muck 2002) to provide consistent application of raptor conservation measures to your project or action in Utah. We provide recommendations for raptor surveys and conservation measures in the Guidelines to ensure that proposed projects will avoid adverse impacts to raptors. Locations of existing raptor nests should be identified prior to the initiation of project activities. We recommend that appropriate spatial buffers and timing limits be applied to your project for raptors during crucial breeding and nesting periods relative to raptor nest sites or territories per our Guidelines. Raptors may initiate nesting as early as December for certain species. Nesting and fledging can continue through August and for some species the young may not fledge from nests until September.



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January 11, 2023

I-15 EIS Project Team
392 E Winchester St., Ste. 300,
Salt Lake City, UT 84107

Also sent via email to: i15eis@utah.gov

RE: Public Comment from the City of North Salt Lake Related to the I-15 EIS Project

Dear UDOT Project Team,

The City of North Salt Lake's Mayor and Governing Body have approved the positions in this communication and we consider this document to be the City's official public comment submittal for this project. We express our sincere appreciation to UDOT officials, particularly those working in Region 1, who have listened carefully to the City's transportation concerns and responded with very positive alternatives for us to consider. We believe UDOT project managers and staff have been extremely responsive to the City's needs and concerns. We value our excellent partnership not just on this project, but in many other mutual efforts to improve transportation choices for citizens in our region. We submit these comments in a positive spirit of cooperation and teamwork.

Proposed South Interchange at US89, Beck Street, I-15 and I-215

One of the City's principal transportation challenges is local access to the freeway systems which traverse through North Salt Lake, but offer limited access. For that reason, the City supports in the strongest way possible the proposed interchange that connects I-15 and I-215 at the south end of the City. Additionally, the City strongly supports proposed enhancements provided by this proposal to access to its frontage road system, US89 in this location and continued access to Beck Street. We strongly encourage the construction of this facility so that City residents can conveniently access I-15 northbound without having to travel to 2600 South, a highly congested location to travel through.

In addition to providing great access for local commute and other vehicle trips, this proposed interchange is essential for the improvement of commercial truck traffic circulation in this region. The City has an industrial area of nearly 650 acres bordered by I-215, I-15 and Redwood Road. This area has some freeway access, but it is not ideal or convenient for travelers on I-15. The full connection between I-15 and I-215 will remove commercial trucks from local streets and provide convenient, fast and superior access to this industrial area. The City's industrial neighborhoods contains the Big West Oil Refinery, significant FedEx and Albertsons distribution facilities, several manufacturing corporate headquarters and numerous trucking and refinery support businesses which will all greatly benefit by this expanded access to and from the freeway systems. This proposed improvement will also prove to be a significant economic enhancement to businesses who rely on efficient access to the City's industrial areas.

Removal of the I-15 south bound off-ramp at Center Street

As the City has made clear in many meetings with UDOT staff and consultants, we believe that the Center Street southbound off-ramp on I-15 is a valuable and needed relief valve for both residential and commercial traffic. We strongly encourage UDOT to include this off-ramp in its project submittal to the Federal Highway Administration.

The City believes there is good justification for the inclusion of the Center Street off-ramp in the project. In a recent meeting with UDOT's team and City officials, we all reviewed traffic projections that indicate the elimination of this off-ramp will add a 20% projected increase in southbound traffic at the 2600 South/I-15 exit, a 3,000 vehicle increase on the southbound ramp from I-15 to I-215 and a 2,000 vehicle increase on US89 in North Salt Lake's Town Center area. It seems a reasonable approach to leave the Center Street off-ramp, thereby distributing trips throughout the area and relieving what is certain to become a more congested interchange at 2600 South and I-15 even with redesign and reconstruction. There is room on the proposed I-15 for the continued use of the Center Street off-ramp and that route is far superior to 2600 South and the accompanying 2,000 daily vehicle trips projected to use US89 if the ramp is eliminated.

The City strongly urges UDOT to include this existing off-ramp in the project and also to explore the many technical justifications for why this is the best course of action. Overall, the philosophy of allowing trips to be distributed to more than one location is a good one that can have the effect of maintaining better levels of service on all State and local roads for longer periods of time. We know this is an exception to the FHWA's ideal configuration. But, we also believe that keeping this off-ramp will be a significant benefit to the effective management and distribution of traffic on I-15 and in the area generally.

2600 South Interchange and 800 West (Wildcat Way)

City staff is supportive of the two proposed interchange alignments shown in the EIS materials with a preference towards Option B which is a very traditional interchange design on the I-15 corridor on the Wasatch Front. All the cities affected by the existing configuration of the interchange have voiced concerns over driver confusion and the City thanks UDOT for listening to those concerns when proposing re-designs of this interchange. We believe that Option B will provide better traffic flow by having one intersection with coordinated lights and a light cycle which allows for convenient and traditional entrances onto the freeway and for through-traffic on 2600 South. The City also encourages that Option B include clear and safe pedestrian sidewalks under the freeway and even raised barriers protecting pedestrians from traffic lanes.

The City also supports the proposed re-alignment of 800 West under the freeway and connecting to Wildcat Way. This improvement will alleviate conflicts with traffic entering and exiting I-15 and will also provide an excellent local alternative for travel through and around this congested area. As stated previously, we believe even after this project is complete, it will be imperative to take any and all measures possible to reduce the number of vehicles that are forced use the 2600 South/I-15 interchange. It is presently a congested and confusing facility for drivers and, though it will be greatly improved with this project, we believe it will always be a heavily used interchange and challenging for drivers traveling east and west through the area on 2600 South.

High Occupancy Travel Lanes (HOT)

The City strongly supports the inclusion of the proposed High Occupancy Travel (HOT) lanes in the project. Though there is not direct access to these lanes for North Salt Lake residents, the City sees the value to commuters in the region of having these HOT lanes. In addition, because those lanes are reversible in direction (morning south bound and afternoon north bound), we believe they will provide a benefit to all users by removing traffic from the mainline during peak hours. We know there is concern in other communities that inclusion of these lanes will require additional right-of-way, but North Salt Lake does not appear to be significantly impacted by that possibility.

Railroad Grade Separation on 2600 South (1100 North)

As Region 1, and many other UDOT representatives know, the City has been working hard to obtain approval and ultimate construction of a grade separation project (bridge) on 2600 South at the location of the main rail lines. This is a dangerous and inconvenient at-grade rail crossing today and the City has a long-term objective to resolve this difficult problem. Even though our project for this grade separation has been denied by Union Pacific at present, we believe that it is appropriate to place in the public comment record these two comments: First, we request UDOT to include this project as a part of the I-15 improvement. Second, we request UDOT's active support for the City's position that Union Pacific should change their denial to approval and allow the project as proposed. We ask that UDOT carefully consider this project as a system priority for safety reasons. We know that when this improvement is constructed, it will provide a much safer and more efficient roadway that will be actively used to access I-15.

Active Transportation Improvements

The City of North Salt Lake is committed to the principles of providing active transportation improvements throughout the region. The City also adopted a local plan, The South Davis County Active Transportation Plan, which was a joint effort with the communities of Bountiful and Centerville. We thank UDOT for its efforts to understand resident mobility and economic challenges within the project area and for including realistic solutions to support local mobility choices. The City supports all alternatives which provide the public with more options to travel within and through the area on foot, bicycle, scooter and other active transportation modes. We also encourage the use of separated facilities adjacent to, through, over and under automobile roadways. We know the public is concerned about personal safety when using other modes of transportation and the City encourages UDOT to separate those facilities from cars and trucks as much as possible.

Finally, as stated in this letter, the City is very grateful to have a voice in the planning of the I-15 reconstruction. UDOT's process thus far has been very inclusive and we are confident that having the input of all affected entities will result in a superior project outcome. We thank UDOT officials for maintaining an excellent and cooperative relationship with the City of North Salt Lake.

Sincerely,


Brian J. Horrocks
Mayor

City of North Salt Lake

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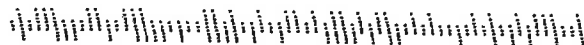
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January 13, 2023

EPA COMMENTS

SUBJECT: Response to Utah Department of Transportation's (UDOT's) request for input on the Transportation Alternatives for I-15 from Farmington to Salt Lake City Report

FROM: Julie A. Smith, EPA R8 NEPA Project Lead

TO: Tiffany Pocock, Project Manager, UDOT Environmental Service's Division

Thank you for the opportunity to review UDOT's "Transportation Alternatives for I-15 from Farmington to Salt Lake City Report" (Alternatives screening report), as well as the associated scoping materials, information, comments, and public meeting presentations made available on the project website (<https://i15eis.udot.utah.gov/>). EPA is providing cooperating agency comments and recommendations for consideration by UDOT as it refines and finalizes a range of reasonable alternatives for the proposed Project to be analyzed in a draft Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). These comments are focused on resources areas informing the alternatives screening process that EPA believes, if considered fully, will lead to a robust NEPA document for the proposed Project: the importance of early and consistent consideration of Clean Water Act (CWA) requirements, environmental justice (EJ) concerns, and climate change considerations.

Clean Water Act and Alternatives Screening Process

The EPA notes the on-going coordination between UDOT and the US Army Corps of Engineers (the Corps) with regard to UDOT's compliance with Section 404 of the CWA for the proposed Project, as well as UDOT's commitment to use the draft EIS to satisfy requirements of the CWA Section 404(b)(1) Guidelines if an individual permit under Section 404 would be required for the Project. Under the CWA Section 404(b)(1) Guidelines, if an alternative is practicable (i.e., available and capable of being done given cost, existing technology, and logistics in light of the overall/basic project purpose) and has the potential to be the least environmentally damaging practicable alternative (LEDPA), it should be retained in the analysis. Only the LEDPA may be permitted.

We appreciate the development and application of the Project alternatives screening criteria (Levels 1 and 2) that include consideration of purpose and need (Level 1) and potential impacts to the natural and built environments, historic resources, transit access, community facilities, Section 4(f) parklands, etc. (Level 2) to inform a multidisciplinary consideration of action alternatives for consideration under NEPA.¹ According to UDOT's screening methodology, the first Level 2 screening step is to estimate impacts from a preliminary alternative on water resources, and then impacts to other resources would be applied. While compatibility with local plans, parks and trail systems, and other impacts to the natural or built environment are important to consider when evaluating impacts of alternatives (as we discuss below with regard to EJ), these considerations do not supersede the aquatic environment avoidance requirements outlined in the Guidelines.

As a result, UDOT should be mindful that other criteria and measures (e.g., impacts to non-aquatic natural resources and the built environment) listed in Table 2 should not be used to eliminate alternatives that are practicable under the 404(b)(1) Guidelines' criteria (i.e., cost, existing technology, and logistics – see 40 CFR § 230.10 and the preamble in the FR notice) and may have less damaging impacts to wetlands and other

¹ (Table 2., Section 2.2.2, [Alternatives Development and Screening Methodology Report \(utah.gov\)](#); August 25, 2022. p. 9)

waters of the U.S.. EPA recommends that this can be avoided by including all alternatives that have the potential to be the LEDPA within the reasonable range of alternatives evaluated in full in the draft EIS. By doing so, UDOT would be certain to meet the requirements of the Guidelines and would allow for a robust analysis and NEPA document that would directly support the Corps' decision-making should it be determined that an individual permit under CWA Section 404 would be necessary for the Project.

Environmental Justice Concerns

In accordance with the mandate of Executive Order 12898 - *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* - federal agencies must "to the greatest extent practicable and permitted by law," make EJ part of their mission, "by identifying and addressing, as appropriate, disproportionately high, and adverse human health or environmental effects of [their] programs, policies, and activities." In addition, the Council on Environmental Quality's (CEQ's) NEPA EJ guidance states that agencies, among other things: i) "should consider the composition of the affected area, to determine whether [communities with EJ concerns] are present ..., and if so whether there may be disproportionately high and adverse human health or environmental effects... "; and ii) "should consider relevant public health data and industry data concerning the potential for multiple or cumulative exposure to human health or environmental hazards in the affected population and historical patterns of exposure to environmental hazards..." (CEQ EJ Guidance Under NEPA; 1997, p. 9) The EO and CEQ guidance underscore the importance of using existing laws — including the National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), and the Age Discrimination Act of 1975 — to ensure that all persons live in a safe and healthy environment.

Further, DOT Order 5610.2(a), *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (DOT EJ Order), sets forth procedures and guidance for the Department to implement EO 12898 and is of central importance to the continued implementation of EJ principles nationwide in DOT-funded efforts. As the NEPA lead agency in this effort, UDOT is responsible for applying these procedures as well. The DOT EJ Order emphasizes that EJ principles apply to planning and programming activities and that requirements, such as NEPA, be administered to identify the risk of disproportionately high and adverse effects early in the development of the program, policy, or activity so that positive corrective action can be taken. EPA believes early consideration about potential impacts to communities with EJ concerns from the proposed Project could lead to more thorough, comprehensive, and targeted measures and commitments by UDOT to avoid, minimize and mitigate these effects in the project design.

When screening for potential EJ concerns along linear project routes, EPA recommends the use of EJScreen (<https://www.epa.gov/ejscreen>). EJScreen is EPA's nationally consistent environmental justice (EJ) screening and mapping tool. EJScreen offers a variety of powerful data and mapping capabilities that enable users to understand details about the population of an area and the environmental conditions in which they live. The tool provides information on environmental and socioeconomic indicators as well as pollution sources, health disparities, critical service gaps, and climate change data. The data is displayed in color-coded maps and standard data reports which feature how a selected location compares to the rest of the nation and state. EPA recommends, at a minimum, an assessment of all individual block groups within or intersecting a 1-mile radius of the project, rather than assessing larger geographic or jurisdictional units of analysis (e.g., census tracts, counties). Given the geographic area of the proposed Project, we recommend that UDOT consider individual block groups within the project area in addition to an area-wide assessment. This can help identify individual areas within the overall project area that may warrant further consideration, analysis or outreach. EJScreen outputs should be supplemented with additional information and local, community-driven knowledge in order to refine concerns necessary to inform UDOT's current consideration of alternatives.

Consideration of cumulative impacts is foundational to an EJ analysis. CEQ's EJ Guidance lists cumulative impacts as one of a handful of factors agencies should consider when determining whether an impact is disproportionately high and adverse. EPA recommends that UDOT provide more detailed analysis of cumulative

effects in accordance with the definition from CEQ's updated NEPA Implementing Procedures (40 CFR § 1508.1(g)(3)). EO 12898 Section 3-301(b) provides that "whenever practicable and appropriate, the environmental human health analyses shall identify multiple and cumulative exposures." EPA recommends that UDOT incorporate consideration of potential cumulative air and other health impacts to communities with EJ concerns during its action alternatives refinement and preliminary alternatives selection process currently underway.

During a survey of the U.S. DOT Transportation Disadvantaged Census Tract (Historically Disadvantaged Communities) Tool ([Transportation Disadvantaged Census Tracts \(arcgis.com\)](https://arcgis.com)), EPA staff identified census tracts within the study area and along the general I-15 alignment that are already experiencing adverse and disproportionately high pollution burden, inferior environmental quality, and vulnerability to climate impacts or human health effects. Early, robust consideration of cumulative impacts would assist in clarifying which of the action alternatives proposed in the report for the proposed I-15 Project would result, when added to past, present, and reasonably foreseeable effects, in disproportionately high and adverse environmental and health effects to communities with EJ concerns.

Since this Project could bisect communities with EJ concerns, it is important for UDOT to develop a plan for early meaningful engagement with these communities and their leaders that would ideally extend throughout the NEPA process. Specifically, we encourage UDOT to fully consider input focused on EJ concerns from agencies, the public, and members of communities with potential EJ concerns in the finalization of the Alternatives screening process and presentation of that information to the public.

Climate Change and Project Resilience

EPA recommends that UDOT consider if proposed alternatives would be affected by foreseeable changes from predictable trends to the affected environment, for instance, under a scenario of continued decreasing precipitation days, changing frequency of intense storms and related flood events, increased occurrence of wildfires, and enduring drought that are currently being experienced in large portions of the project area. The U.S. Climate Resilience Toolkit ² serves as a repository of information related to climate resilience in the U.S., including steps to build resilience, case studies, expertise, and special topic areas, including renewable energy technology development. In addition, we suggest this Project consider resiliency and adaptation measures based on how future climate may impact the Project and the ability of UDOT to effectively protect Project infrastructure and resources from unintentional deleterious impacts due to continuing and foreseeable climate trends in the proposed project area. The Fourth National Climate Assessment (NCA), released by the U.S. Global Change Resource Program ³ contains scenarios for regions and sectors that may be useful to UDOT in informing integral resilience considerations for road infrastructure projects.

Full consideration of influences from the project setting on the proposed Project may inform necessary design modifications and changes to maintenance assumptions, for determining resource supplies, system demands, system performance requirements, and operational constraints (e.g., snow removal/treatment) in the Project area. EPA also recommends that UDOT consider the impacts of changing precipitation patterns on the Project alternatives, as part of its analysis of impacts to water resources. For example, consideration of the anticipated extent and depth of overland flows through the development areas using a 500-year flood event model, as compared to a 100-year event, could be used to capture potential variability in precipitation in the Project corridor. This would allow UDOT to identify necessary design considerations to accommodate future anticipated effects (e.g., increased intensity and severity of storms), such as upsizing or adapting stormwater management systems, early in the development of action alternatives to be evaluated in the draft EIS.

² The US Climate Resilience Toolkit can be found at: <https://toolkit.climate.gov/>.

³ The U.S. Global Change Resource Program can be accessed at: <https://nca2018.globalchange.gov>.

2.0 I-15 EIS Draft Alternatives Comments Submitted through the GIS Tool

The second public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held November 10, 2022, through January 13, 2023. This appendix includes the 1,486 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>).

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

Table 2. I-15 EIS Draft Alternatives Comments Submitted through the GIS Tool during the Public Comment Period

Name	Section	Alternative	Comment
	Farmington	Option A: 200 W Ramps	This is the center of hourglass and you are adding a exit here. the growth here is limited (next to none) so this exit is not for the people that you are displacing or for future growth. It is for Lagoon, Station Park and other larger communities. Look at building in there area and have the impact to them not here to the small home owner.
	Farmington	Option A: 200 W Ramps	I thought cars were the dominant life form. I was introducing myself. You saved my life. And now I'm saving yours. Please drink. It must be Thursday. I could never get the hang of Thursdays.
	Farmington	Option A: 200 W Ramps	This bypass has got to be built and it is going to be built. - Why has it got to be built? - It's a bypass. You've got to build bypasses. Besides, you should've protested months ago. The plans have been on display at the planning office for a year.
	Farmington	Option A: 200 W Ramps	This bypass has got to be built and it is going to be built. - Why has it got to be built? - It's a bypass. You've got to build bypasses. Besides, you should've protested months ago. The plans have been on display at the planning office for a year.
Alysa Fratto	I-15 Mainline	I-15 Option A	<p>I am in complete disagreement with the expansion of I-15. Neither option takes into account the demonstrated phenomenon that widening freeways encourages more traffic, which defeats the initial purpose. One such example is the freeways in populated city centers in China where the average speed is 16 mph (https://www.statista.com/statistics/975120/china-average-driving-speed-in-the-major-congested-cities-during-rush-hour/)</p> <p>Public opinion should also be welcomed on other options for addressing slow traffic in our growing city. While public transit is not within the scope of UDOT, UDOT should be working closely on a combined solution with UTA that minimizes the necessity for more resources, more construction, and more pollution.</p>

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Name	Section	Alternative	Comment
			To be clear, I do not support Option A or B. The form would not let me continue without choosing.
James Domingo Madrigal	I-15 Mainline	I-15 Option B	A reversible HOT lane along the stretch described is a very bad idea. Traffic during peak times (6:30 am to 10 am and again from 2:30 pm to 6 pm) flows heavily in both directions due to commuters coming into the valley to work in the city and at the University and people going north to work at Hill Air Force Base and various facilities in Weber. This approach will not help to solve the underlying problem of having too many single occupancy vehicles on the roads. Expand mass transit and get the freight off the road and on rail.
Frederick Jenny	I-15 Mainline	I-15 Option B	Reversible lanes makes the most sense but you're about to spend 1.6 billion on a highway instead of expanding out public infrastructure which would take cars off the road and make expanding the highway irrelevant. Expand front runner and Trax to allow for more locations to be served in the slc valley
	I-15 Mainline	I-15 Option A	Both of these ideas are trash. We DO NOT need the extra pollution this will bring, we already have terrible air quality. How about we try to focus on that first since it has immediate health effects on the people that live here instead of ways to make it even worse. I selected Option A only because I'm not able to select both. Neither option is viable with our current air pollution levels
Alla Chernenko	I-15 Mainline	I-15 Option B	As a Salt Lake City resident, I am strongly against widening this section of I-15 and hope the state can invest in better transit, pedestrian, and bike infrastructure instead. Studies show that freeway expansions do little to alleviate congestion in the long run. The freeway expansion may offer negligible short term benefits for Davis County residents commuting to the city for work, but at the cost of furthering the divide between Salt Lake City East and West sides and making the city generally less enjoyable for all. I can't help but notice how quickly we are willing to compromise the wellbeing of poorer and more ethnically diverse communities adjacent to the freeway in favor of potential convenience for suburban commuters, who tend to be, on average, wealthier and whiter. The West side is already at a disadvantage, as the I-15 creates a physical barrier to economic, cultural, and recreational opportunities for the residents. It's no coincidence that Salt Lake City is heavily segregated right along the I-15. If one of UDOT's aims is indeed to connect communities, I believe it makes more sense to consider communities that are already in close proximity to one another, yet are separated by hostile built environment. From the way this project is presented to the public, it feels like it's almost a done deal, so I am not sure how much consideration might be given to comments at this stage. Yet, I still hope we can change the course of transportation development as a whole and implement more data-driven solution and more best practices from around the world to accommodate the population growth in the state. Let's get away from moving cars and towards moving people, and creating places we want to be in, rather than simply drive through.

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Name	Section	Alternative	Comment
Stephen Allred	I-15 Mainline	I-15 Option B	<p>Hi UDOT Team,</p> <p>First of all, many thanks for your sincere, effective, and active efforts to solicit and receive public comment regarding the I-15 EIS project.</p> <p>Of the two options, I favor Option B in that it would add lane space where it is most needed during rush hour traffic. The reversible lane idea is fantastic. In my opinion, it works well to improve traffic flow on 5400 South.</p> <p>To deviate from the two options being presented, I actually don't favor either Option A or Option B because I have a fundamental issue with the HOV/HOT lane concept. Since the HOV lane was first implemented on I-15 in 2001, my experience has been that driver behavior has resulted in HOV lanes being a net loss for traffic efficiency and safety.</p> <p>Drivers do not respect the double white line. As a result, it's not safe to pass other cars at high speed when driving in the HOV lane. Furthermore, in actual application, the HOV lane is a "super fast lane". If vehicles in the HOV lane are driving at or slightly above the speed limit, the drivers behind it will tailgate, honk, and/or impatiently pass it at the next break in fast lane traffic by crossing over double white line. Enforcement of HOV lane rules is difficult. Furthermore, it might not be feasible or practical to embark on an informational/psychological campaign to influence driver behavior such that HOV lanes will be used properly.</p> <p>Regarding vehicle occupancy, my experience is that drivers/travelling groups do not carpool specifically so they can use the HOV lane. They carpool for other reasons, such as gas savings. My experience and opinion are that the HOV lanes are a net loss for traffic efficiency and safety in Utah. I believe the best traffic efficiency and human safety outcome would be attained by entirely doing away with HOV lane concept in the State of Utah. The current HOV lane space would then become a safer, more efficiently used part of Utah's interstate infrastructure.</p> <p>Speaking as if there were no longer an HOV/HOT lane, the idea of making each direction's fast lane reversible is an excellent idea. If it can be implemented safely and drivers adhere to the concept, I think it would significantly improve rush hour traffic efficiency by decreasing congestion and helping reduce the accident rate.</p>
Karli LaMar	I-15 Mainline	I-15 Option A	<p>As a resident of Rose Park, 84116, I abhor both Option A and B. Between the inland port and this proposed expansion our neighborhood will continue to bear the brunt of pollution and traffic. It's infuriating to think that the only solution to fix a traffic issue is to widen roads. I would much rather that 1.6 billion dollars be sunk into public transportation that is both reliable and quick. I would not choose either of these plans to widen I-15 and continue to erode the health and wellbeing of an already marginalized community!</p>
Karli LaMar	I-15 Mainline	I-15 Option B	<p>As a resident of Rose Park, 84116, I abhor both Option A and B. Between the inland port and this proposed expansion our neighborhood will continue to bear the brunt of pollution and traffic. It's infuriating to think that the only solution to fix a traffic issue is to widen roads. I would much rather that 1.6 billion dollars be sunk into public transportation that is both reliable and quick. I would not choose either of these plans to widen I-15 and continue to erode the health and wellbeing of an already marginalized community!</p>

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Name	Section	Alternative	Comment
Judi Short	I-15 Mainline	I-15 Option B	I think there needs to be other ways to handle this issue without taking out a lot of housing on the west side. Put in more front runner lines. You need to rethink this, stop pandering to the automobile. If people have to drive too slowly they will look for options. Beef up the bus service in SLC. Add more fast busses between cities, not sure what they are called.
	I-15 Mainline	I-15 Option A	I don't believe I-15 should be expanded until other forms of public transportation, alternative railways, and bicycle traffic are implemented first. I-15 exists and widening it is clearly inevitable. However, the community is crying for alternatives to be prioritized. If the state invests in and implements other components to enhance transportation along the Wasatch Front prior to widening I-15 - then I would be willing to comment on which I-15 proposal works best in my opinion. For now, let's focus on other transportation alternatives and keep air quality concerns at the forefront of this conversation. Thank you.
	I-15 Mainline	I-15 Option A	I would like to see more public transit options instead of more vehicle lanes. If more lanes have to be added then it would be worth considering separated lanes for through-traffic and/or trucks.
	I-15 Mainline	I-15 Option B	There are not nearly enough options for active transportation such as bikes and pedestrians to cross the highway. I-15 is already miserable, polluting, and not good for the community. It would be better to consider public transit and options that allow people to walk and bike freely throughout their communities. Cars should not have priority over the people who live here.
	I-15 Mainline	I-15 Option B	Placing an on/off ramp at Glover Lane from West Davis Corridor provides the critical solution to multiple concerns raised by UDOT regarding access to the high school and providing community access directly to I-15 without impacting additional residential communities and relocating family homes. Currently, the community of Farmington has no access to West Davis Corridor and is significantly impacted.
	I-15 Mainline	I-15 Option A	Just extend UTA, man :(I wouldn't drive if I had any other options: people talk about freedom that comes with driving, but they ignore that that takes money, gas, a safe place to leave your car. I would love to be able to take the public transit to and from work, and not have it take two hours to go 12 miles. Studies prove that extending freeways doesn't decrease congestion: it just makes the congestion wider. Public transit is better for the environment, communities, and helps those of us who are the most vulnerable find their own freedom. Try increasing UTA's budget before increasing the size of I-15.
	I-15 Mainline	I-15 Option B	Sorry to Utahns, but I don't believe Utahns are good enough drivers to figure out a reversible HOV lane. Also concerning is if severe accidents happen in this section, how easily will emergency vehicles be able to access it and how long will it take to re-route traffic backed up in lanes that are barriered?
Kaila	I-15 Mainline	I-15 Option A	This construction will displace west side families and pollute our already damaged environment. Studies show that expanding highways does not decrease traffic, and on the contrary, increases the amount of cars that drive

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Name	Section	Alternative	Comment
			on it with every lane added. UDOT should not be promoting car travel, and instead should put money into green alternatives.
	I-15 Mainline	I-15 Option A	The alternatives will unacceptably impact northern Salt Lake for the benefit of Davis County. Much of the information relied upon seems historical and must be evaluated in light of the new offsite work patterns and added density housing. Dual directional use of lanes is positive but continual widening is not. Air pollution in along the Wasatch Front is real! These alternatives are designed to dump traffic into SLC without further thought of how that integrates into traffic flow in SLC.
	I-15 Mainline	I-15 Option A	Are you insane? We should be getting people into buses or the train, not widening the road. And how are we going to pay for this when local/state governments say we can't afford better pay for teachers or to get more water in the GSL?
Benjamin J Busath	I-15 Mainline	I-15 Option A	I don't want either alternative and I hope this project never gets built, but option A has the smaller footprint so I guess that one is better
Patricia Costello	I-15 Mainline	I-15 Option B	<p>Option B seems to provide better traffic flow and requires less widening, so I would support B (between these 2 options.) I once moved to a new city with reversible lane freeways and it was very confusing at first but once I got the hang of it, it made good sense.</p> <p>Alternatively, I'm sure that widening an existing freeway is MUCH cheaper than building additional new highways. But wouldn't it be better if we weren't all constantly tied to I-15? Then we'd have another way to get where we're going if accidents/delays occur on I-15.</p> <p>Last, I know this is more for UTA and the Utah legislature, but: our public transit system is really lacking. No one is going to choose public transportation if it's less convenient AND more expensive than driving a car. At least subsidize the fares completely and see if ridership goes up when UTA transit becomes free for riders. (If ridership does not go up, then we REALLY know our public transit is lousy.)</p> <p>Thanks for your consideration!</p>
Christian Lenhart	I-15 Mainline	I-15 Option A	I prefer option A. Considering how well HOT lanes are used (and abused), I don't think it is worth the extra cost and width to add reversible lanes.
Erik	I-15 Mainline	I-15 Option A	In regards of this matter if this proposal has the possibility to decrease traffic congestion in this area (SLC). Then my opinion would be to effortlessly expand the freeway however, as the article stated that some homes would need to be removed. If the families do not agree of being compensated for their properties then this proposal project can not be completed. Also, I understand that many families have been living in those houses for generations and is hard to move out because of the sentimental value. Finally, no matter how many comments are written this expansion project of the freeway is up to the homeowners of that area and representatives.
	I-15 Mainline	I-15 Option B	Not a fan of reversible lanes. Causes more confusion especially if you don't frequent the area.

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Name	Section	Alternative	Comment
	I-15 Mainline	I-15 Option A	I have driven in cities where option B is available but it seems that the direction of traffic flow for option B is not at times that are helpful or that there are limited entry and exit points. If option B would be monitored in real-time and traffic staff could open and change the flow of traffic when needed, i.e. when there are accidents or events that happen in different parts of SL county that would increase traffic, I would be for option B.
	I-15 Mainline	I-15 Option B	What about the congestion between Farmington and Riverdale!! Also no damn gondola!
	I-15 Mainline	I-15 Option B	Farmington Option B appears to disregard all "wetlands protection" and obliterates the existing "wetland" areas south of Glover Lane and east of the frontage road between 1150 S. and 1340 S. in Farmington. Other "wetlands protection" exists directly North of Glover Lane on the west side of the frontage road. Both areas were designated as protected "wetlands" when the Legacy Highway was built in response to concerned residents about the impact of building Legacy Highway. Any change in the landscape of these two areas, such as suggested in Option B should not be allowed unless this protected designation is changed.
Karen McMullin	I-15 Mainline	I-15 Option B	As a 43 year resident living south of Glover Land, please consider the following: the history of development in South Farmington has been determined by the city and land owners to be residential. Expansion or increased traffic, such as suggested in Option B, in the area around Glover Lane is extremely limited due to close proximity to the mountains and the lake/Farmington Bay. The high water table has also limited large buildings in the area. Supporting evidence regarding finding the land which would support the building of churches in the South Farmington area can be obtained from the Church of Jesus Christ of Latter-day Saints real estate department. The recent 6 years have been designated as "drought years" but as the water cycle improves (as we are now experiencing in 2023), the area becomes and stays very wet. The impact Option B has on existing residences is inappropriate for residents, the land is subject to water issues, and any expansion of I-15 using Glover Lane is impractical for the area and its residents.
Karen McMullin	I-15 Mainline	I-15 Option B	Comments about UDOT goals: a) Improve Safety: Because the Glover Lane area has been developed as residential, Option B would create an extremely hazardous walk for school children to the three local schools-Farmington Elementary, Farmington Junior High, and Farmington High School. School children from these neighborhoods regularly walk to and from school and they would be in danger from the increased traffic created through Option B. Farmington High School parking regularly overflows onto Glover Lane and cars are parked on the North side of the Glover Lane overpass. Additionally, at the far east end of Glover Lane, where it intersects with Highway 89, there is a T intersection with presently just a stop sign. The current map does not go east to Highway 89 and this intersection should be evaluated. Option B would increase the traffic at this intersection and create a very hazardous back up, especially during commute time or when accidents occur on I-15.

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Name	Section	Alternative	Comment
	I-15 Mainline	I-15 Option A	Would love to see neither of these and more public transit options (rail, increased frequency of lines)
Karen McMullin	I-15 Mainline	I-15 Option B	Option B divides the South Farmington community through the inherent fact that more traffic will be present discouraging walkers and bike riders to use the area. The Davis Creek, which has been virtually dry since 2016 due to the drought, is a natural barrier but the Davis Creek trail is regularly used by hikers in the area. The hiking/walking community relies on easy, safe access to this trail at the frontage road (south of Glover Lane) and 200 East (aka Highway 89). Option B would make access to this area dangerous for children and adults and one to avoid due to the extreme increase of traffic. Increased creek runoff and water rights that presently exist for local residents should be considered. The Legacy Trail access is located on the Northwest corner of the Glover Lane overpass. Option B shows no way for the walking/biking community to safely access the trail for South Farmington residents living east of I-15.
Karen McMullin	I-15 Mainline	I-15 Option B	The area considered in Option B is void of commercial businesses and land for future development does not exist. Any off/on ramp to I-15 in the Glover Lane area would not strengthen the economy as vehicles would be using the proposed ramps for residential access only. In the past, development in the area was restricted to residential and should stay that way. Presently, a 5–10-minute drive for South Farmington residents takes one to either the Station Park area or downtown Farmington, both of which have commercial developments sufficient for future growth in West Farmington and for the entire South Farmington area.
Karen McMullin	I-15 Mainline	I-15 Option B	Presently, the two UTA Bus Routes 455 and 470 through South Farmington travel exclusively on 200 East (aka Highway 89). As the South Farmington area boundaries are limited by close access to the steep mountains, and the Great Salt Lake/Farmington Bay area (protected by a “wetlands designation”), additional public transportation options by bus are not practical. Many students presently use these bus routes as they can access both Weber State University and University of Utah. Some commuters also use the routes to go to work. Option B would inhibit safe walking access to the bus stops for South Farmington residents because of increased traffic and lack of traffic signals on Highway 89. As the closest UTA Frontrunner stop presently exists at Station Park, a 5–10-minute drive for South Farmington residents, Option B would only slow down access to this public transportation option due to increased traffic. The Legacy Trail access is located on the Northwest corner of the Glover Lane overpass. Option B shows no way for the walking/biking community to safely access the trail for South Farmington residents living east of I-15. Local residents of South Farmington, myself included, frequently walk the area impacted by Option B. Creating an on/off ramp at Glover Lane would decrease the safety for walkers and bikers
	I-15 Mainline	I-15 Option B	I am disturbed to see yet another proposed project that will negatively affect this area of Farmington. We’ve already been impacted by the West Davis Corridor and now this. Another huge freeway access adjacent to our neighborhood is going to further destroy the open, suburban feel of our neighborhoods and lower our property values. I am for keeping things simple. Nobody here wants this.

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Name	Section	Alternative	Comment
Jeff Anderson	I-15 Mainline	I-15 Option A	Reversible lanes are terrible.
	I-15 Mainline	I-15 Option A	Hot lanes are not going to serve the longer term commuting needs, and will only add to maintenance, accidents, and congestion. Instead, rail can be ran through the center to move people with much more efficiency.
	I-15 Mainline	I-15 Option B	I would prefer option B
	I-15 Mainline	I-15 Option B	Reversible hot lanes are not the answer, they barely work in other places in Utah and on the interstate will not solve the fundamental issue. Move people who are able to other modes of transportation, such as FrontRunner or Trax, to reduce dependency on roads, cars, and parking.
TREESA CHARLEN E EDGAR	I-15 Mainline	I-15 Option B	Farmington Option b needs further evaluation. Foot traffic of children to elementary school and the Junior High School are greatly affected. There is absolutely no room for any building growth in this area. Safety is of a greater concern. Dangerous
	I-15 Mainline	I-15 Option A	Both directions need the hot lane, sometimes at the same time.
	I-15 Mainline	I-15 Option B	I like the reversable HOT lanes. Since the South bound lanes are used mostly in the AM and the North bound lanes mostly in the PM. This seems it would Alieve the congestion problems.
Micah Wedemeyer	I-15 Mainline	I-15 Option A	Please do not expand the lanes. People's homes will be affected heavily and it only temporarily solves the traffic issue. With our ever increasing population, the only actual path to true traffic reduction is through the implementation of better public transportation. The money that goes into this project would be better spent expanding TRAX.
	I-15 Mainline	I-15 Option A	No expansion. Little gains for high costs momentarily and affecting people in the area.
	I-15 Mainline	I-15 Option B	We do not see how expansion is justified based on future increases of population on the east side of the interstate. Property on the east side is currently developed. All this will do is increase traffic into bedroom community neighborhoods with children. Also, 200 East isn't capable of this volume of traffic that this could create by people trying to get somewhere other than east of the interstate. There is no industry in this area to require or justify this size of an interchange. Current interchanges are capable of handling existing and future traffic in this area. If any changes are to be made, an overpass with one lane going each direction, sidewalks and a bike path would fill the bill for current and future traffic.
	I-15 Mainline	I-15 Option A	We do not see how expansion is justified based on future increases of population on the east side of the interstate. Property on the east side is currently developed. All this will do is increase traffic into bedroom community neighborhoods with children. Also, 200 East isn't capable of this volume of traffic that this could create by people trying to get somewhere other than east of the interstate. There is no industry in this area to require or justify this size of an interchange. Current interchanges are capable of handling existing and future traffic in this area. If any changes are to be made, an overpass with one lane going each direction, sidewalks and a bike path would fill the bill for current and future traffic.

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Mark	I-15 Mainline	I-15 Option A	Option A provides the best value of improved capacity, width efficiency, and flexibility to use exits between endpoints. It also appears to be safer in snowy winter conditions.
	I-15 Mainline	I-15 Option B	Why are we building more lanes?! why not have train?!
	I-15 Mainline	I-15 Option A	<p>Please leave I-15 alone. Past expansions have only made traffic issues worse. It's terrifying to drive in 6 lanes of traffic, especially with a speed limit of 70 mph in urban areas. But if you absolutely insist on expanding, please bring the speed limit down to 60 mph.</p> <p>(I've driven in more populated metro areas where the speed limit on freeways is 55-60 mph and traffic still moves much more smoothly in those areas than it does on I-15 in Salt Lake County.)</p>
	I-15 Mainline	I-15 Option B	<p>Will people living right near I-15 be able to keep their homes?</p> <p>I don't want expansion. But if it's going to happen, can you please bring the speed limit back down to 65? I-15 is dangerous with a speed limit of 70 and 6 lanes of traffic.</p>
Robert P Brown	I-15 Mainline	I-15 Option A	<p>If you build option A or B so more cars can quickly get to SLC, where do you expect them to go after they leave the freeway? Are you going to level buildings along 4th 5th 6th Sout to make more lanes? Where will they park?</p> <p>Making room for so many more cars will destroy our city, please don't do this. We have a growing downtown that gets better every day! This will turn it into parking lots</p>
Brad Valentine	I-15 Mainline	I-15 Option B	This is madness. The traffic will grow to clog the highway no matter how many times you expand it. Focus on getting the cars off the road and into public transit or on their feet, it's the only solution that makes any kind of sense in the long term.
Franco	I-15 Mainline	I-15 Option A	<p>My main concern is this expansion does not come close to meeting estimated demands in 2050. At best, this is a temporary bandaid that will displace dozens of homes and further the division of West Salt Lake. Cars are not the best way to move people, and building more expensive and difficult to maintain car infrastructure will ultimately be detrimental to the city and its residents.</p> <p>This feels like a short sided plan that will line the pockets of a few select businesses and politicians, while hurting everyone else. We need to look at other alternatives that will serve as a permanent solution. Adding one more lane is not the answer. We have plenty of scientific studies and case studies that prove cars are a hugely inefficient and unsustainable method of transportation. The bottom line is car infrastructure, such as expanding a highway, only works in the short term. In 20-30 years when the maintenance bills come calling, who's going to pay for that? This model is based on constant growth to fund it. It's not reasonable, and doesn't even solve the congestion problems. We need to look past cars as the transportation of choice and focus on moving PEOPLE, not giant hunks of metal, usually only carrying one or two people at a time.</p>

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			Salt Lake is positioned to become a powerhouse in the next several decades, or we could turn into another LA. Smart planning and looking ahead is required. Expanding the highway is not a valid option.
Kellyn Trummer	I-15 Mainline	I-15 Option B	I am opposed to widening the freeway in any capacity and am asking you to reject both options A and B. Widening lanes will only mean that more cars are able to access the freeway. This will encourage continued high use of car travel which in turn will lead to continued worsening of air quality. We should be putting money and effort towards making our public transit system more connected, more frequent, and more accessible to individuals traveling to/from and within SLC. While people will still use cars, making public transit a convenient and efficient option is what would lessen traffic overall. Additionally, more cars going to the freeway means more opportunities for accidents with pedestrians and bikers. While I appreciate that bike infrastructure has been included in pieces of this project, I am still highly concerned about safety. Many of the proposed bike paths are just painted lines on the road with no physical barriers between bikers and cars. If a driver loses focus or control of their car for even just a second, the extra space and painted lines do nothing to protect the biker. For this reason I am asking UDOT to prioritize protected pathways for both pedestrians and bikers. ESPECIALLY on roads with speeds over 20 MPH with wide lanes that encourage even higher speeds as well as roads with multiple lanes of traffic that act more as highways than a city road. I hope you will listen to all the voices asking for this highway project to be abandoned in favor of safer, more environmentally friendly, and more people-centered (rather than car-centered) alternatives.
	I-15 Mainline	I-15 Option A	Option A
	I-15 Mainline	I-15 Option A	Stop widening the freeways and just put that money into better transit.
Karina walker	I-15 Mainline	I-15 Option B	When we built our house 10 years ago there was never anything slated for something this big on glover lane which is right next to us. Alt B will completely take away the from the quiet residential neighborhood where kids can run around and play outside which is what we were buying into. With these changes, traffic will heavily increase in our neighborhood and crime will significantly increase in our neighborhood making it less safe for the residents of south Farmington. We've already had our home almost broken into 2 1/2 years ago and the thought of even easier access, which is unnecessary, completely scares me. I don't see any need on having another off-ramp when there is another off-ramp literally right next to it - seems ridiculous/over excessive and completely not well thought through. So the "need" for this is not there/clear. If the growth is elsewhere, then provide the access elsewhere too!
Rei	I-15 Mainline	I-15 Option A	Has UDOT considered the concept of induced demand (i.e. that increasing the number of lanes may not necessarily reduce congestion or relieve traffic?)
	I-15 Mainline	I-15 Option A	Has UDOT considered the potential emissions impacts resulting from an increase in traffic due to these alternatives? UDOT should undertake a traffic study and analyze the potential emissions from the increase in VMT resulting from this plan. Vehicles result in PM2.5 and NOx emissions (among others)

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			<p>which could contribute to the ongoing NAAQS non-attainment in Salt Lake County (also important considering NOx is an ozone precursor).</p> <p>UDOT should consider alternatives that expand public transport along the west side.</p>
	I-15 Mainline	I-15 Option A	Eliminating the Center street exit in North Salt Lake would be very unwise and problematic. The off ramp and intersection of 2600 S in Woods Cross is already congested. What purpose would it serve to have the majority of south Davis county using one offramp to access the cities of Woods Cross, Bountiful and North Salt Lake? There is a need for the Center street exit in North Salt Lake. Please don't remove the exit.
Corey Scott Shayman	I-15 Mainline	I-15 Option A	I oppose both option A and option B. We should not widen our highway for hundreds of millions (or even billions) of public dollars when this won't improve traffic in the long run and we could spend the money on bus-rapid transit, light rail, pedestrian infrastructure, and bike paths to make a more tangible difference.
Corey Scott Shayman	I-15 Mainline	I-15 Option B	I oppose both option A and option B. We should not widen our highway for hundreds of millions (or even billions) of public dollars when this won't improve traffic in the long run and we could spend the money on bus-rapid transit, light rail, pedestrian infrastructure, and bike paths to make a more tangible difference.
	I-15 Mainline	I-15 Option B	Expanding to get more lanes is not going to fix the problem and not worth the time and money to expand it
	I-15 Mainline	I-15 Option A	The current non-reversible HOT lanes allow more traffic flexibility, particularly during periods of time when an incident is limiting lane space. During incident-related backups, the reversible HOT lane only helps those who are able to enter the single entry point before reaching the slowdown. Additionally, from my experience traveling to other areas with reversible lanes, they are ONLY used during rush hour times, meaning that there are usable lanes that are closed most of the time, reducing traffic flow during other times of the day. Additionally, having a third divided section means that there are 6 shoulder areas instead of 4, taking up space that could otherwise be used for lane space to further alleviate congestion. I am a strong proponent of keeping the current non-reversible HOT lanes as shown in Option A.
Becky Benavidez	I-15 Mainline	I-15 Option A	We are talking about Utah drivers and taking over neighborhoods, with everyone's best interest I propose option A as our best option.
	I-15 Mainline	I-15 Option A	We should not add more lanes and instead should invest in bus and train public transportation systems. It is well known that adding lanes does not reduce traffic congestion.
	I-15 Mainline	I-15 Option B	We should not add more lanes and instead should invest in bus and train public transportation systems. It is well known that adding lanes does not reduce traffic congestion.
	I-15 Mainline	I-15 Option A	The HOV lanes do not work as currently designed. Road widening has proven to have no positive effects when just a larger version of an inefficient design. Option A does not make sense for us. Option B is more feasible. Overall,

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			there should be dedicated spaces to prioritize public transit (buses, light rail, heavy rail) in an effort to reduce traffic and better our air quality.
	I-15 Mainline	I-15 Option B	Option B is realistically the best option for the area.
	I-15 Mainline	I-15 Option B	Why do we always have to build more and bigger? Consider optional plans for optional transportation. Expand the thinking please.
	I-15 Mainline	I-15 Option B	Have seen option b done in other states and it works well.
	I-15 Mainline	I-15 Option B	I like option B. I have seen it in other states and it works
Jake Moua	I-15 Mainline	I-15 Option B	I believe option B is a better option. I think that the commercial vehicles should only be within the auxiliary lanes. Heavy signage for fines, there isn't any reason commercial vehicles need to be above the speed limit or below the recommended within those lanes. If anything I almost think commercial vehicles should be fined within the left 3 lanes. The reversible hot lane is still a great thing I feel. I think that semis should have there own lanes coming through the valley. I find myself having to pass semis to the right lately due to the fact that they go below the speed limits and impede traffic in the left lanes. Traffic has been getting super bottle necked in my route between Provo and salt lake. Please add signage for 18 wheelers to keep right. That reversible hot lane should be prioritized to carpoolers and motorcycles. Will reversible hot lanes send cars head on to other cars at certain times?
	I-15 Mainline	I-15 Option B	Absolutely no reversible lane!!!
	I-15 Mainline	I-15 Option B	Reversible "Hot Lanes" are a TERRIBLE idea... they are called "Suicide Lanes" where I come from and for a good reason! People in Utah can't use a 4-way stop correctly let alone a round-about. Though all these things are supposed to improve traffic flow, the people of Utah are too distracted by their phones with little regard for their own safety or the safety of anyone else on the road to make this "suicide lane" option even something that should be considered. "Option A" is the only way to ease the traffic needs AND keep drivers safe from themselves.
	I-15 Mainline	I-15 Option A	Option A to allow carpool lane use during all hours. Wish list would option A that is a little wider than option B to support two HOV lanes in each direction supporting future growth, especially south of the new Legacy interchange.
	I-15 Mainline	I-15 Option B	I like the idea of the hov lane being separated by barriers so people can't come in and out whenever they want. Not sure about the reversible option. We have people going the wrong way all the time when it doesn't change!
	I-15 Mainline	I-15 Option B	Removing the SB I-15 exit at Center Street would be detrimental to North Salt Lake City. For those living on the east side of the city, this is the primary access going SB. This would force residents to exit at the 2600 South off-ramp which is already extremely congested. There would very likely be an increase in accidents at 2600 which are already high. There are also several businesses that access the west side via the Center Street SB exit. I understand that the train is an issue, however, access over the train (via a bridge for the train or vehicles) should be considered before removing the SB exit.
	I-15 Mainline	I-15 Option B	Please don't do the flex lanes, they are dangerous and people will get hurt. PLEASE expand our train network as it is safer, more accessible and a

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			leverage out of poverty. It will also improve road conditions for drivers with less traffic.
	I-15 Mainline	I-15 Option B	I like option B because it allows lanes to open up based on traffic needs.
	I-15 Mainline	I-15 Option A	Whatever the [REDACTED] you do leave the Center Street exit off of I 15 southbound to throw all that traffic on 2600 S. just add the more congestion to an already congested 2600 S. all the people that are needing to exit at the Eaglewood or Foxboro use that exit southbound all the time and it's not a confusing exit like 2600 to begin with
Mara Callister	I-15 Mainline	I-15 Option A	Do not remove the Center Street Exit. It is a vital exit for the city of NSL.
	I-15 Mainline	I-15 Option B	Whatever you do DON'T take away the NSL off ramp. If the changes are to help traffic, this will not help, it just makes a lot more traffic on 2600. There are already too many accidents in that area. If it is that when there is a train there & traffic is backed up, have you thought of building a bridge over the tracks for traffic?!
Mike Harman	I-15 Mainline	I-15 Option A	I am concerned about the negative impacts on SLC's West side residents That community often takes the brunt of negative impacts when "improving" infrastructure. UDOT should minimize impacts on affordable housing.
Charles Turner	I-15 Mainline	I-15 Option A	We don't need more lanes!
	I-15 Mainline	I-15 Option A	Please do not remove the southbound center street exit! It's used all the time! That would make the traffic on 2600 S. Unbearable.
Carlie Allred	I-15 Mainline	I-15 Option B	I like that in Option B, there are barriers that allow drivers to enter the HOV lanes only at endpoints. (As it is now, in January 2023, I think most people only use the HOV lanes as their "personal fast lane." Currently, people cross over the double lines to enter and exit as they wish - it feels dangerous.) Honestly, I don't think HOV - or HOT lanes - are really very effective. They seem to be mostly empty, except for people using them as their own personal passing lane. Do we have to have HOT lanes at all? Can't we just have six regular lanes?
Anita	I-15 Mainline	I-15 Option B	Don't we already have enough wrong way drivers on i15?
Steven Williams	I-15 Mainline	I-15 Option B	Ok
Gary Lee	I-15 Mainline	I-15 Option A	Option A is my preference. Observed reversible lanes in Virginia and it does not look like a good option,
Wendy Tibbitts	I-15 Mainline	I-15 Option B	I am from California and like the reversible carpool lanes. I have seen it be very successful. Also, please keep the N. Salt Lake City Center Street exit.
	I-15 Mainline	I-15 Option B	Don't add an extra lane it would make people lose house or property
	I-15 Mainline	I-15 Option A	Reversible lane often causes confusion for people who don't drive the area often
Julie Checketts	I-15 Mainline	I-15 Option A	Reversible HOT LANES are the WORST! Please let us keep our Carpool Lanes how they are. California is a great example of why those work.

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Name	Section	Alternative	Comment
TRL	I-15 Mainline	I-15 Option B	What safety precautions are planned at or around the Davis Creek Trail for hikers and surrounding home owners from the planned development? How safe are the bike lanes planned across glover? What safety measures are planned for students driving or walking close as they go to and from for school based on plan b? Why force traffic through residential areas vs commercial areas? The layout of plan b does not provide adequate access for Pedestrians. As residents we need detailed engineering analysis of the planned traffic. Based on the recent meeting it was alluded that as residents we would be the planned users if alt b. As residents in the meeting we decided we would rather use Parrish or park lane to use the commercial services. With alt b there are no commercial services so less residents of South Farmington would use it. The current design of alt b would make it very difficult for those turning from Holly rd on the northside of glover close to frontagerd. Plus all the traffic that would backup between the glover rd and 200 E. In addition the residents who live on 200 e close to glover In it'll make it even more difficult for them to turn on it due to traffic.
	I-15 Mainline	I-15 Option A	Please add one lane going each direction only. We have already had too many issues of wrong way drivers. Let's keep it simple. This is much needed
SL	I-15 Mainline	I-15 Option B	Option B would impede and hurt our access to safe and enjoyable walking trails. Not to mention all the wildlife that is in our area. Also, more traffic means less safety for our children and more crime. We do not need an access point at Glover lane. It would make more sense to put the access somewhere that an access point already exists. The fact that the number of homes that will be impacted is a concern as well. These are our friends and neighbors. It seems irresponsible that the research hasn't been done to assess how this would impact the homes in the area. This is a quiet residential neighbor. Please help keep it that way by reconsidering option b. It is not needed and most importantly not wanted.
	I-15 Mainline	I-15 Option A	This option allows more use than closed lane option B
Kristina Bennett	I-15 Mainline	I-15 Option B	Keep the Center Street exit and also add a Center Street on ramp. There is no easy way to get to/ from North Salt Lake. Please don't take away the Center street exit.
John Blackham	I-15 Mainline	I-15 Option A	I prefer option A but the HOT lanes need to have higher minimum speed (conditions permitting of course). To many people travel in the HOT lanes well below the speed limit rendering them useless because they are slower than the right lane on the freeway. I have driven on the Autobahn in Germany and they enforce minimum speed limits per lane so that slow traffic doesn't clog all lanes. I don't want to see the Center Street exit in NSL closed!!!! I would rather not see tanker trucks running down Main St. in NSL (my neighborhood) trying to get to the refinery on Center Street because the Center Street off ramp gets taken away.
Matt	I-15 Mainline	I-15 Option B	An isolated HOT lane would quadruple a commute time if there was an accident within the isolated lanes. It would also make it very hard to get service vehicles in there to clear the crash. See what happens in inclement weather and accidents on the dedicated commuter lane on SR 92.

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Matt	I-15 Mainline	I-15 Option B	Option B requires more space and does not effectively utilize the space now required for emergency lanes.
Matt	I-15 Mainline	I-15 Option A	I favor option A, but do not support commuter lanes. They are rarely less busy, and back up just like other traffic.
	I-15 Mainline	I-15 Option B	HOV land doesn't work and reversible lanes do.
	Farmington	Option A: 200 W Ramps	People of Earth, your attention, please. This is Prostetnic Vogon Jeltz of the Galactic Hyperspace Planning Council. As you will no doubt be aware, the plans for development of the outlying regions of the Galaxy require the building of a hyperspatial express route through your star system. And regrettably, your planet is one of those scheduled for demolition. The process will take slightly less than two of your Earth minutes. Thank you.
	Farmington	Option A: 200 W Ramps	"But the plans were on display..." "On display? I eventually had to go down to the cellar to find them." "That's the display department." "With a flashlight." "Ah, well, the lights had probably gone." "So had the stairs." "But look, you found the notice, didn't you?" "Yes," said Arthur, "yes I did. It was on display in the bottom of a locked filing cabinet stuck in a disused lavatory with a sign on the door saying 'Beware of the Leopard.'"
	Farmington	Option A: 200 W Ramps	Rather than add an exit on I-15 for Glover build an exit here off the new highway. this would have less of an impact on the to current communities and bring the traffic to station park on the west side of I-15.
Tyler Lake	Farmington	Option A: 200 W Ramps	With a little improved engineering you could have the road go around these homes and not take brand new homes and one historic home. I think the engineering team can come up with a be better than a straight line through homes.
Tyler Lake	Farmington	Option A: 200 W Ramps	Rather than move 400 W and demo homes just close that road when the new over pass is built and create access to these new homes here.
Tyler Lake	Farmington	Option A: 200 W Ramps	I understand that the connection to the road needs to be moved east because of the bridge expansion but the road should have to curve more so and demo brand new homes.
Tyler Lake	Farmington	Option A: 200 W Ramps	If this road was blocked here and only used to support the new homes to the south that would reduce increased traffic to Lagoon through Farmington. With no passage then this road wouldn't need to be changed and this would make it possible to keep the homes that are on this road.
	Farmington	Option B: Glovers SPUI	
	Centerville	Option B: SPUI	Option B is best of both world for NB traffic going east. North Market place traffic can take the underpass behind McDonalds, and east Parish traffic does not have to stop and enters their own dedicated lane. There should be no reason for NB existing traffic to cut across 3 lanes to access the Marketplace north of Parish.
	Farmington	Option B: Glovers SPUI	Option B will be greatly preferred to reduce congestion on Park and Parish lane interchanges. This interchange would primarily be used by local residents of south Farmington on the east and west side along with north Centerville along with the high school students. It would take school traffic of

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			side streets in west Farmington. Either option B or an interchange at Glovers on West Davis highway would be preferred.
	Farmington	Option B: Glovers SPUI	Option B SPUI at this location will appropriately serve the long-term interests of Farmington and provide the long-needed freeway access we residents have needed for too long. Option A provides no additional benefits for access.
	Farmington	Option B: Glovers SPUI	If options A & C don't work. I like the possibility of using option A plus legacy for NB freeway access. However, that may ultimately draw more traffic onto Glover and the East Frontage road unless it could incorporate 200 west access.
	Farmington	Option A: 200 W Ramps	If option A is selected, having two separate lanes here is nice and avoids the current awkward merge.
Matt	Farmington	Option B: Glovers SPUI	It seems quite unsafe to offload this much traffic into a small residential neighborhood.
	Salt Lake	Option B: SPUI	I hope this SPUI that is not very old doesn't have to be reconstructed again.
Matt	Farmington	Option A: 200 W Ramps	Widening the freeway would require lengthening the overpass I presume? Lengthening the overpass would then require raising the grade. How would a height transition be done from the existing overpass, to the currents homes in the area?
	Farmington	Option B: Glovers SPUI	Not only does option B add traffic to Glover Lane near the high school, it does not remove the freeway access near Farmington Junior High. This 200 West on/off ramp is necessary in option B (to mitigate the increased traffic on Glover Lane and East Frontage Road) however it may lead to more traffic passing FJH than alternative A due to allowing full freeway access. A
Matt	Farmington	Option A: 200 W Ramps	Whatever option I'd decided, please remember that students will take the shortest quickest path to their destination, pedestrian bridge or not.
Matt	Farmington	Option A: 200 W Ramps	This area is all for flood mitigation, how would this be handled if this area was paved?
	Farmington	Option B: Glovers SPUI	Along this hillside is where my 3rd Great Grandfather first built his dugout in 1849
Jessica Bradbury	Farmington	Option C: 200 W Full	Option C is the BEST option because it won't negatively impact the surrounding residential homes around and along Glover Lane which is where my family lives and my children play and walk to and from school and friends homes. Option C places on and off ramps in a commercial area that currently has an I-15 North bound exit and an I-15 South bound on ramp and that area has lots of free space available to accommodate Option C plan without negatively impacting the nearby commercial businesses. In fact it would likely increase business for the commercial businesses offering quick easy access from I-15.
Garth	Farmington	Option B: Glovers SPUI	walking your bike or child around this type pet crossing is not pedestrian friendly. don't do option B
Garth	Farmington	Option B: Glovers SPUI	There is some vegetable gardens and flower gardens which would be lost with option B
Scott Weiler	Farmington	Option B: Glovers SPUI	UDOT is good at building bridges and freeways but just because something can be done doesn't mean it should be done. Farmington Option A would be

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			acceptable to me as there is not a serious problem to be solved in South Farmington relative to I-15 now or in 25 years from now. Option B is an overzealous solution looking for a problem that doesn't exist. I am opposed to any tax payer money being expended for an EIS to study Option B as it would only be a waste of money to study a vastly disproportional design at this location. To spend public money to construct what is not needed would be a greater travesty to the trust of tax paying Utahns.
Garth Ball	Farmington	Option B: Glovers SPUI	Would the nature trail be preserved or restored with option B ?
	Farmington	Option B: Glovers SPUI	Farmington Option B would add a lot of congestion and reduce our ability to get in and out of our neighborhood. It would impact our ability to safely reach the Legacy trail on foot and by bike. We walk near the frontage road and Glover daily and Option B would decrease our ability to get exercise in our own neighborhood. Option B would demolish the homes of 15-20 of our friends and neighbors, and the remaining homes would have a decreased quality of life and property values. This area is a quiet, residential neighborhood. I have always enjoyed walking around our neighborhood and letting my kids ride bikes and skateboards without worrying about heavy amounts of traffic. Option B would bring copious amounts of traffic and noise. Our area would be impacted by this option a lot more than potential other commercial areas.
Garth	Farmington	Option B: Glovers SPUI	on this property which was constructed many years ago with a drainage pipe to keep the property free from the high water table. The drain field would be destroyed with option B
	Farmington	Option A: 200 W Ramps	
Garth	Farmington	Option B: Glovers SPUI	There is no access to the road for these houses
	Farmington	Option B: Glovers SPUI	Farmington Option B – Why would you destroy so many homes and ruin a neighborhood to add an off ramp 5 seconds from an existing off ramp? I can't believe this is even being considered when there are far less invasive options available. This proposal would dump traffic directly into a residential neighborhood. This will impact those that use the Farmington trails and surrounding areas. High school students use this road on their walk to Farmington High School. Many students park along Glover Lane. Joggers, Bicyclist, etc. all use this road. Increasing traffic in this area will not only make Glover lane more unsafe, but also the surrounding areas. Why would you have an off ramp right into a residential area?? If there are really people lobbying to have this exit here, then there should be transparency into who that is. I don't believe there are any significant number of people who actually want this., although I am sure that is the message that will get out if a few people in UDOT decide to destroy homes and cripple the rest of the neighborhood.
Mark Terrance Polson	Farmington	Option A: 200 W Ramps	The existing bike and walking area is the most logical short path. Highschool students are going to take the path of least resistance and the 1/4 mi bike/walk bridge won't solve the problems. Many students in plan B will be put

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			at risk. If even one student were to die over poor designing when other more reasonable options and ideas exist is not worth it.
	Farmington	Option C: 200 W Full	Option C provides a solution for the merging of traffic wanting to get on to I-15. People don't yield.
Mark Terrance Polson	Farmington	Option A: 200 W Ramps	Fundamentally it seems that the changes here are actually caused by poor design at Parish and Park Lane. Please alleviate the problems and don't push them on our small residential only area, it just doesn't make sense.
	Farmington	Option C: 200 W Full	Best option for getting off south bound i15 in south Farmington
Mark Terrance Polson	Farmington	Option A: 200 W Ramps	If it has to happen. I think the road here could add a third turning lane and not take houses if the road was widened more towards the freeway. Please consider options like this that don't take houses out.
	Farmington	Option C: 200 W Full	Best option for getting on i15 north bound
Mark Terrance Polson	Farmington	Option A: 200 W Ramps	There doesn't appear to be actual data justifying all the changes. If the need isn't real please don't disrupt our residential neighborhood. Find other non-disruptive alternatives.
Garth Ball	Farmington	Option B: Glovers SPUI	The high school cross country team runs up and down glovers lane most days . they would not like options B interchange...
Mark Terrance Polson	Farmington	Option A: 200 W Ramps	The strange thing to us all is that the boundries of the schools is really the problems not the roads. If the bourndries were actually closer to school and buses and walking were encouraged traffic could be reduced. It doesn't make sense that students come from miles away and there are students that are a 5 minute walk from the school drive 5 miles to viewmont. A simple rezoning of the school could easily prevent all the damage, expense and disruption option B causes. We are very much against wasting all this money when there are free alternatives.
	Farmington	Option B: Glovers SPUI	if one were to zoom out from this pin you would see that there is not much potential for growth between the mountain and the lake thus the need for option B and that much access to I-15 at Glover's does not exist
	Centerville	Option B: SPUI	Option B-- Isn't this what you are trying to get rid of on 600 N SLC? Why in the world would you put it here?
Mark Terrance Polson	Farmington	Option B: Glovers SPUI	If Option B is selected we will need a double retaining wall to equivalently block the sound as the present retaining wall plus the houses add significant sound reduction.
	Bountiful	Option B: 3/4 Diamond	If you add this offramp, then you need to widen the bridge like Parrish Lane in Centerville. Otherwise, you are going to create a huge bottleneck of traffic
Mark Terrance Polson	Farmington	Option B: Glovers SPUI	We are told the freeway is projected back up in the future why not just add a double lane off the freeway. This is a very low population residential area and losing houses and changing the other roads isn't the solution if the problem can be resolved non-destructively.
	Farmington	Option B: Glovers SPUI	how does the expansion of the east right of way for both a 15 and frontage Road allow for heavy runoff years from Davis creek directly east of this area to get to the great Salt Lake? Currently there is a drainage basin east of the

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Name	Section	Alternative	Comment
			frontage road that allows for this flood water to drain. If that were removed there would be potentially a serious negative environmental impact when our precipitation increases
	Farmington	Option B: Glovers SPUI	This note Pin is the location of the frontrunner Station. How would option B interchange at glover lane allow for better access this frontrunner Station? It makes much more sense to allow for north and south on and off I 15 access to be located at Park Ln., not glovers Lane
	Farmington	Option A: 200 W Ramps	No data justifying the need for an on ramp here has either been created or made available to the public.
	Bountiful	Option B: 3/4 Diamond	I hate the idea of having a reversible lane. Having used it, it sucks.
	Bountiful	Option B-R: 3/4 Diamond w/ Reversible	I really like having 500 S go over the freeway. It provides more room and visibility than having to go under the freeway and deal with the underpass.
	Farmington	Option A: 200 W Ramps	An interchange here at Glover is not consistent with planned land use, growth objectives (no growth will happen here to necessitate this) , or transportation plans. So not consistent with UDOT stated project purposes.
	Bountiful	Option C: CD	This lane needs it's own dump lane. I can't tell you how many times I've had cars completely ignore their red light and pull out in front of me.
	Farmington	Option A: 200 W Ramps	Widening the freeway would potentially help achieve the project stated goals of reducing travel delay on I-15, but this interchange will not contribute to that. So don't do option B and waste the money not to contribute to the goal, and find a way to do Option A without taking houses from our neighborhood. Please.
	Bountiful	Option C-R: CD w/ Reversible	Option C-R Makes the most sense!
	Farmington	Option B: Glovers SPUI	If there are any problems on I-15, cars will exit onto Glover. Has there been a study to how that will impact East Glover Lane? The connection to 200 East? Access to side streets? If you are really anticipating this much traffic increase have you considered the impact on additional areas, not just the interchange?
	Farmington	Option A: 200 W Ramps	The interchange here will further divide east from west and reduce the residential connectivity here. There will never be commercial businesses along Glover unless neighborhoods are torn down. So this decreases the residential mobility here substantially to put in option B interchange. That is against the stated goals of the project.
	Farmington	Option A: 200 W Ramps	Drop option B and C and find a way to do A without taking houses by using land to the west. PLEASE!
	Farmington	Option B: Glovers SPUI	I think the noise level this kind of intersection would bring would also require installation of soundwalls, not only hear, but along the entirety of project.
	Farmington	Option B: Glovers SPUI	this bus depot should be moved to an area more conducive to storing buses. The solar panels on the covert roofs could remain in this area could allow for additional parking that is needed at the high school. This would prevent students parking on the roads and lessen they need four more roads in this area

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Name	Section	Alternative	Comment
	Bountiful	Option A: Half Diamond	When are you going to realize this is the best spot for a bridge over the tracks? Not NSL 1100 W/2600 S!! Having a bridge will connect East and West Bound traffic to Legacy Parkway and I-15. Which has been one of the goals of UDOT. Also, if you aren't going to widen Redwood Road to accommodate the increased traffic, this is a no brainer.
	Farmington	Option B: Glovers SPUI	Not sure why we need to move the road especially when it takes out existing homes, one of which I believe is an historic home.
	Farmington	Option B: Glovers SPUI	An accurate future growth density study does not justify putting the infrastructure proposed in option B in. Most of the land to the west is wetlands with limited potential for future growth. Most of the available land to the east has a grade which is not buildable. Future needs for this type of infrastructure does not exist nor will exist in the future
	Farmington	Option A: 200 W Ramps	If Option A meets the UDOT need then why spend the money on B, it is not needed or wanted by those in this area that would be the target users and not worth the SUBSTANTIAL costs!
	Bountiful	Option A: Half Diamond	Please take into consideration what the other departments in UDOT and UTA are trying to do at this intersection. The current plan in order to widen the tracks to dual tracks--(which should have been done in the beginning, but yet again...poor planning and budgeting have led us here today) is to reroute the tanker trucks to turn onto 700 W instead of going down to the current entrance close to the tracks. This will cause significant backup of the westbound traffic and intersection at 600 W. Please consult them before you spend billions of dollars again.
	Farmington	Option A: 200 W Ramps	In the Farmington Town hall meeting on 1/5/23 UDOT engineers stated that UDOT is perfectly happy with A, B or C, that these options all meet any project needs and there is no preference for one over the other. Please then listen to the residents here and do not build option B. Also, please work on A and develop it in a way that allows the widening of the free way if that is needed by taking up median land and land to the west and not taking people's houses to the east. That seems absolutely crazy when there is plenty of land in the center median area and the west to accommodate the additional road width.
	Farmington	Option B: Glovers SPUI	Students attending the Jr High and elementary schools in the area are not bussed. They walk or ride along the surface streets. Adding a huge intersection will increase traffic in all the streets they will be traveling along, especially if there is a slow down on the freeway.
	Bountiful	Option A: Half Diamond	This design should have never been built here in the first place. There is not enough room for our Emergency Vehicles to get through this intersection. It's a nightmare. It needs to go back to the way it was.
	Farmington	Option B: Glovers SPUI	From what I have seen along the Wasatch Front, intersections like this occur in heavy commercial areas. Why is this one in the middle of residential?
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	This area already has too much traffic and people not obeying right turn only areas. Rerouting 800 W to this road is a horrible idea. Have you asked the cities and police departments what works best in these areas?

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Name	Section	Alternative	Comment
	Farmington	Option A: 200 W Ramps	This whole neighborhood is almost completely built out, there is not going to be any new traffic generated here and that is not likely to change for 25-50 years. There is no need to waste the taxpayer money on Option B interchange.
	Farmington	Option A: 200 W Ramps	This Option B project substantially decreases the quality of life for these neighborhoods to the east, who are the ones bearing the brunt of the impact in exchange for a worse access to the recreation trails, major noise increase, reduced safety, reduced mobility to the west side of the freeway, delays to access high school, potentially increase crime, destruction of property. For what? Nothing that this neighborhood needs. Also note that this is not going to provide any meaningful reduction to traffic at Park Lane or Parrish. Residents who live in this area use the 200 W exit coming north and going south. Business patrons are still going to use Park Lane and Parrish. That traffic will never be reduced by routing it through here. So again, this interchange here is NOT needed or wanted.
	Farmington	Option B: Glovers SPUI	From the information that was presented at a recent meeting, it looks like the population in this area is not slated to increase. What is the reasoning behind such a large, expensive road option in this particular area?
	NSL/Woods Cross	Option B: SPUI	Put the 800 W off ramp through here.
	NSL/Woods Cross	Option B: SPUI	Why can't you get rid of Motel 6 and use it for connection from I-15 to 800 W? It makes much more sense to do this than completely cut people off from 800 W. Also, Motel 6 is nothing but problems.
	Farmington	Option B: Glovers SPUI	I work with kids and they are not going to take the extra time to use this option. They are going to walk/bike across the busy overpass
	NSL/Woods Cross	Option B: SPUI	Please keep the Hot Lanes going in both directions
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	We need to have accessibility to the West Side of Woods Cross. 1500 South Railroad is famous for having the railroad arms stuck down, at times up to 45 minutes due to the tracks sinking. Until Union Pacific acknowledges this and corrects the problem, we need a way around the tracks. Eliminating access to 2600 S/1100 W is not in the best interest of the residents in this area.
	Farmington	Option A: 200 W Ramps	Freeway traffic cutting through these neighborhoods will decrease safety substantially for residents and children in these neighborhoods surrounding Glover.
	Farmington	Option A: 200 W Ramps	This makes absolutely NO sense to dump 5 lanes of traffic on this 2 lane road that ends in a 2 lane north south road at 200 East. It is totally impractical to expand 200 east to accommodate new traffic, nor is there any need for it because the only people that need to use it are the local homeowners in this area. What a waste of taxpayer dollars to add the massive exit at Glover to service this local population, who has no need nor desire to have it. If the west side of Farmington is in favor of another exit, then put it over there and make it part of the South Davis Corridor project. NO OPTION B!

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Name	Section	Alternative	Comment
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	Students going to the Jr. High and Pedestrians are not going to detour to this walkway. It is out of the way and takes them in the wrong direction. You are going to see people walking on 2600 South.
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	This road during school dropoff, school pick up, and school events is already a nightmare. It takes over 20 minutes to get out of the parking area of the High School. Why are we thinking of adding even more traffic?
	Farmington	Option B: Glovers SPUI	Do not take my home
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	I'm very concerned how much the increased traffic will be on Wildcat Way. This area is already poorly designed. Then you add new student drivers to the mix and I see this being a bad idea.
Karen Ball	Farmington	Option B: Glovers SPUI	You don't really need to take our home here in order to help solve traffic problems, let's look at other options please! Reversible traffic first of all, it could happen immediately without any construction at all. It could happen very quickly, very little expense, very little effect on our little community. Please give this idea a try before taking any Farmington homes, it will be very damaging to Farmington's way of life to build this big Spui in the middle of a neighborhood! There is no reason or basis to do it, please do not consider Option B!
	Farmington	Option B: Glovers SPUI	
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	You need to relook at this area. It does not make sense to have south bound drivers go east to then turn and head west or get on southbound I-15. This can be done smarter.
	Farmington	Option A: 200 W Ramps	For any expansions at all considered here, there must be a new sound wall. There is a beautiful decorative sound wall on both sides of the frontage road here, that would have to be demolished and completely change the character of the neighborhood. For any plans that UDOT deems appropriate, add some major costs to get these sound walls replaced equivalent or better than what is there now. But preference is for NO change to what is there now. Please do not impact this area. Option B for sure is not consistent with the stated goals of the project.
	NSL/Woods Cross	Option A: Diamond	This off ramp needs to stay. It doesn't make sense to make people go down to SLC and turn around.
Carlie Allred	Farmington	Option B: Glovers SPUI	Currently, the Farmington High School athletic teams run east and west up and down Glover's Lane - almost daily in good weather, and sometimes in poor weather too. Though I understand that Option B includes a Shared Use Path, if Glover's Lane becomes a SPUI, it's safe to assume that Glover's Lane will cease to be a road that pedestrians and bikers feel comfortable using.
Karen Ball	Farmington	Option C: 200 W Full	Option C will keep Glovers Lane safer for student travel whether on foot, bike, or cars. We don't need to create more traffic for students to travel in, we need to protect them from trying to navigate too much high volume traffic. Moving the on/off ramps to 200 west instead of Glovers Lane will give the added space to keep the traffic away from most students.

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Name	Section	Alternative	Comment
Karen Ball	Farmington	Option C: 200 W Full	Option C will be a safer option than Option B, as it leaves Glovers Lane smaller for pedestrian and bike use without being so close to the high volume traffic of on/off ramps in such close proximity to students coming and going to school.
Karen Ball	Farmington	Option C: 200 W Full	Option C is the best choice for Farmington, it will provide the desired on off ramps at a location that is already set up for that purpose, and leaves the least amount of impact to homes and neighborhoods.
Jeff Thompson	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	DO NOT REMOVE THIS OFF RAMP. Removing this off ramp would burden 2600 too much.
Karen Ball	Farmington	Option B: Glovers SPUI	If we just use reversible lanes, there won't be a need to take out these homes and disrupt this neighborhood, some of which are brand new homes. Studies show that widening the roads really don't help that much and are very expensive as well as disruptive to both neighborhoods and traffic patterns. Let's just try using the roads we already have and see how reversible traffic works before we start tearing into everything. Why not try all the options before tearing into our peaceful neighborhoods? Farmington just wants to be left alone to have it's quiet, peaceful way of life.
Carlie Allred	Farmington	Option B: Glovers SPUI	As is, sometimes I have to sit here for a few minutes before I can turn left, waiting for a break in traffic on 200 so I can safely make a left turn onto 200. How long will drivers have to wait (to turn either direction onto 200) with the addition of many cars exiting I-15?
Wendy B. Rice	Farmington	Option B: Glovers SPUI	I live in a subdivision that empties onto Glover Lane. With your interest in improving the safety of the area, I believe that crossing Glover's Lane and the purposed multilane addition whether by vehicle or on foot, it would be nearly impossible to cross safely especially at peak traffic hours.
Wendy B. Rice	Farmington	Option B: Glovers SPUI	
	Farmington	Option C: 200 W Full	This is my home. We are already dealing with the WDC. I want to know why this expansion project was not taken into account with the WDC studies for the Centerville/East Farmington area. This is a waste of taxpayer dollars. There is very little space for the WDC and soundwall here; will the freeway expansion fit without having to tear down the off-ramp for the WDC and sound wall? What a total waste of money to have to tear down everything again and move the frontage road AGAIN. The vibrations, noise, etc. from construction and the road as it is now is horrendous at times. Our home values will drop. No one will want to buy a house next to a mega freeway like LA. There are plenty of studies that show expanding roads DOES NOT alleviate traffic congestion. Increasing speeds as lawmakers have done does not decrease traffic congestion. We have a responsibility to taxpayers to find alternate solutions like increased spending and access to public transit options, stopping urban sprawl, protecting wetlands and open green spaces, and most importantly making sure we don't ruin the quality of life for homeowners. Saving a few minutes a day at the expense of destroying communities is wrong. Why have we not explored other options or even if we can put a freeway underground? The wetlands here are complicated and homes have flooded because construction have blocked critical water pipes. How are we

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			going to prevent that from happening? Increasing traffic near these homes is a safety concern.
Michael L Pope	NSL/Woods Cross	Option A: Diamond	The traffic headed north on Hwy 89 from Beck street will get extremely backed up at rush hour and create significant delays trying to get onto I-15 Northbound. Hopefully, the right lane will not be impacted for those NSL residents.
	Farmington	Option B: Glovers SPUI	Children live in these neighborhoods. They walk to school on these roads. The roads will no longer be safe with the increase traffic if Option B is chosen.
	Farmington	Option B: Glovers SPUI	Please do not pick Option B. It will not be safe for people living on Glovers Lane. It will destroy this quiet and peaceful community.
	Farmington	Option A: 200 W Ramps	Option A meets the criteria of UDOT and it does not negatively impact homes and neighborhoods. This is the best option of the three listed.
	Farmington	Option B: Glovers SPUI	This will not be a safe area for high school students. The traffic coming off of the freeway will bring so much more congestion. The safety of the students should be the top consideration in all of this. Option B is not safe option.
	Farmington	Option B: Glovers SPUI	It is going to be nearly impossible for students to leave the school with the increased traffic on Glover Lane if Option B is chosen.
	Farmington	Option B: Glovers SPUI	What are the rules for taking away so much land that a homeowner can't even back out of their driveway anymore? The frontage road will literally be a driveway?!
	Farmington	Option B: Glovers SPUI	This area is a floodplain with a lot of wildlife. An overpass at Glovers Lane will bring increased traffic to this area which will negatively impact the wild life. There will also be potential car accidents with cars hitting deer and other wild life that are crossing the frontage road. .
	Farmington	Option B: Glovers SPUI	Children live on Glovers Lane. It will not be a safe street for them anymore if Option B is chosen.
	NSL/Woods Cross	Option B: SPUI	I commute on Center Street Daily going between Home and Work and etc.. I rarely ever see pedestrian or bike traffic on this road. Your considering significant funds to improve a bike/pedestrian lane for a minimal few. Why? There is already a sidewalk for pedestrians and room for bikes on the side of the road.
Michael L Pope	NSL/Woods Cross	Option B: SPUI	If you take this offramp exit away you will significantly increase traffic congestion at 2600 S exit. Many NSL residents and commercial traffic exit off I-15 at Center Street. If there were an exit for South bound traffic from Legacy Parkway onto Center Street then that could compensate some for the loss if this exit. My real question to UDOT is why is it even being considered for removal?
Karen Ball	Farmington	Option B: Glovers SPUI	This lovely home belongs to an elderly couple who have lived there forever, probably 50 years or so. To have this kind of disruption will be extremely devastating to them. Please don't upend this darling couple's lives with Option B, use another option or none at all. Thank you!
Karen Ball	Farmington	Option B: Glovers SPUI	Everyone who prefers Option is obviously not in danger of losing their home. If you can accomplish the same results as you say with the other options that don't take any homes, why not use one of those instead? Option C provides

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			the opportunity to get on or off the freeway going North or South just half a mile to the north, without taking any homes. It seems like a no brainer, the end result is the same and is even closer to Lagoon than Glovers Lane is. We were told at the UDOT meeting that all the options provided solutions to the traffic changes that were needed, so please use the ones that are the least destructive to our Farmington community and homes.
	Farmington	Option C: 200 W Full	
Karen Ball	Farmington	Option B: Glovers SPUI	There is a safety issue with this pedestrian overpass, even though it is provided for use, there will be many students and kids who will choose not to use it and go directly over the Glovers Lane overpass in the midst of traffic
	Farmington	Option B: Glovers SPUI	In the summer of 1983 this area was underwater due to high lake level. There was a water ski slalom course at this spot. Could you provide a map of wetlands for the area west by 15 North and South of glovers to look at the potential for future growth? and needed infrastructure?
	NSL/Woods Cross	Option A: Diamond	Please don't take this exit away! It's used daily to commute back into NSL and removing it will only vastly limit NSL residents' ways home.
	Farmington	Option B: Glovers SPUI	Most of the area west of I 15 Self Glover Ln., is wetlands with limited area for commercial growth.
	Centerville	Option B-R: SPUI w/ Reversible	Drainage is a problem along here. I'm afraid if you mess with it too much you will regret it. We are already concerned further north with drainage relocations due to the West Davis corridor. Having the reversible hov lane is not worth it if it ruins the land and homes adjacent to the freeway. It takes up too much space.
	Centerville	Option B-R: SPUI w/ Reversible	Taking away these homes is terrible. Surely there are other options.
	Farmington	Option C: 200 W Full	The thing that seems worse than anything about Option B to me is that I've tried to rack my brain to think of any other offramp along the entire I-15 corridor that empties out into a residential neighborhood. I can't think of one. Why would you do it this time? If Options A and C meet UDOT's needs let's keep Farmington consistent with the rest of the Wasatch Front and let offramps empty out into commercial areas.
	Farmington	Option C: 200 W Full	It was explained that Farmington Option A, B, and C all meet UDOT's needs. Option A maintains existing travel patterns and minimizes local impacts, so why would more taxpayer dollars be spent, homes be demolished, and safety worries be introduced by selecting either of the other two options . . . and particularly Option B? With that said Option C says it provides full access to I-15 which I interpret meaning you can get on I-15 northbound from south Farmington, and I do see that as being advantageous over Option A. But why is Option B even being considered? It seems to provide many disadvantages: maximum local impacts, it seems to be the most expensive for taxpayers, demolishes the most homes, and introduces safety worries that the other options don't have. It also does not seem to provide any advantages over Options A or C. Stated highlights seem to be easily shot down: 1) Improved access to I-15 for Farmington/north Centerville residents . . . Option C also does this with none of the disadvantages. 2) Reduces traffic at Park Lane and

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			Parrish Lane . . . south Farmington residents don't want the only offramp on the entire I-15 corridor to empty out into a residential neighborhood to do so in THEIR neighborhood, and don't care about reduced traffic at Park Lane and Parrish Lane. 3) Includes separated pathway (Glover's Lane) . . . if this is referring to a pedestrian bridge over Glover's the planned bridge is way worse than the existing one.
	Centerville	Option B-R: SPUI w/ Reversible	Please don't mess up Chick Fil A's system. They are masters.
	Farmington	Option C: 200 W Full	I understand that we all have to plan ahead for future growth, and appreciate UDOT leading the charge. But a problem I see with Option B is that you'd expect the on and off-ramps to be in commercial areas near restaurants, shopping, etc if they are going to be convenient for people in the future. This option just lets people exit the freeway into a neighborhood and then they'll have to drive on surface streets for a while to get to their destination. Then they'll have to do the reverse to get back home. At least Options A and C don't put ramps in places that are undesired by current residents and inconvenient to others coming into the area to dine and shop. Why not put the access where it will be needed? From what I've seen all the future growth in Farmington will be west of Park Lane.
	Farmington	Option C: 200 W Full	I am genuinely concerned with how Option B is so close to Farmington High. The pedestrian bridge seems bad for high school pedestrians, because the whole area seems like it will be much less safe for students who are walking. Likewise the increased traffic will obviously be bad for young student drivers. Options A and C avoid all of those concerns.
	Centerville	Option B-R: SPUI w/ Reversible	You can't drive through McDonalds this way!
	Farmington	Option C: 200 W Full	Option C southbound on ramp seems like it needs to be smoothed out at that "T" before it joins up with the freeway. It looks awkward, and I can't tell for sure but visibility might be a problem. Maybe separate the two altogether? Another thing: there used to be this part on I-15 southbound near Beck street where people could get off and then right back on to avoid traffic. I don't think you want something like that here.
	Farmington	Option A: 200 W Ramps	It seems like in each of the 3 options homes will be demolished across from Ezra T. Clark park. I don't get why we'd choose to do that when it seems we could accomplish the same objectives west of the freeway. That may mean shifting railroad tracks, but at least that doesn't impact people's lives.
	Farmington	Option A: 200 W Ramps	Even if Option C isn't selected in its entirety, I do see one advantage it has over Option A: it eliminates the unusual frontage road between 200 W and the southbound freeway on-ramp and the associated difficult and somewhat unsafe traffic patterns. This was likely not too big of a deal in the past but in the future I bet more accidents will happen there. There are some crazy drivers trying to get on I-15 southbound on weekday mornings during Farmington Junior High dropoff times!
	Farmington	Option A: 200 W Ramps	I understand that planning ahead for future growth is necessary, so I'm not trying to sound like I'm complaining. But Option B in particular seems like it will make things noisier, maybe reduce property values, increase crime,

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			maybe cause traffic problems especially on Glover Lane and nearby neighborhood roads east of I-15, and decrease quality of life because it would be harder to get to the nice trails on the west side of Farmington. Options A and C don't seem to raise those concerns in my mind at all, so maybe I'm missing something about them? It seems from what I see on maps and read they are much better options.
	Centerville	Option A: Diamond	This is so necessary! I hope it will include a lane to go left and one to go right. And a light would be a must. There is a ton of traffic that goes to the fast food as it is.
	Farmington	Option A: 200 W Ramps	I do not like the idea of a pedestrian bridge here. People drive 50-60 mph down the frontage road all the time. It is not safe to add more cyclists and walkers trying to cross. We all know people don't pay attention. Every Saturday there is parking all along this street with people coming to and from games. Adding a pedestrian bridge here feels so unsafe to me.
	Farmington	Option A: 200 W Ramps	What's going on here? You've already taken land and property and messed up this area for West Davis. This looks like you're going to take more? Surely some of this work could be done on the west side. Isn't the purpose of the west Davis corridor to take away traffic so we shouldn't need to expand further East anymore.
	Centerville	Option A-R: Diamond w/ Reversible	Is there any way to try and slow traffic coming down into this intersection from the freeway? Cars are coming at high speeds downhill and frequently speed through this intersection causing accidents.
	Centerville	Option A-R: Diamond w/ Reversible	I'd like to know at what point on 400 W these two lanes will narrow down to one lane.
	Farmington	Option B: Glovers SPUI	People already drive ridiculous speeds along here. Adding a freeway entrance/exit will make it worse. Please leave us alone. West Davis has already disrupted so much in this area. There isn't room for growth on the east side. There is no need to access at Glovers. There is no need to take away parts of the park or peoples homes. You've done enough.
	Farmington	Option B: Glovers SPUI	This wetland area has been cordoned off and avoided/protected during construction of the West Davis Corridor off-ramp. Why is UDOT considering expanding into this area for the I-15 project and not West Davis Corridor? It tells me that UDOT understands the value of wetlands but isn't consistent across projects.
	Farmington	Option B: Glovers SPUI	Noise and air pollution in this neighborhood are already terrible, especially during peak traffic times. A quick look on the Purple Air map at any given time during the winter indicates that air quality is frequently unhealthy, including at the local school. I and very concerned that adding so many lanes is just going to exacerbate the problem.
	Farmington	Option B: Glovers SPUI	There is absolutely no reason for this interchange. We will not grow in East Farmington/Centerville anymore...or at least not enough to justify changing the nature of this area. We do not want access here!! Option A or C is better as they use existing pathways and don't take away homes. There is no need to take away homes for something we don't want. Leave access closer to businesses please.

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Name	Section	Alternative	Comment
	Farmington	Option A: 200 W Ramps	Please expound on the plans for a sound wall in this location.
	Farmington	Option A: 200 W Ramps	I have to disagree with one of the comments - during peak traffic times of the day, Frontage Road can be incredibly busy and is incredibly dangerous for bikers. It is an important north/south connector for local traffic in the area. If speeds are going to remain at 40mph, then there should be some serious consideration to include a separated bike lane/stripped crossing at the Community Park bridge crossing.
Brian L Hutchinson	Salt Lake	Option A-R: CD w/ Reversible	Extend mainline (subterranean from 1000 N to 600 S)
	Farmington	Option A: 200 W Ramps	Please consider that moving Frontage Road east into existing residential retention areas may cause problems for surface drainage. How will this be mitigated?
	Farmington	Option B: Glovers SPUI	No Option B!! There is already too much disruption to this area with the West Davis Corridor mess. West Davis has already contributed to lost property values and annoyance here. Leave us alone. Let the people who are building in west Farmington deal with exits. They are the ones who are adding more traffic.
	Centerville	Option A-R: Diamond w/ Reversible	Love the reversible HOT lanes during peak traffic times. Please could you consider minimizing the number of lanes on either side of the freeway for these alternatives based on the reversible HOT lane improvement by itself? I understand that traffic is modeled based on City General Plans/population predictions, etc., but we don't truly know the impact that the new West Davis Corridor will have on the area until that is completed. I'm reluctant to encourage lane expansion in this area until we know what impact the West Davis Corridor will have.
	Farmington	Option B: Glovers SPUI	Please no! This is a residential area with many children, walkers, and cyclists. Adding more traffic will only cause problems. I do not want this!!! The growth will occur on the west side. Put an off ramp over there from west Davis for traffic to the high school... you should've done that originally. Option A would be my preference. I don't mind driving to the existing options to enter or exit the freeway. Option C would be fine. Option B is terrible.
	Centerville	Option B: SPUI	Much prefer the SPUI option at Parrish Lane - decreases wait times and reduces vehicles crossing other lanes of traffic during green lights.
Brian L Hutchinson	Salt Lake	Option A-R: CD w/ Reversible	Reconfigure: Subterranean mainline with Aux+Truck(-10mph))+3 2+Express 3 + Truck (-10mph) + Aux
	Centerville	Option A: Diamond	I echo the comment about keeping straight, raised platforms for safety/visibility - my son was hit on his bike at this intersection by a right hand turning vehicle that did not look while my son had the right-of-way. Definitely no right turn on red.
Brian L Hutchinson	Salt Lake	Option A-R: CD w/ Reversible	Lower the train tracks and the Feeway to sub-grade (a choice we missed before the 2002 Olympics) and cap to create green space, mixed-use and E-W connections
	Centerville	Option A: Diamond	This slip road is absolutely necessary. When exiting on the northbound off ramp and crossing to the left turn at Marketplace Drive, we put our lives in

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Name	Section	Alternative	Comment
			peril crossing multiple lanes of traffic. Thank you for including this in the redesign.
	Centerville	Option A: Diamond	Will the existing sound wall be replaced? Has a noise study been conducted to find out if the sound wall height will need to be increased?
	Centerville	Option A: Diamond	Please consider keeping Frontage Road in the same position and using the existing green space between the sound wall and the existing roadway. This would minimize encroachment into wetlands and avoid homes losing land and the existing buffer.
	Farmington	Option B: Glovers SPUI	There is not a need for an off ramp here. There will not be any significant growth in this part of Farmington.
	Centerville	Option A: Diamond	Please carefully consider the impact any expansion, movement or staging activities in this area would have on wetlands. These wetland areas provide important habitat for water fowl, deer and other local species. Therefore, noise, air quality, polluted surface runoff could all be detrimental. Please ensure that any SWPPP is actually enforced in this area.
Karen Mendenhall	Centerville	Option B: SPUI	This ped/bike crossing is a very appealing feature of the alternatives. As a family that bike commutes daily during the summer to SLC, this is a far more appealing option than going north to Glovers Lane or crossing Parrish Lane. I have a son that was hit by a car at one of the Parrish diamond traffic lights while on a family bike ride and a bridge certainly improves safety. Could you consider designing circular ramps on either side instead of hairpin ramps? Have visual impacts to local homes been considered on the east side?
James and Margarita Jensen	Farmington	Option C: 200 W Full	Especially if Option C were selected, would it be possible to add a pedestrian bridge here to protect students walking to and from the junior high school?
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Lower the Freeway and train tracks from 500 N to 1300 S to improve E-W connectivity.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	400 W south of 600 N is likely to become 1-vehicle +bike each way. Reduce NB left turns to 1 lane and shorten the crosswalks to
James and Margarita Jensen	Farmington	Option C: 200 W Full	We live close to Glovers Lane, and we think Option C would be the best option, if done also adding west Glover access on and off the West Davis Corridor, and making every effort to avoid taking out homes at the jug-handle at State St. and 400 W. Option C would make it easier for south Farmington residents to get onto I-15 northbound, without having to cross much of Farmington to get to Park Lane, and likewise for those coming south on I-15 and wanting easier access to south Farmington. And unlike option B, option C achieves this without destroying homes, or very few, and would be safer, separating freeway access at 200 W from pedestrian crossing at Glovers.
	Farmington	Option B: Glovers SPUI	Because there will be much more growth in the northwest of Farmington and Kaysville than in south Farmington, the current school boundaries for Farmington High will become more and more off-centered. It would make sense to change the boundaries to make them more centered around the schools and such that most students attend the school that is closest to them (of course, balancing that with the number of students that can attend each). It might even make sense to build a new high school, for example, near

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Name	Section	Alternative	Comment
			Shepard Lane; if this were done, it would dramatically change the transportation needs to the Glovers Lane area. Have you consulted with the school districts etc. about their plans and the transportation issues you envision if boundaries are or aren't adjusted?
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Remove this unnecessary right-turn lane on this extremely long crosswalk
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Reduce the speed limit to 25 mph here and on the interchange. This is a residential neighborhood with increasing numbers of pedestrian and bike traffic.
James and Margarita Jensen	Farmington	Option B: Glovers SPUI	It was mentioned in the community meeting with UDOT that the plan for the West Davis Corridor highway doesn't currently include an on/off-ramp at Glovers Lane. Slightly modifying West Corridor plans to include such a possibility would be an easier way of meeting transportation needs from Northwest Farmington and West Kaysville to Farmington High than a large interchange at Glovers Lane, and would make more sense because what room there is for additional growth is to the west and north (where the West Corridor runs) rather than to the east by the Glover interchange. Also, the area of west Glovers Lane where the Corridor is being constructed is much more open and sparsely-populated land and so allows more flexibility in the choice of route without destroying as many homes.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Replace this superfluous left turn lane with a vegetated center divider. Create a pedestrian refuge on this extremely long crosswalk
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Remove this dangerous, unnecessary lane. It adds time to the already dangerously long crosswalk, which delays NB-WB turning traffic
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	2nd right-turn is dangerous, not needed, eliminates bike lane, and extends and adds crossing time to an already dangerously long crosswalk.
	Farmington	Option B: Glovers SPUI	This area was under 8 feet of water in 1983. There is no way to mitigate that kind of water accumulation. It took months for the water to subside. Doing any kind of highway work here is a bad idea.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Remove EB left-turn lane and replace with center vegetated divider. NOTE: Left-turn, meant for quarry-bound trucks is superfluous, due to 1800 N interchange
	Farmington	Option B: Glovers SPUI	These flyovers of I-15 will irreparably damage the sound environment of this entire neighborhood. To add another freeway interchange to this area is unconscionable. Please do not damage this neighborhood any more than it will be due to the West Davis Corridor.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	NW bulb-out to shorten crosswalk and remove confusing 1/2 lane. Reduce speed to 25 mph (NOTE: most WB traffic misses green at 400 W signal, anyway. Add protected bike lanes on north and south sides.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Pedestrian refuge island due to extremely long exposure.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Pedestrian refuge island due to extremely long exposure.

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Name	Section	Alternative	Comment
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Covert to raised 4-6" speed table. Shorten dangerously long crosswalk with NE curb extension (with cutout for bike lane)
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Add center vegetated divider with opening at Pugsley. Remove left-turn lane intended for trucks. Shorten dangerous 300 W crosswalk by removing northern 1/2 lane and left-turn lane adding NW curb extension. Eliminate left-turn arrow meant to prioritize heavy trucks.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Better to move bike/ped trail to south side due to high concentration of heavy truck traffic.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Left-turn lane needs to be 1000 feet long to encourage all heavy truck traffic to head north on 400 W (not 300 W)
	Salt Lake	Option B-R: SPUI w/ Reversible	If you want to improve traffic on 600 N then reduce the design speed and speed limit. This looks like an airport runway. Clearly catastrophic accidents are going to occur here, why not do something to prevent it?
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Aux +5 too wide (unsafe/inefficient/unstable) Better to limit to Aux+Truck(10 mph lower) +3 2 + Express 3+ Truck (-10 mph) + Aux
James and Margarita Jensen	Farmington	Option B: Glovers SPUI	One major cause of southbound traffic to this area is that Farmington High's boundaries extend up to West Kaysville. However, the school attendance boundaries are not set in stone; if UDOT's decision is meant to prepare for the next 30 years of traffic, it should consider the possibility of boundary changes, either because of construction of new schools or simply re-drawing to optimize the use of existing schools. It would be a pity to make a costly, permanent change to the Glover interchange etc. based on current school attendance needs, only to have those needs change in a few years. And transportation constraints should be taken into consideration for deciding the school boundaries, and not just the other way around. Farmington High is far from the center of its attendance area; it is close to the southern edge of it. Many of the students near the northern end of its area actually live closer to Davis High or Layton High than to Farmington High. And students living just south of Glovers Lane currently have to attend Viewmont, which is more than 5 times as far away for them than Farmington High (which is also supported by their taxes). So there are already good reasons for a re-drawing of school boundaries, and transportation challenges make the case stronger.
Adam Cook	Salt Lake	Option B-R: SPUI w/ Reversible	The alignment of the on/off-ramp turn lanes is extremely dangerous for pedestrians. Drivers will inevitably take these turns at 40+ miles per hour, no matter what advisory speed you post. We desperately need to stop this sort of apathetic design in light of the incessant deaths and injuries on state-managed roads in 2022.
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Continue 600/700 N Corridor Multi-Mode scheme to 300 W. Prefer Diamond intersections with full STOP, 25 mph max from Redwood to 300 W. Protected Bike/Ped Path on south side to avoid conflict with oil haulers on NW corner of 400 W
Stan Holbrook	NSL/Woods Cross	Option B: SPUI	Please do not complicate Beck Street/US-89/I-15 interchanges by making all of the current traffic flow through multiple new lights. There are so many people who live in Davis County and work at the Capitol or other areas near downtown serviced by the current Beck Street exit. The ability to exit the freeway, retain relatively high speed (not stopping at multiple stop lights to

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			access a new two-way US- 89 road), and continue into SLC is fantastic, and the same is true for those returning along the same path! It helps I-15 to flow smoother and eases travel for those using the exit. Entrances and exits that don't require drivers to stop right after exiting provide so many advantages – reduced congestion, reduced travel time, reduced carbon emissions/smog, reduced accidents, reduced frustration. Continue to have SB US-89 travel on the West side of I-15 and NB US-89 on the East, and tie in I-215 with continuous ramps/bridges instead of stop lights (or only require the stop lights for those trying to connect to/from I-215). That is how Legacy/US-89/I-15 interchange in Farmington, and how I-15/I-80/SR-201 interchange in SLC. As proposed, this new interchange will move a lot of traffic down to 600 N, increasing congestion there and along I-15 between the current Beck Street exit and 600 N. Truck traffic to/from the industrial area along Beck Street will also result in a lot of congestion at this new interchange, which doesn't look big enough to handle that level of traffic. The current Beck Street entrance has 2 NB entrance lanes (to the metering signal) that back up substantially at rush hour, while this entrance has a single left turn lane onto the bridge to a single entrance lane which is not nearly long enough to support rush-hour traffic loads. Please review other options to retain the easy I-15/Beck Street interchanges that are used so heavily right now while still meeting the beneficial goal of improving the US-89/I-15/I-215 accessibility! Keep in mind that the only significant benefit of connecting US-89 NB to I-215 is for commuters who live in West Bountiful and could use the interchange to access Redwood Road. All others can use 600 N to SB I-15 to WB I-80 to reach the other portions that I-215 services. Maybe if that connection is removed, this interchange can be simplified, saving millions in taxpayer money and keeping the flow of traffic moving (and preventing a lot of idling). This new interchange as designed in either option will be detrimental to Davis County commuters to the downtown SLC area. Either this interchange will be very congested during peak travel hours (consider how long the line of cars at the Beck Street NB entrance gets at rush hour!), or this change will push traffic to other interchanges where the impacts likely aren't understood since no one can be sure exactly how it will be impacted. Also, the cost of moving all of I-15 to the west to accommodate this bridge must be incredibly high!
Brian L Hutchinson	Salt Lake	Option B-R: SPUI w/ Reversible	Applaud 1800 N interchange and RxR Bridge to Beck. Must stay south of 1800 N to net majority of quarry trucks.
Brian L Hutchinson	Salt Lake	Option A-R: CD w/ Reversible	Applaud 1800 Beck-i15 connection with RxR bridge and ramp to Warm Sprg Rd. (Not 2300, which would lose over 50 % of quarry truck traffic)
Adam Cook	Salt Lake	Option A: CD	I hope that UDOT will pursue the addition of more non-interchange, multimodal crossings in lieu of attempting to increase highway capacity. Addressing the segregation effects of the interstate will be beneficial to the community while also improving traffic by reducing vehicle-miles traveled.
	Farmington	Option B: Glovers SPUI	This type of interchange is completely overkill for a residential area where there are virtually no businesses and future growth is extremely limited. If you look at interchanges like this all the way down through Draper, they are all where there are tons of business. None are residential areas.

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	Bountiful	Option A: Half Diamond	Option A
Adam Cook	Farmington	Option A: 200 W Ramps	Park Ln really needs some kind of multimodal crossing option. The lack of any kind of sidewalk- much less a bike lane- forces people to travel excessively long distances and/or make car trips which would otherwise be unnecessary.
Jan	Bountiful	Option A: Half Diamond	Option A seems the most logical with very little inconvenience since it's the route people living here already know. The other two options will cause getting on and off the freeway from West Bountiful a nightmare.
	NSL/Woods Cross	Option A: Diamond	Great improvement to this exit and the interaction with surrounding roads. I support the other comments about putting a single lane from 800 W adjacent to this new offramp to provide access to 2600 S without requiring a weave around and through 5 intersections, 3 of which are very busy intersections.
	Bountiful	Option A: Half Diamond	Why take away the improvement of the diverging diamond design? It has been an improvement over the prior design, yet we are returning to the less efficient design? It doesn't make sense.
	Bountiful	Option A: Half Diamond	A right exit for 500 West is a great enhancement! Keeping this exit is the right thing to do. Exits that directly feed the road without a complicated interchange and multiple lights are very efficient, reducing congestion, frustration, accidents, and carbon emissions. This portion of the Option A plan should definitely remain in the plan, even if the 400 N exit is modified for NB access. Take advantage of direct connection, smooth-flowing exits! This exit gets a lot of traffic and allows those traveling to/from North Bountiful to avoid traffic around the shopping center, Costco, and Lowe's to the south and Centerville's commercial district to the South. It provides better access to South Davis Rec Center for those traveling from the north than 500 S or a new 400 N interchange would offer, while using a lot of existing infrastructure.
	Farmington	Option B: Glovers SPUI	This exit will really help with access to I-15 for residents in the area. Though some have voiced concerns about it being built in a residential area, that's the point! It means that the primary users of this entrance/exit will be the nearby residents, and those traveling to/from the High School. Traffic for Station Park, downtown Farmington, Lagoon, and other areas will not be using this exit. There are several precedents for building exits that only serve residential areas – 1-80 2300 East, I-215 4500 S, the upcoming Shepard Lane exit in Farmington (the commercial area of Shepard Lane is serviced by the Highway 89 Shepard Lane exit), and most of the Highway 89 exits. If the exit is only for a residential area with no businesses in the area, that means that the exit will be used primarily by local residents seeking to access the interstate, and it will decongest other residential roads used to get there now. It's possible that the exit could be made smaller – it does seem quite large for the area it should be servicing.
	Farmington	Option B: Glovers SPUI	The Farmington City Council has said there is nowhere for more growth to occur in East Farmington so please do not make our residential area absorb the impact of growth in other areas. Build the freeway access where the growth is going to occur so it is most effective in strengthening the economy through reduced travel time and getting people to commercial areas instead of

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			dumping them off I-15 directly into residential streets where there are children, teens and adults walking, biking, accessing Farmington Trails and going to/from school. I have kids and many neighbors that walk to/from Farmington High, Farmington Jr High and Farmington Elementary school. The increase of traffic around our residential neighborhood will have a huge negative impact on the safety of my children and neighbors. And for what? So people can save a few minutes?? This only improves mobility for CARS and people traveling to other business areas like Station Park and Lagoon that already have I-15 offramp access.
ROBYN BUCHI	Farmington	Option B: Glovers SPUI	I do not want to see an I-15 offramp built at Glover's because it will increase traffic on 200 East, which is not a road that can handle a lot of traffic. When any traffic problem occurs on I-15 now, traffic increases dramatically on 200 E and it becomes extremely difficult to turn right or left from smaller connecting streets, like 700 South where I live. 200 E is the only N/S road; it literally connects our home and neighborhood to the rest of our community. We don't want the increased traffic and then additional traffic lights installed to solve the problems that will be created. It is currently fairly easy to get from our neighborhood to commercial areas in Centerville, Farmington and Kaysville via 200 E and we would like it to remain so. We are currently connected to our community and enjoy safety due a lighter traffic load. The proposed changes would not improve our safety or better connect us to our community - it would do the exact opposite. **Please look at the hills on smaller streets that connect to 200 East - many of these streets are already difficult to time a turn into/out of because of the angles uphill/downhill. 200 East is also a fairly hilly street, making it difficult to see very far in either direction when turning out of these smaller streets. 450 South is a great example - steep angle, limited visibility.
	Farmington	Option B: Glovers SPUI	Glover Lane is a quiet residential street. Putting an off ramp here will destroy this street and neighborhood.
	Farmington	Option B: Glovers SPUI	For the homes that remain standing on Glovers Lane- how will they get in and out of their driveways? And they will not be able to park on the street anymore.
Becky Benavidez	Salt Lake	Option B-R: SPUI w/ Reversible	I believe it would be a great service to have the shared pathway connecting NSL & SLC along Warm Springs Park But it will need to include pedestrian crossing at 800 N
	Farmington	Option C: 200 W Full	Yes it keeps our neighborhoods safe and is the best option! Option C
Becky Benavidez	Salt Lake	Option B-R: SPUI w/ Reversible	I do not believe we need 2 paths north of 300 N but I do believe we can benefit with one on each side of of 300 N - Pedestrian only, we have to much foot track and believe a car path will be unnecessary and unsafe.
	Farmington	Option C: 200 W Full	A mere 1/4 of a mile from here to Glover's Lane. This is the perfect spot for the interchange. Forget Glover's Lane. You already have infrastructure at this point!
	Farmington	Option B: Glovers SPUI	I have lived here 37 years. It has been a safe, peaceful, friendly community. Reasons Alternative B is bad: Farmington High proximity, Affects many current homes. Would disrupt our walking paths, making them noisier and

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			more dangerous. We don't need an off-ramp in South Farmington. Keep it peaceful, quiet, friendly and safe.
Joel	Farmington	Option A: 200 W Ramps	Lagoon is building a new entrance at the North end of the park. There is no need to make this a higher traffic road than it already is. Also wish the bridge was not here. This has created a transport funnel that should not be happening. Semi trucks travel along State Street from Station Park down to this street because of this bridge combined with the mess on Park Lane where they should be going. We should not be increasing traffic in this area.
	Farmington	Option C: 200 W Full	There are no pedestrians that walk on this side of the road!
	Farmington	Option C: 200 W Full	This exit works for all of South Farmington residents. Have Centerville figure out there own problems and fix their offramp and exits to accommodate their own people! Don't throw that on Farmington residents!th
	Farmington	Option C: 200 W Full	We already have an off ramp in South Farmington. A Glover's Lane Offramp is unnecessary!
	Farmington	Option A: 200 W Ramps	Events at the high school do not end up parking on Glover Lane. I don't understand why people say that. There is a lot of parking around the high school for events. Every event I have ever been at, at the High School has had sufficient parking.
	Farmington	Option A: 200 W Ramps	Option A is the best for bikers and walkers for safety. It works currently and doesn't need to be fixed.
	Farmington	Option B: Glovers SPUI	We don't need a SPUI here. If you come and look at the current traffic it is accommodated just fine. You will ruin our access to walking trails and biking trails by putting in a SPUI. We've worked to hard on connecting east with west to add a SPUI!
	Farmington	Option B: Glovers SPUI	Kids walk to school through these neighborhoods. Option B will make it unsafe.
	Farmington	Option B: Glovers SPUI	This is the only road we have in South Farmington to drive north and south. Please don't make it so we won't be able to use it to get to neighborhoods and places of business by adding traffic through our neighborhood.
	Farmington	Option B: Glovers SPUI	It is not necessary to take out homes.
	Farmington	Option B: Glovers SPUI	Students will never walk the extra 1/2 plus mile and will end up using the bike path.
	Farmington	Option B: Glovers SPUI	We already have an off ramp from I-15. Another one is not needed.
	Farmington	Option B: Glovers SPUI	This is a residential neighborhood. No other exit dumps into a residential neighborhood
	Farmington	Option B: Glovers SPUI	This neighborhoods only way in and out is on the frontage road. It is very close to the Glover Lane intersection. If Option B is chosen, getting in and out of this neighborhood will be very difficult.
Stan Holbrook	Centerville	Option B: SPUI	I love this separate exit lane for the frontage road. So many vehicles try to cross quickly from the NB exit, turning right, then crossing all lanes to hit the

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			left turn lane at the frontage road. This will be much safer, and will reduce the number of people turning left at the light, which will then reduce congestion. Great plan!
	Farmington	Option B: Glovers SPUI	Could we affect less homes on the East frontage road, south of the interchange, by using a different interchange design that doesn't require so much width? Consider options like the I-80 Eastbound exit at 1300 East in Sugarhouse.
	Farmington	Option B: Glovers SPUI	I am happy to see the way the Glover's Lane and 200 West exits will be combined together. If this 200 West ramp was moved to the inside, running adjacent to the freeway under the bridge, could less homes be affected along the frontage road? I really like how Option B will improve access for residents living in this area but am sad to see so many homes affected by the proposed ramp location.
Josi	Salt Lake	Option B-R: SPUI w/ Reversible	Great bike path away from the trucks for the greatest portion
Stan Holbrook	Farmington	Option B: Glovers SPUI	Option B provides substantial benefits in providing better freeway access to FHS and the Davis School District bus lot and is highly desirable. 650 West gets very congested during periods around school start/end times and school/athletic events. School buses traverse the frontage road as they return from Centerville and Kaysville instead of being able to use I-15 to an exit that reduces their time on these roads and the tight turn from the I-15 NB exit at 200 West. Additionally, this exit will noticeably reduce congestion at Park Lane, reduce cars driving along the residential segments of 650 West, and provide better freeway access for those who live south of ~500 S in Farmington, those who live in the southwest portion of Farmington, and the residents of northern Centerville. Those living in these regions must drive to along residential streets to Park Lane for NB access to I-15. Though this exit will create additional traffic flow along Glover's Lane and the Frontage Road near the bridge, it will reduce total traffic on other residential roads in Farmington and Centerville, including along Main Street and 200 E. We drive back and forth to Kaysville daily and often stay on residential roads instead of using I-15 because the Park Lane entrance is slow and out of the way.
	Farmington	Option B: Glovers SPUI	Do we need to expand so many lanes at this intersection? Four lanes seems quite excessive, especially considering the impact to the homes along this section and the lack of future growth on the east side of the freeway. The west side will continue to grow. Two lanes should be enough but if not, put in 3 (dedicated left turn, and a combination straight/right turn) instead of 4 and disrupt the area less.
Josi	Salt Lake	Option B: SPUI	Excellent and comfortable connections between east and west sides of Salt Lake City with Option B pathways
Josi	Salt Lake	Option B: SPUI	Glad to see the on ramp from this intersection gone due to the weaving it causes.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	As has been previously stated, this railroad crossing creates massive problems. At the very least, please fix the gates that get stuck in the down position so as not to create a situation where Fire/EMS would not be able to attend to an emergency.

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	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Please remember the people who live near this busy, semi-truck infested road. I am a huge proponent of any solution that will reduce traffic and noise in this neighborhood.
Cory Ward	Salt Lake	Option B-R: SPUI w/ Reversible	The 400 S bridge is excessive and uninviting to walk or bike. All the one-way streets are confusing to drive as well. The Rio Grande Plan would reduce the need to have this bridge and open the blocks for development. Please consider this plan to realign the rail tracks.
Josi	NSL/Woods Cross	Option A: Diamond	Great to see the left turn improvements.
	Farmington	Option B: Glovers SPUI	
	Farmington	Option B: Glovers SPUI	I'm very supportive of this bridge being expanded and turned into an interchange. However, I'm concerned about pedestrian and biking access across the bridge. One of my favorite running routes from our home in West Farmington is to access this bridge from the Legacy trail to access the hillier areas in East Farmington for more of a challenge. Though there will be sidewalk, the crossing is still concerning and won't be nearly as safe and easy to use. Is there a safer way to cross this bridge on foot?
Josi	NSL/Woods Cross	Option B: SPUI	Good intersection improvements with changes in development
Josi	NSL/Woods Cross	Option B: SPUI	Option B has better signal spacing and the underpasses of the pedestrian crossings provide greater comfort than traveling across high volumes of vehicles.
Grant	Bountiful	Option C: CD	This traffic signal is important for safe crossing to the Frontrunner station of transit users and also provides gapping on getting out that are hard to see.
Grant	Bountiful	Option C: CD	These CDs will be a big help to the weaving that happens between 500 S and 400 N with the short acceleration distance after ramp meters.
Grant	Bountiful	Option C: CD	The Option C striping shows a left-turn and thru movement combined which would reduce the capacity of the intersection with split phasing. Can this intersection process the new travel routes without excessive delays and queues?
	Bountiful	Option C: CD	Option C shows a combined through-left. This cause a split phased signal and increase the delay at the intersection. Can this intersection process the new traffic routes of Option C?
Grant	Bountiful	Option B: 3/4 Diamond	These improvements will be a big improvement to this area in removing a bottleneck.
	Farmington	Option B: Glovers SPUI	Bus traffic plus school traffic plus freeway traffic will make this an impossible intersection.
Grant	Bountiful	Option A: Half Diamond	There are long NB and SB queues here in the PM peak as the EB is prioritized to make sure the queue does not back onto I-15. The dual left-turns are sufficient to mitigate the queuing?
	Farmington	Option B: Glovers SPUI	Adding to the traffic congestion each morning is the number of busses which fill Glovers Lane. Encourage the school district to find a better location to

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			reduce this congestion. It was a bad idea to colocate these facilities. Fixing it would alleviate the need for Alternative B.
	Farmington	Option B: Glovers SPUI	If high school access from the north is a major consideration, would the need not be better met with a simple dedicated offramp from Legacy rather than I-15? It would be much less disruptive to the local homes and traffic and use a less congested (safer) freeway than I-15. It may require movement of the bus parking but that is less disruptive than the demolition of a dozen or more homes. It could also allow the high school to provide additional parking which is badly needed so that students don't park on the overpass. Additionally, placement of a bus parking facility right next to the high school which place significant demands on Glover Lane was/is a bad idea. Solve the issue with a limited exit off of Legacy.
	Farmington	Option B: Glovers SPUI	I appreciate UDOT trying to provide a safe alternative to the bike and pedestrian traffic which now exists on the Glovers Lane overpass. But you need to know that this effort, though noble would be a poor substitute for the pedestrian and biker access which would be provided by Alternatives A and C. This is a big deal. Alternative B creates a major disruption to present recreational and trail access and uses.
	Farmington	Option B: Glovers SPUI	Navigating a SPUI for vehicular traffic is confusing and difficult at best (especially for teenage drivers). Navigating a SPUI by pedestrian traffic is nye impossible, yet there is significant pedestrian and biker traffic over Glovers Lane.
Becky Benavidez	Salt Lake	Option B-R: SPUI w/ Reversible	I live on the corner of [REDACTED]. As much foot traffic especially with kids I see, I would hate for that to be interrupted with unneeded car access through 400 N. I do think it will be helpful to have pedestrian walk through here (OR 500 N) AND at 200 N (1 each side of 300 N) especially for kids that walk between Jackson school and boys and girls club.
	Centerville	Option B: SPUI	It would be really helpful to understand the queuing the occurred in each alternative to speak to which alternative would provide greater benefit and the difference in delay. The SPUI makes more sense as it clears the foot print for more space in the design build construction
Grant Farnsworth	Centerville	Option B: SPUI	Provide access link so the multifamily housing can access without needing to travel out of direction up to Parrish Lane first before coming here.
Grant Farnsworth	Centerville	Option B: SPUI	This connection ties into many potential users much closer than the Porter Lane pedestrian overpass. I think this would be more useful if it could tie into the east side of the road or have pedestraian crossings so they have destinations they can access like grocery stores. Otherwise, I'm much jaywalking will occur on bending roads.
	Farmington	Option B: Glovers SPUI	Several deer live right in this spot. They cross over the Frontage Road and walk up Glover Lane. The widening of this area will be hazardous to the deer.
	Farmington	Option B: Glovers SPUI	If the walking/ biking path is to help high school students get to school safely, this is not the right design. It is not practical. The high students will not want to have to walk so far out of their way to get to school. Currently, they just need to cross the street and go up and over the freeway. It is easy and quick. If Option B is chosen, I think students will still choose the shorter route which will be dangerous and cause accidents.

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Name	Section	Alternative	Comment
Grant Farnsworth	Centerville	Option A: Diamond	I typically would turn left at this intersection but it frequently backs beyond the storage area and into the through lane. Consequently, I go to the Main Street intersection to turn left. Therefore, I anticipate there is latent demand for EB to NB left-turns of 400 W and Market Place Dr.
	Farmington	Option B: Glovers SPUI	If this walking/biking path is for the high school students to get to school safely, it isn't a good idea. They will not go this far out of their way to walk to school. Currently, they just have to walk up and over the freeway. This would add several minutes to their walk. I think the majority of them will try to get across at the interchange, which if Option B is chosen, will be dangerous.
Grant Farnsworth	Centerville	Option A-R: Diamond w/ Reversible	The overpass will act as a pedestrian and bicyclist interchange into the Legacy trail "freeway". It will be a critical connection in the statewide trail plan. My family used Legacy trail and other shared use path trails in West Bountiful but have not done so and this would be an important link to make comfortable and family friendly trips to Station Park and other destinations.
Grant Farnsworth	Farmington	Option C: 200 W Full	What is the difference in crashes from changing the configuration from how it is today to this configuration? How does this configuration handle traffic from peak Lagoon hours on Saturday mornings? How can speeding be mitigated when they are going straight onto a freeway ramp?
Grant Farnsworth	Farmington	Option B: Glovers SPUI	Option B and its increased access to this area will provide greater viability or likelihood that the area west of I-15 becoming a employment base for Davis County. A job base west of I-15 would shorten regional trips rather than Davis County becoming more of a bedroom community.
Grant Farnsworth	Farmington	Option B: Glovers SPUI	When there are crashes and I-15 is a bottleneck, drivers will use US-89 (200 E) as alternative but it doesn't connect to I-15 without going through several turns and twist. This would resolve that problem with 1250 W from Centerville being connected into Glovers Lane in the future.
Grant Farnsworth	Farmington	Option B: Glovers SPUI	When there are crashes and I-15 is a bottleneck, drivers will use US-89 (200 E) as alternative but it doesn't connect to I-15 without going through several turns and twist. This would resolve that problem.
	Farmington	Option B: Glovers SPUI	This is a natural floodplain area with significant urban wildlife. Impacts of increased traffic along the frontage road to wildlife must be considered in the alternative selection. Alternatives A and C do not affect this area.
	Farmington	Option B: Glovers SPUI	If Alternative B is selected and a traffic light is required at the Glovers Lane/200 East intersection, as it undoubtedly will, you need to know that there is limited sight distance as you come up over the Davis Creek rise before you hit the intersection. If there is any backup at the light, as there absolutely will be, it will create a hazard for northbound traffic traveling at 40 mph into a blind congestion area.
	Farmington	Option C: 200 W Full	If Option C must be used, these ramps should be separated so that traffic can free flow, and so that those exiting southbound cannot use this ramp as a bypass around freeway traffic. Cars exiting SB should only have the option of going to Farmington, and those entering SB shouldn't have an extra stop on the way to the interstate.
Stan Holbrook	Farmington	Option C: 200 W Full	I am a Farmington resident. Farmington Option C provides massive complexity for little gain. All current paths onto or off of I-15 at this interchange

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			have no stop lights or stop signs. This is a massive advantage. This design adds a very complex intersection (compared to current) between the frontage road and 200 W as well as the additional intersection for the proposed I-15 SB offramp/onramp. During periods of congestion, this particular offramp/onramp arrangement will be abused by those trying to skirt around the main flow of traffic. The most substantial issues with Option C will present themselves during the busy times for Lagoon – traffic to Lagoon in the morning will get backed up onto the freeway due to the stop light like it currently does at the Park Lane/Frontage Road light. At the end of the day, visitors headed south can easily access the interstate in a free flow of traffic, but this will be impeded by both of the new intersections that they would encounter. The Park Lane bridge is a substantial choke point for traffic in Farmington, especially during periods of high traffic flow. This is in large part due to the number of intersections that cars must pass through. Traffic flows best, especially during periods of high traffic flow, when free-flowing ramps are utilized. Though Option C increases flexibility for southbound travelers heading to Farmington, its design does not promote free flowing traffic and will be the cause of significant traffic backups. This is currently one of the best on/offramp options on I-15 because the ramps allow for free flow of traffic without stoplights. Please don't ruin it!
	Farmington	Option B: Glovers SPUI	Please place some sort of barrier along the first 30-50 feet of this road, even just the inexpensive orange markers between the lanes. We were in a terrible head-on collision here a few years ago when a driver exiting the freeway went into the left lane (thinking it was a one-way road) and crashed into us head-on at full speed. A simple solution would ensure those exiting the freeway stay in the right lane.
	Farmington	Option C: 200 W Full	Please retain this connection between State Street and the frontage road, but keep it in its current place instead of moving the road. We use this road multiple times per day to travel between the High School and the Park Lane/Main Street intersection. Removing this road would require all traffic from West Farmington going to Lagoon or beyond to either travel through downtown, or to cross the already-congested Park Lane bridge. This connection should be kept, and remain in its current location.
Lucas Horns	Salt Lake	Option A: CD	There is NO NEED to widen this street and it is completely undoing Salt Lake City's efforts to make 600 N and the surrounding neighborhood more walkable/bikeable.
	Farmington	Option A: 200 W Ramps	This change makes no sense. Why can't the bridge be built to connect as it currently does, and allow the current 400 W road to remain in place? There is no reason to impact these houses or add so much expense to the project by moving this road ~50 feet to the east.
	Farmington	Option A: 200 W Ramps	What is the benefit of adding a turning lane to this section of road? No left turns are possible, so only southbound traffic will use it. This area is unaffected by the proposed changes so there is no reason to add a center turn lane.
Stan Holbrook	Farmington	Option A: 200 W Ramps	This left turn lane has been needed for some time and should have been added before installing the stop light. Widening this bridge and adding a left

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			turn lane will be a big improvement to this road and especially to this intersection!
David Smith	Farmington	Option C: 200 W Full	Option C is great for Farmington. The 200 West offramp and the Frontage Road is a very dangerous intersection currently. Cars are still traveling at very high speeds from the freeway as cars try to cross their path to get to the Southbound onramp. Or, cars are turning right (North), hoping that the car coming off the freeway with their blinker on is actually going to turn onto the Frontage Road. A new intersection here is very needed. And if it comes with Northbound Freeway access and a Southbound offramp that is safer and more convenient.
David Smith	Farmington	Option C: 200 W Full	I like Option C. I like the Southbound offramp. I live in South Farmington and I think it would be worth the backtracking to avoid all of the traffic on Park Lane. My Mom lives near State Street and I think I would prefer this exit to park lane as well even to go back to State Street. The less traffic makes it worth it and it would relieve some traffic at park lane.
Lawrence Knight	NSL/Woods Cross	Option A: Diamond	With the new set up for access to both north and southbound I15 just 1/2 mile south of this exit, the rush hour backups and train delays and such I feel this is a good combination eliminate center exit with the addition of new exit.
	Farmington	Option B: Glovers SPUI	There is a wetland area behind here, a green space, and a sound barrier. You cannot construct through that and not destroy the wetlands, natural sound barrier with trees and flora, and would have the rebuild the sound barrier for this neighborhood. Not to mention taking away yard space from homes that already have little yard space. The safety of my children and pets and living a peaceful life here is at stake. Strongly opposed to Option B to preserve our community and prioritize residents who already live here to not be displaced or disturbed.
	Farmington	Option B: Glovers SPUI	West Glovers Lane was never designed for the traffic that will come with Alternative B. The high school traffic already stresses the street capacity. Adding significant freeway traffic to this area will be unsafe for our children. There will be an accident!
Jill Jones	Farmington	Option A: 200 W Ramps	Central Davis Sewer District has a waste water pump station on the west side of the Farmington skate park that appears to be impacted. We would like to discuss how you propose to keep it operational and where it will be moved.
	Salt Lake	Option A: CD	The two alternatives that UDOT has provided are both incredibly short sighted, faulty, and dangerous. To put it simply, I am appalled that UDOT is even considering an expansion of this horrible interstate through our city. For the past 80 years, Americans have been dealing with the economic, racial, and environmental fallout that resulted from the destruction of our neighborhoods for the purpose of cars. Here we are again, going down the same path. NO EXPANSION.
	Salt Lake	Option A: CD	It is absolutely unacceptable how close this proposed expansion comes to these houses. Would they have to be demolished? Even if they aren't, it doesn't seem possible to mitigate negative impacts such as air pollution and noise.
	Salt Lake	Option A: CD	The apartment complexes near North Temple are already so close to the freeway. An expansion will bring additional noise and pollution within closer

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			proximity to thousands of residents. Families and lower income residents live at [REDACTED] as well. The back end of Bridges already feels constricted with the current alignment. Also, with or without expansion, sound walls must be added here.
	Salt Lake	Option A: CD	The Rio Grande Plan must be considered for the long-term health of the city. Adding more lanes only adds dangerous dead space to the city that will do nothing to alleviate traffic. Only a comprehensive transit plan will reduce traffic over the long term.
	Farmington	Option B: Glovers SPUI	Alternative B cannot even be considered without a full traffic study on the impacts to the Glovers Lane/200 East intersection. Without a traffic light at this intersection there will be significant backups on Glovers Lane leading to people cutting through the neighborhoods. If a light is added it will require the taking and destruction of additional homes and properties. Further, a light at this intersection will greatly impede the north/south flow of traffic along 200 East, the major artery in this area. Alternative B's negative impacts will be significant and far reaching. It doesn't meet the access and safety Purposes detailed in the EIS.
	Farmington	Option B: Glovers SPUI	Though no where near as important as the human safety concerns which will be created by Alternative B, nonetheless you should know that there is a fairly significant deer population that lives in the flood plain south of Glovers Lane and in the evenings they cross Glovers and the Frontage Road and graze in this field. Often there will be half a dozen or so grazing in the evenings here. A massive interchange at Glovers Lane with its dramatically increased traffic and extend traffic time period (Glovers is fairly quiet in the evenings) will impact the deer population, lead to vehicle/deer accidents and destroy their habitat.
	Farmington	Option B: Glovers SPUI	The significant destruction of homes and properties far eclipses and benefits of Alternative B. This is not an acceptable alternative and needs to be scrapped.
	Farmington	Option B: Glovers SPUI	The amount of traffic which will be generated by Alternative B will certainly making the ability of Glovers Lane residents to drive in and out of their driveways difficult and dangerous. It decreases safety in this quiet neighborhood.
	Farmington	Option B: Glovers SPUI	Alternative B will greatly increase traffic congestion on Glovers Lane making it difficult for residents exiting Davis Creek Lane or 50 East to leave our subdivisions without a traffic light. Alternative B does NOT improve access for local residents.
	Farmington	Option B: Glovers SPUI	This is the biking and walking route presently taken by most elementary and junior high school children. If Alternative B is built it will become the number one cut-through route for those seeking to avoid the congestion on Glovers Lane and 200 East thereby jeopardizing the safety of the school children.
	Farmington	Option B: Glovers SPUI	It is difficult to imagine that the widening of I-15 and the pass-through of 200 W can be accomplished and safe grades maintain as one descends eastbound without moving the Glovers Lane/Frontage Road intersection further east. This will require the demolition of additional homes and make the impacts much greater than presently reported.

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	Farmington	Option B: Glovers SPUI	If Alternative B is selected, this otherwise quiet intersection will become a nightmare greatly impeding traffic flow and reducing both vehicular, and more importantly, ped traffic.
	Farmington	Option B: Glovers SPUI	This is the west end of the flood plain trail. People then head north along the sidewalk and then cross Glover's Lane and continue north along the frontage road trail. Alternative B will access between these trails away.
	Farmington	Option B: Glovers SPUI	There is meaningful daily local traffic currently across Glover's Lane accessing the high school and trails and the bird refuge on the west side. Placing a massive and congested interchange here will dramatically decrease local access across I-15 and effectively divide the east and west sides of our community. Right now such access is easy and safe. If Alternative B is built community access and safety will be decreased.
	Farmington	Option B: Glovers SPUI	Glovers Lane is a quiet street in a wholly residential neighborhood. It was not designed for the volume of traffic which will be generated by Alternative B. It will lead to congestion, access issues for local residents and safety concerns. At anytime during the day there are adults and children recreating along or crossing Glovers Lane. This will all be taken away and the whole nature of the area destroyed.
	Farmington	Option B: Glovers SPUI	Every day there is significant foot and bike traffic over Glovers Lane. The SPUI is not friendly to such foot traffic. The substitute foot/bike bridge will be inconvenient and reduce residents access across I-15. Students will NOT take the added time to use the foot bridge and will instead try to traverse the SPUI. This will be dangerous. Alternative B will create a safety issue for high school students which doesn't presently exist.
Matthew Smith	Farmington	Option B: Glovers SPUI	Please do not consider Option B. I live in the neighborhood between the frontage road and 200 East in Farmington, just north of Glover Lane. We already have an exit and entrance at 200 west, and adding one so close on Glover Lane is not necessary. If anything, Option C should be considered to enhance the already existing I-15 interchange. I don't know the cost differences between Option B & C, but they are both likely more expensive than Option A, and if Option A meets the criteria, the lower cost the better. Farmington already has more than one way to access the freeway, and already has access to Legacy and highway 89. Farmington is already home to massive interchanges and roadways. It does not need another one. If needed, please consider adding something between Centerville and Farmington and maybe something between Farmington and Kaysville to alleviate traffic on I-15. In addition, for Option B, large interchanges aren't normally built in residential areas. Our neighborhood is quiet and peaceful and this will add noise and congestion, which will reduce the value of our property and our quality of life. There is no commercial business at this proposed interchange. Increased traffic to the area is unsafe for my kids who walk to and from school everyday. In addition, I run and ride my bike every week across Glover Lane, and am excited that all options include "updating" the Glover Lane overpass. However, option B will also increase the traffic and complexity of the area, which will make navigating the interchanges on foot or bike more complex and dangerous. Lastly, I'm also concerned about the impact of traffic patterns on Glover Lane and 200 East. We do not need more

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			traffic funneled to 200 East and I'm concerned more homes will be affected than initially thought.
	Salt Lake	Option A: CD	400,500,600 S are already terrible and unsafe. How will this expansion make them any better? Or will it make these three roads that already divide the city even more into hellscape?
	Salt Lake	Option A: CD	This road is already a disaster, if the freeway can handle more cars, does that mean this will be getting widened as well to handle the increase? Are we really going to destroy an entire city so that people who chose to live far away don't have to take public transit? Why are you destroying my city so people who don't live in it don't have to take transit?
	Salt Lake	Option A: CD	To make parking for all the cars coming on the expanded i15, we will need to widen our already massively wide streets and rip out buildings for parking lots, I vote this building be the first to go, they are the ones who are funding this project, they should be the first to feel the negative effects
	Centerville	Option B: SPUI	A SUPI at Centerville and Option C in Farmington provides the mobility with the least disruption for this area!
	Centerville	Option B: SPUI	Really like this side street option to access the frontage road rather than having to drive through the intersections on Parish. Much safer. This flow needs more attention. A left turn here could make this street a parking lot. Can this flow directly to the frontage street?
	Farmington	Option B: Glovers SPUI	I'm extremely concerned about the environmental noise cause by this option. A SUPI added to the already disruptive offramp near the park is unbearable for this neighborhood. Option C with a Parish Lane SUPI provide the mobility needed for the future
	Farmington	Option C: 200 W Full	This is currently a high risk area. Adding the northbound option here helps me bypass the busy school area. This is safer for the children by diverting to the west side of the school. This is safer than Option A or B.
	Farmington	Option C: 200 W Full	Option C provides the northbound mobility and connection to communities north I'm looking for. I'm extremely concerned about about the environmental noise cause by a SUPI at Glovers Lane. This option and a SUPI at Parish Lane provides the flow we need for years to come.
	Farmington	Option B: Glovers SPUI	The use of a SUPI at this location is overengineered. I use this area frequently and there isn't the volume to justify this level of intervention. Option C is a better approach.
	Farmington	Option B: Glovers SPUI	I'm concerned that the SUPI option drives more traffic to this intersection and reduces the N/S flow on 200 E. A traffic light would be needed and that does not create a better, more connected community
	Farmington	Option C: 200 W Full	In case you haven't noticed, residents like Option C best. Just sayin.
	Farmington	Option C: 200 W Full	Option B is not compatible with local zoning and doesn't take into account land use and availability in this area.
	Farmington	Option C: 200 W Full	Option B does not better connect our community. It negatively impacts it in a very significant way. The surrounding neighborhood streets were not designed to support such a large offramp and resulting traffic. Furthermore, traffic

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			exiting here would then have to travel farther to get to any business. There are not enough residents of South Farmington (nor will there be in the future) to require such a large on-ramp and offramp. This option seems like it just creates problems with congestion and doesn't create access where the access is actually needed. Did anyone actually visit this area before creating this plan???
	Farmington	Option C: 200 W Full	Option C is the obvious choice. This option creates the needed access in a way that is safer than Option B and has less impact on existing neighborhoods.
	Farmington	Option C: 200 W Full	There is simply no need, now or in the future, for such a significant offramp/onramp in a small residential area that does not have the land to significantly grow. There aren't businesses here, nor will there be in the future. Put the access closer to the businesses. Go with Option C.
	Farmington	Option C: 200 W Full	It's clear the residents of south Farmington do not want Option B, and I hope this holds some weight in the decision making process. Option B would create significant safety issues for Farmington High School students, many of whom park along Glover lane right up to the overpass. These are inexperienced, young drivers, and putting a major intersection right next to the high school would create safety issues. Additionally, there isn't a need for such a large intersection here, even in 2050, because this area cannot sustain much new growth given the lack of available land (narrow area between the mountains and the lake). It seems clear that Option C is the best option, and is supported by Farmington residents. Use the existing infrastructure we already have there and expand it to include full access. This would have less impact on our neighborhood while meeting the project purposes and need.
	Farmington	Option B: Glovers SPUI	As was revealed in the public meeting in Farmington there is no data to support this large of an interchange on the south end of Farmington. The south of Farmington is zoned and completely built residential with no room for growth. When returning home to southeast Farmington I do not use Parrish Lane as an alternative and do not believe Centerville residents using an interchange at Glover as an alternative. With no room for growth to the east and the West Corridor being built to the west, this option does not fulfill the purpose of this study. Our community would be further divided by the widening of Glover Lane. The environmental impact to our community is immeasurable without cause.
	Salt Lake	Option A: CD	also voicing my concerns of the health of our children to add lanes to an already huge highway. Our west-side/diverse children matter!
	Salt Lake	Option A: CD	This road/train crossing is already so dangerous there shouldn't even be talk of adding two additional 2 underpasses (that invites more traffic) without a plan to address crossings along the train tracks! We are already an underserved community, so although I am sure these plans seem like good intentions without additional funding to support our neighborhood staying safe these expansions will only help those passing through and not those that have spent their life savings to buy a home and build a community for our children.
	Salt Lake	Option A: CD	Udot needs to live within their means "space" just like the rest of us. If you must expand, expand within your current footprint - don't come encroaching

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			on families and lives that have chosen to live in this neighborhood. The increase in pollution and noise would already be bad enough, but taking more land is beyond comprehension.
	Salt Lake	Option A: CD	This is my neighborhood and losing one single home (and the family that lives there!) is not okay to do the thing that is proven not to work. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html
	Salt Lake	Option A: CD	The roads in our neighborhood are already so wide which encourages people to drive so fast, opening up to more traffic would make me feel even more unsafe walking or biking with my kids. The community as is, is fighting against roads that do not support a neighborhood and these proposed plans would seem to put a nail in the coffin of the neighborhood I desperately want to raise my children in.
	Farmington	Option B: Glovers SPUI	A shared walking/biking path is not safe for walkers. I love walking in Farmington, but when I walk on paths shared with bikes I find my safety at risk. Bikers travel so quickly and do not consider the rights of pedestrians. Please separate the bikes from pedestrians.
	Salt Lake	Option A: CD	although I am in favor of opening up the city and making it more biking and walking friendly the amount of space this takes away from our current neighbors is unacceptable. We moved into this neighborhood for a reason and this expansion removes the "semi-quiet" neighborhood we desire that is within walkable distance to downtown. We have to live within the space we are allotted for our homes and feel like I-15 should do the same. There is a great underpass on 3rd that provides easy access to crossing the railroad - where does this leave people going? What is the value of adding a second walking space two blocks away, with nothing to go to.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Better signage is needed here for WB traffic. Lanes are added and shift after this light. more overhead signage would be helpful.
Kristen Madrigal	Salt Lake	Option A: CD	For all the talk about cutting down on the amount of truck traffic that comes this way I would like to see this frontage road blocked and no longer a road - make this into a bike path! If you leave this road open semi-truck will find there way back to it no matter the good intentions expanding to divert this traffic through our neighborhood
Marla Burns	NSL/Woods Cross	Option A: Diamond	Request to have a business on the west side of I-15 to redirect a white spotlight. traveling on NB 1-15 on this section, you directly view one bright spotlight on private business property. It often leads one to believe there is a possible wrong way driver on freeway. Light needs to be redirected or barricade raised to prevent spotlight providing false unsafe threats.
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	Not part of the study, this intersection should be restricted to left turns onto HWY 89. Not a safe left turn, too much traffic
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	Left turn onto HWY 89 needs lane assist. Due to crown on road, it is unknown where your turning destination is. When turning left, its like a game of chicken with the east bound traffic turning left. Who turns where/where and at what angle

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	Farmington	Option C: 200 W Full	The purpose and needs statement, specified by UDOT's project manager, was stated to be the "alternative should improve quality of life for ALL users." Option B fails entirely to align with, or honor, that purpose statement. I have read nearly every comment on this page and the voice of the community helps paint the picture as to why it fails to align. The negative impact to residents, whether it's due to loss of their home (and/or value of it), increased risk of safety and security, further noise concerns, or direct impact to the environment/use of trails, worsens quality of life. I am in agreement that Option C offers advantages of a full interchange without the extreme impact on the livelihood of residents near Glovers Lane.
	Farmington	Option C: 200 W Full	Currently, semis have taken to coming down state street because they do not want to fight with Park Lane to get to Station Park. None of the options are taking the commercial traffic that has been pushed into the neighborhoods where small children are playing or walking to school.
	Farmington	Option A: 200 W Ramps	With Lagoon building another entrance off of Park Lane currently, does it make sense to have this road connected here? WHY not shut down the frontage road and use it for the widening of I15 instead? ,
	Farmington	Option A: 200 W Ramps	There is a known aquifer/artisanal well located right around here. With the construction and drilling, it will flood the nearby homes and yards. There was digging done here for the sound barrier, and it has to be addressed as the water was coming out and disrupting the homes/construction.
	Farmington	Option A: 200 W Ramps	For the bridge, with it having to be raised to meet the grade requirements for the widening of I15, there is a concern about the water and where it will go. Currently, the water floods down to the north. With this bridge raised, it will be even more of a problem.
	Farmington	Option C: 200 W Full	Option C is the most logical, ethical and moral choice of the 3 options. This intersection as it currently flows, is unsafe as traffic flows fast northbound off the freeway, making it difficult to travel east and west. Option C keeps school children safe (which cannot be said for Option B). It also does not require the removal of residential homes (which cannot be said for Option B). It does not negatively impact existing property values and neighborhoods, as this is where the interchange has been for decades (this cannot be said for Option B). Option C provides all the advantages of Option B would offer, without destroying neighborhoods, homes, and without creating an unsafe environment for children. Don't listen to lobbyists and big money more than life long residents of Southern Farmington whose homes and lives will be affected by this decision.
	Farmington	Option B: Glovers SPUI	An on-ramp and off-ramp to I-15 at Glover Lane would be a mistake. This is a residential area and mature at that - meaning, we won't see an increase in traffic in this area. As a matter of fact, with the build of the West Davis Corridor on-ramp immediately south of Glover's Lane, there will be less traffic on I-15. If this is needed for traffic out west, put it out on West Davis Corridor where it is needed. It is not needed, nor wanted here.
Jason Bernhisel	Farmington	Option B: Glovers SPUI	If this option is selected this will overwhelm this intersection. Additionally traffic travelling north on this road is out of view until it crests the hill. With

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Name	Section	Alternative	Comment
			more traffic this will become even more unsafe. My children walk here every weekend, it will increase risk to their lives.
Jason Bernhisel	Farmington	Option B: Glovers SPUI	Option B appears unnecessary for this location. Where population is growing substantially I would understand, however in this area population has grown but will not continue to grow by any material amount.
Christian Lenhart	Salt Lake	Option B-R: SPUI w/ Reversible	I love the idea of an interchange and bridge at 1800N. I do not like the idea of an additional ramp at 400 South. If anything, the 400 South ramps should be consolidated with the 500 S and 600 S ramps, so that the 400 South interchange can be eliminated.
	Farmington	Option B: Glovers SPUI	Unless there are plans to buy track from Union Pacific this may kill the possibility of FrontRunner double tracking in this locaiton
	Farmington	Option A: 200 W Ramps	Pedestrian access from fronrunner to Lagoon really should not be as hard as it is considering how close in proximity they are
	Salt Lake	Option A: CD	unnecessarily wide here. Stop widening the already massive Salt Lake arterials!
	Salt Lake	Option A: CD	Double right turn lanes here is a horrible idea. This street does not need widening
	Salt Lake	Option A: CD	This level of impact on 700 W and the people living there is completely unacceptable
	Salt Lake	Option A: CD	Please consider studying the Rio Grande Plan. Any effort to fix congestion in the area without seriously considering the needs of rail and FrontRunner in the area is severely lacking in long-term holtstic planning
	Salt Lake	Option A: CD	Not included in the area of impact although it should. These freeway ramps are one of the biggest problems for Salt Lake pedestrians right now,especially considering the amount of development that has happened in the area, especially the Granary District. As far as I'm aware option A and option B will only bring in more traffic and make the situation worse
	Centerville	Option B: SPUI	I want to echo comments about 90- and 180-degree turns. Could the bike/ped bridge not tie into the cul-de-sac? If nothing else, at least make the path wider at the hairpin. The 180-degree right turn coming downhill will be difficult to navigate.
	Centerville	Option A-R: Diamond w/ Reversible	Option A-R: Where is this path supposed to lead? There is no crosswalk across Frontage Rd, and it doesn't look like it continues across, either at ground level or as part of the bridge.
	Centerville	Option A-R: Diamond w/ Reversible	Option A-R shows what looks like a multi-use path leading to nowhere here? Please don't design that.
	Farmington	Option C: 200 W Full	Having a northbound entrance here would be great! It would increase northbound access for this community while not disrupting the neighborhood.
	Farmington	Option B: Glovers SPUI	This is not an area that is growing so it is not the right spot for a huge intersection. If another large intersection is needed put it in the area of need. This is a purely residential area, an intersection of this size and disruption should be put into a commercial area. This would completely disrupt our quiet, residential neighborhood. I am also deeply concerned about the safety of the

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Name	Section	Alternative	Comment
			school aged children. I have 2 stepsons who will attend Farmington Jr High and Farmington High School. I would be very worried for their safety with an intersection like this going in. It would no longer be a quiet drive to school and walking to school would be out of the question because of how dangerous big intersections like this are to pedestrians.
	Salt Lake	Option B: SPUI	Overall comment, this is putting further burden on the west side that already absorbs the impact of all the stuff the rest of the valley doesn't want to deal with. It's not realistic for the Farmington to SLC commute to stay 20 mins forever. As cities grow, commute times will expand, but WFH options and more businesses will provide other jobs to serve more areas. We need to focus more on holistic public transit solutions like the Rio Grande plan in conjunction with a much reduced I-15 update. More lanes will be just as congested and it will come at the cost of peoples' health, homes, and businesses.
	Salt Lake	Option B: SPUI	Bike lane needs to have some protection. Drivers are already maniacs here.
	Salt Lake	Option B: SPUI	Agree with several of these comments. This is going to put a lot of traffic on 900 W, which is not suited to get that traffic and then further burden 600 N. (esp if it's actually being reduced to one lane in each direction, which I hadn't heard.)
	Salt Lake	Option A-R: CD w/ Reversible	+1 to what this person says about wanting to do an analysis of the truck traffic. I'm not convinced this would actually divert from 600 N.
	Farmington	Option B: Glovers SPUI	Where is the traffic model/data that documents how the on/off ramp affects this intersection? The design currently promotes commercial traffic into residential neighborhoods. Significantly impacting the safety and accessibility of families in these communities. The current design also promotes severe congestion and even back-up potentially to I-15 with any bottle neck at this intersection. This area has a steady foot traffic which appears not to be considered in the proposed solutions.
Nate Talbot	Farmington	Option B: Glovers SPUI	UDOT doesn't listen to the voice of the people, so I don't have much faith with these comments. Option B has too many negative impacts including, but not limited to the following: FJH safety, pedestrian safety, crime, noise, congestion, easements, property damage, real estate consequences, tax, infrastructure damage, wildlife damage, environmental damage, and more. All of these impacts are greatly mitigated and attenuated with Option C. Please listen to our voice, UDOT. DO NOT BUILD OPTION B.
	Farmington	Option B: Glovers SPUI	My kids cross Glover Lane from Davis Creek Lane to walk/ride their bikes to school. The impacts of the proposed on/off ramp on Glover would significantly limit their ability and safety to walk to school. Why propose such a large commercial on/off ramp from I-15 in a quiet residential neighborhood with little future growth and no commercial business in the area?
Nate Talbot	Farmington	Option B: Glovers SPUI	Option B will destroy my home and neighborhood. UDOT shouldn't jeopardize a residential area when Option C provides all that is necessary for available growth in the area. However, will UDOT actually listen to the voice of the people affected? Seems like they've already made up their minds and lobbied enough people to silence the opposition. Option C should be built. It's the

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Name	Section	Alternative	Comment
			only option that actually makes good use of the current zoning and local ordinances.
Nate Talbot	Farmington	Option B: Glovers SPUI	Option B destroys homes and puts the bulk of traffic right into a residential area. This is NOT an option. Instead, use Option C. Option C is located away from residential neighborhoods and keeps traffic patterns safe for FJH and pedestrians.
Nate Talbot	Farmington	Option B: Glovers SPUI	Heavy construction and maximum load vehicles from Option B development will damage nearby homes, foundations and infrastructure. My home already vibrates with the existing flow of traffic, so Option B would certainly make things WORSE!!
Nate Talbot	Farmington	Option C: 200 W Full	Option C provides good access where it's needed and allows for safe travel on/off the freeway. Option C is also less invasive and keeps busy intersections away from well-established neighborhoods.
Nate Talbot	Farmington	Option C: 200 W Full	Do NOT build Option B!! Option C provides everything needed.
Nate Talbot	Farmington	Option C: 200 W Full	Option C is the ONLY one that I would support. Farmington would be devastated with Option B. Anyone supporting Option B is either paid by someone (lobbied), or they just don't give a damn about people's lives. The impacts are way too costly!
Nate Talbot	Farmington	Option C: 200 W Full	This intersection is loads better than Option B from the blatantly obvious location AWAY from established neighborhoods. There's absolutely no need to destroy homes to improve traffic in this area. There's no room for growth as we're locked in with mountains to the east and wetlands to the west. Option B is a complete abomination in every sense of the idea. It's expensive, it's unsafe for students with high school nearby, it destroys properties, livelihoods, value, all while increasing noise, nuisance travelers from north/south, crime, everything is negatively impacted with Option B. Everything!
Nate Talbot	Farmington	Option C: 200 W Full	Option B is downright terrible! Not sure why it's even considered when Option C provides everything that is needed while keeping our neighborhoods safer and cleaner.
	Farmington	Option C: 200 W Full	Option C does just as much to impact as Option B but without the negative impact on homes and neighborhood. Also much less cost. Option C is the best option and it's not close.
	Farmington	Option C: 200 W Full	Please do your research on actual traffic demand here surround by residential versus forcing traffic here through option B. There are literally no businesses or offices in the vicinity. SPUI systems don't exits in residential neighborhoods, they are not needed. Option B is forcing a solution with a forced problem. Traffic is not a problem here and won't be because of growth limitations.
	Farmington	Option B: Glovers SPUI	Walking bridge is not practical. It sounds nice, but with the extra distance to clear the freeway high schoolers and others will try to navigate the SPUI instead of the extra time and distance. This is just not practical, or cheap probably.
	Farmington	Option B: Glovers SPUI	Access to Eastwood Place is now navigating 5 lanes of traffic in this option. Really unsafe and difficult for residents.

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Name	Section	Alternative	Comment
	Farmington	Option B: Glovers SPUI	Could a simple on/off ramp to Legacy here going North be all you need? You have space and infrastructure in place currently for Southbound I15 and access to Lagoon. For north bound travelers you could just hop on a small on ramp on Legacy and it merges with I15 just up the road. It would also give students access to Farmington High while limited there time on I15. Legacy seems much safer for them. Seems like every bit of the solution the SPUI would be, but a fraction of the cost.
	Farmington	Option B: Glovers SPUI	200 West Exit is never buys, even in rush hour. Option B is really unnecessary with the limited growth that this area would see in the next 30 years. It's by far the most expensive and I don't believe it would solve issues that people are talking about.
	Farmington	Option B: Glovers SPUI	Big safety concerns forcing additional I15 traffic to Glovers with the High School right here. High School drives plus the SPUI plus additional traffic is a recipe for disaster.
	Farmington	Option B: Glovers SPUI	School Children South of Glover's Lane will have to cross this massive intersection to get to any of the three schools. Incredibly unsafe.
	Farmington	Option B: Glovers SPUI	This is a "Tree Preservation Zone" on our recorded plat. Widening the frontage road here would cut into the tree preservation zone.
	Farmington	Option B: Glovers SPUI	We live on [REDACTED]. We have 4 kids. There are two more across the street and 3 next door. We are locked in here and Option B would be a 5 lane frontage road for us to navigate out of our residential neighborhood. That's not safe for driving and turning left, but it's the only way for our kids out of our neighborhood. It's really unsafe to have this size of road in a residential area.
	Farmington	Option B: Glovers SPUI	Option B is completely unnecessary. There is limited growth potential left in this area so there is no need to destroy the neighborhood for a freeway entrance. Expand the existing infrastructure north of there instead.
	Farmington	Option B: Glovers SPUI	I don't like or agree with Farmington Option B at all! I live near Glover Lane and my kids attend Farmington High School, Jr. High, and Elementary schools. Option B will make it very unsafe for our kids to walk and drive to school now. The traffic jams will increase as you mix morning school and rush hour. This will also make it very hard for Glover Land residents and even all of us who live in the neighborhood to access our properties and drive out with ease. I also do not want not think it is safe to force additional people to cut through and use my neighborhood roads to avoid congestion elsewhere. The demolition of homes of real people is unacceptable, and will cause so much heartache and is too harsh to upset real lives like that! If Option A meets the project criteria, then do not consider Option B. Take the option that last disrupts and ruins real people's lives.
	Farmington	Option C: 200 W Full	What if a North-bound on-ramp could enter I15 here from frontage road? This would allow the north-bound proposed loop not to be built and a non-stop road to Lagoon stay in tact.
	Farmington	Option C: 200 W Full	I don't see the need to move the street and take out people's homes/yards in the process.

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Name	Section	Alternative	Comment
	Farmington	Option C: 200 W Full	Option C is a little strange, but it would provide on/off access both ways, which I like and I LOVE that this option does not look like it will take out any homes or reduce the size of residential yards. Option C is the best for the residents of Farmington with the least amount of impact to families.
	Farmington	Option C: 200 W Full	There must be a better way to keep Lagoon traffic flowing without coming to a stoplight. Put your heads together and I know you can come up with a solution.
	Farmington	Option B: Glovers SPUI	I'm very saddened to see that many people would lose their homes if an Interchange was added to Glovers Lane, just so some people can save 60 seconds of driving time. This is a horrible plan to do this to the people of Farmington. Option C provides the same access without having to displace any families or destroy homes.
	Farmington	Option B: Glovers SPUI	If a new freeway exit has to be put in South Farmington, why not use the highway that is already in development. Most new homes will be added to the West, so having traffic on/off this road on the West Corridor makes much more sense than at Glovers Lane and Frontage Road.
	Farmington	Option B: Glovers SPUI	I'm very concerned with the extra traffic that would hit this intersection/road if a Freeway Overpass was added to Glover lane. It's very common for I15 travelers to exit the freeway when they see slow traffic, bad weather or an accident and all of that traffic would be directed to 2nd East, which can not handle that type of traffic in a neighborhood. It already takes a long time to turn left from Glover's Lane here, and any extra traffic on this road would make it impossible to cross except for at 2am.
	Farmington	Option B: Glovers SPUI	Why are 5-6 lanes of traffic needed for this street? Both streets on the East and West are only single lane roads with no new homes/traffic possible in this area. This is an overkill for the minimal traffic in this area and it not likely to change in the next 25-50 years.
	Farmington	Option B: Glovers SPUI	Any given day you will find dozens of families and individuals crossing Glover Lane with bikes or walking/running. Adding a huge intersection here will not only discourage these type of activities on this road, but also reduce the safety of our kids and families and they cross this large road if it was to be approved. Option B is too unsafe for families.
	Farmington	Option B: Glovers SPUI	Will homeowners be compensated for losing a big piece of their backyards as these roads are made? The yards are not big now, but any more space that is taken away is unacceptable. Option B should not be considered, due to the huge toll on the homes and yards of this neighborhood.
	Farmington	Option B: Glovers SPUI	Option B proposal appear to remove the nature wetland in this area that was specifically designed to be the home of natural animals and birds. These wetlands are an important part of our neighborhood and we need to keep them here. Option A and C will preserve these natural wetlands for these animals.
	Farmington	Option B: Glovers SPUI	The sound barrier behind these homes must be kept in place and not removed. This was built by the developer and the noise would be so much louder without this barrier.

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Name	Section	Alternative	Comment
	Farmington	Option B: Glovers SPUI	I'm unaware of any other freeway exit in Northern Utah that dumps I-15 traffic into a residential neighborhood with no commercial businesses. Option B will add noise, reduce safety, add crime and destroy the yards and homes of many Farmington residents. Think about the negative impact to all the people in these neighborhoods and go with Option A or C.
	Farmington	Option B: Glovers SPUI	I like the idea of having an exclusive bike/pedestrian bridge, but it's so far away from the road where people will be walking, that most kids (going to High School) will skip this bridge, because of the extra time it takes to get to it and just walk with the other cars. Bad Idea. Move it closer to Glover Lane.
	Farmington	Option B: Glovers SPUI	Having a major interchange just a few hundred feet from a High School is just crazy wrong. Teenagers that walk and drive are not very responsible and there will be many more accidents and possible deaths if this major interchange is added so close to a High School.
	Farmington	Option B: Glovers SPUI	The safety of my children and future grandchildren are at risk! When we bought our home 4 years ago our children can walk straight out and go to the left to have a yard. But with the increased traffic, both cars, and now pedestrians and cyclists, we will no longer feel safe sending our children out to play. Please don't do option B. Think of all the children in this neighborhood and all around that will be impacted by option B. Our children also walk home from school. They will no longer be safe walking on the sides of frontage road with that much increased traffic.
	Farmington	Option B: Glovers SPUI	Are these wetlands not protected?
Amy Evans	Farmington	Option B: Glovers SPUI	This is very literally my backyard. What will this structure look like? How big will it be? What is the projected traffic that will be in my yard? That is actually a large dirt hill. Will it be removed? Are there any other options of where this could be placed?
	Farmington	Option B: Glovers SPUI	Because the developer, not the state, made a large dirt and and cement sound barrier for these town homes, how will that be made up for? Will UDOT replace it?
Amy Evans	Farmington	Option B: Glovers SPUI	How much do you project the increase in traffic will be on this road?
Patrick McCleary	Farmington	Option B: Glovers SPUI	I am writing in regards to moving 400 W in Farmington on all 3 options. I live in the new development on Pioneer Lane, and moving 400 W would place it closer to my home. More importantly, the houses located directly on 400 W will be demolished. If the freeway must be widened directly to the west , I hope there is a solution to save 400 W in it's present location, and therefore the houses, and place the impact on the walking trail location at Ezra Clark Park. Also, it goes without saying, if a freeway lane will be added at the location where the Frontage Road is currently located (directly west of 400 W), this will increase the noise in my neighborhood, and I would ask that a noise wall be installed. Finally, in regards to the controversy of choosing Farmington Option B or C, I am in favor of Option B (Glovers Lane). The on/off ramp has been planned in this location for many years, plus the connection to the west side is already built. Option C would force people to drive on the north on the Frontage Rd to 200 W to get on the freeway. If one

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Name	Section	Alternative	Comment
			lives on the north end of the west side, they would have to travel along State St, then over to 200 W in order to get on the freeway. This is redundant as there is already the Park Lane access, and it will further increase traffic in the area of 200 W. Lastly, if UDOT wants to make the 200 W on/off ramp optimal, they would have to build a connection to the west side, which will raise the costs of the expansion, put further homes at risk, and would be tremendously redundant as Glovers Ln already offers a connection from the west and east sides.
David	Farmington	Option B: Glovers SPUI	During informal meeting with UDOT at Farmington City hall it was brought to light that there is no traffic modeling for this intersection to justify the need for Option B. Models were performed for Parish and Station Park, but this intersection was not modelled and traffic growth estimations were based on the data from high commercial areas and applied to this residential area with very little growth, making this type of freeway entrance not only way over kill for what will be used and creating an unsafe situation, but was designed on a false assumption which had made this an inaccurate design. It's been commented many times that if Option A and C both full fill UDOTs requirements I can't see any justification for placing such a large on/off ramp in the middle of a residential neighborhood causing more problems. Especially when the design is based on false assumptions.
David	Centerville	Option B: SPUI	wetland environment. Build up of water has created a pond that duckling are raised in among other wildlife
	Salt Lake	Option A: CD	This complex houses a high concentration of Black/African American people. What will be done to mitigate the increased noise and pollution they will disproportionately experience?
	Farmington	Option B: Glovers SPUI	Option B – No. To help future traffic of 2050 building an on/off ramp in the area where no future growth is anticipated doesn't make sense. It will open the local streets where kids play and are safe to thru traffic. Shouldn't on/off ramp be located where the future growth of Farmington is foreseen?
	Salt Lake	Option A: CD	I strongly oppose any effort to widen this bridge. Too much traffic is dumped off on 4th and 3rd west as it is. More commuter friendly options should be explored (like a dedicated and protected bike lane) but not at the expense of encroaching on neighboring properties. Make it illegal for large trucks to exit here and reduce the number of lanes.
	Salt Lake	Option A: CD	This area should not be opened up to cars and I am concerned again about the utility of having an underpass off of a major thoroughfare here. There doesn't appear to be a need for bike lanes going east/west at this point and I worry that an underpass would invite transients to set up camp here.
	Salt Lake	Option A: CD	Hodges lane is the only point of access for the townhomes along this stretch. Any encroachment upon it would be disastrous for them. I strongly oppose and effort to expand the highway eastward in this section.
	Salt Lake	Option A: CD	I strongly support more bike lanes added to our commuting infrastructure, however I'm confused as to the utility of this bike lane. Anyone who bikes this area knows that the most immediate impediment to commuting here is the Rio Grande that often stops on the tracks just east of this point. People coming east will go down to 3rd west where there is a new pedestrian bridge being

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			built. It's nonsensical to put an underpass here, especially one that is off a major thoroughfare and will invite homeless encampments.
Ron Harvey	Farmington	Option A: 200 W Ramps	I've been so proud of Utah for not always taking Federal money just because it was available. We shouldn't build something that isn't needed or wanted by most people, just because the money is there. That would be wasteful and makes no sense. Save the money for other projects that are actually needed instead of messing up the area here with one that isn't wanted or needed.
Spencer Look	Farmington	Option B: Glovers SPUI	As a West Farmington resident option B is the least preferred of the options due to the major impact it will have on the community. I favor option C.
Spencer Look	Farmington	Option C: 200 W Full	I pass through this intersection daily on my commute to and from work. Accessing Southbound I15 from this intersection makes me a little nervous every day due to the speed at which people exit the freeway coming Northbound. Add a little snow or rain to the mix and you may even get a little adrenaline rush as you attempt to 1) not get hit by people exiting North Bound and 2) not get hit by people accessing South Bound I-15. I'm fully supportive of Option C because it doesn't affect the neighborhoods that were never intended for a major interchange. This area is commercialized. I also support Option C because it includes walking/biking improvement to the Glovers lane overpass .
	I-15 Mainline	I-15 Option A	<p>I prefer using option A with the separate hot lanes. I lived in Denver Colorado where the I-25 had reversible HOT lanes and it was extremely confusing for motorists (especially the older motorists) to understand how to enter and exit the hot lanes and which time of day they could drive North or South. There were several accidents when it was implemented and even past its implementation accidents kept occurring. Utahans are accustomed to simplified traffic experiences. They refuse to change their behavior and because of that, UDOT must keep it simple for motorists while trying to move a large capacity of vehicles North and South at peak times.. Super tough I know. Glad I am not the engineers.. but Remember... "Keep It Simple Stupid".</p> <p>One of the reasons Utah is so enjoyable to visit and travel is because of the simplistic I-15 and the interchanges. Bigger city's have massive confusing interchanges which make it not as enjoyable to visit as a tourist. I love driving in Utah on our freeways and I hope that UDOT will not make it convoluted.</p> <p>Currently there are several entrances, i.e. 2600 South and 500 south exchanges in Davis County that are extremely convoluted. I have been able to manage them but they are extremely confusing.</p>
Brian	I-15 Mainline	I-15 Option A	I liked this option it better uses the space.
Juan Sanchez	I-15 Mainline	I-15 Option B	Could you please install more illumination on I-15 in Davis county. It's a matter of safety
Randall Smith	I-15 Mainline	I-15 Option A	The reversible lane option is for the young and reckless, which I am not.
Jonathan Cornell	I-15 Mainline	I-15 Option A	In general, this expansion is the wrong direction for a state with a growing population and very poor air quality. The money would be much better spent

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			on public transportation alternatives. The future of the Salt Lake Valley is grim when this is the way growth is handled.
	I-15 Mainline	I-15 Option A	Please just no... more lanes means more pollution which will definitely cause me to second guess if I will raise my children here
Dalton Lyons	I-15 Mainline	I-15 Option B	I like option B. Effectively more lanes when needed, at less cost. Please be sure to add enough lanes so that it has excess capacity for the future.
	I-15 Mainline	I-15 Option A	Please consider an expansion less than 18 lanes wide, while using funds to expand public transportation in smarter ways. We know widening lanes does not work.
Bernie LaSalle	I-15 Mainline	I-15 Option A	I believe both options are flawed. Neither plan will handle the projected population increase. There should be an option C which would rely on public mass transit to move people along the Wasatch Front. We must utilize 21st century technologies and planning to address future transportation needs.
Vincie Giles	I-15 Mainline	I-15 Option A	Please do Not widen I15 to the extent of Either option! We don't need more traffic, we need less. Reverse the inside high occupancy lanes you have now and add an outside Trucks Only lane.
Amy Rowland	I-15 Mainline	I-15 Option A	I am completely opposed to any widening of I-15 and choose "none of the above" as the best option. The State needs to invest in better, more affordable and more frequent public transit and safer active (bike and pedestrian) transportation networks. Increasing the number of highway lanes only results in more car usage and poor air quality for all of us.
Amy Rowland	I-15 Mainline	I-15 Option B	I am completely opposed to any widening of I-15 and choose "none of the above" as the best option. The State needs to invest in better, more affordable and more frequent public transit and safer active (bike and pedestrian) transportation networks. Increasing the number of highway lanes only results in more car usage and poor air quality for all of us.
	I-15 Mainline	I-15 Option A	I don't care for either one of the options. Perhaps thinking outside the box, like effective transit or additional options for N/S travel that aren't I-15 (better synchronized lights on main streets, etc).
Frank Barton	I-15 Mainline	I-15 Option B	People will adapt their jobs/lives/commutes based on time it takes. More asphalt is only part of solution. Since you are going to do more asphalt, please make it as flexible as possible. Being able to switch direction of 2-4 lanes in middle of freeway, will improve efficiency with least amount of asphalt. Also, when accidents happen, you have some flexibility to route around the temporary problem.
Clay	I-15 Mainline	I-15 Option A	I lived through the lane expansion in the 90's. Traffic was horrible during construction and when the lanes opened it was wonderful. For a month and then traffic was the same as pre construction. Adding lanes brings more cars and is not long term sustainable. Implement other alternatives before investing Billions in more traffic.
	I-15 Mainline	I-15 Option B	You'll need two each direction to make any difference.
	I-15 Mainline	I-15 Option A	keeping with this option makes better sense to me.

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Mason Kolendrianos	I-15 Mainline	I-15 Option A	I like the idea of B but are the barriers moveable depending on traffic. If fixed, with how many exits such a short distance from each other you just have too much moving in and out of the HOT lanes. I say A.
	I-15 Mainline	I-15 Option A	Bury the interstate through downtown, instead of spending money to tear down homes for transportation system that has met it's time.
Mary Ellen Cardon	I-15 Mainline	I-15 Option B	I chose none of the above. Can we do a freeway above the existing lanes?
Robert Goodwin	I-15 Mainline	I-15 Option B	<p>I think both options are terrible. Studies all over have shown that increasing road widths and lanes does not decrease traffic or issues, I think reliance on a single mode of transportation for all transportation needs is a recipe for failure. Cars are the least effect and most expensive form of transportation. Expanding an interstate is a shortsighted and terrible decision making that doesn't help achieve long term goals or success.</p> <p>If you are deadset on blowing billions of dollars on this terrible idea, you could use option B, but in the middle instead of a 'reversible hot lane' you could put a light rail system like LA uses across their interstates, include stations regularly along the way so that people have alternatives to the frontrunner which doesn't stop as frequently or nearby to where people need to be.</p> <p>Best option would be to completely forgo expansion of the highway, and instead focus the money and budget towards something that provides long term stability like expansion alternative transit options to driving a car. 1 person should not need a 4000 pound vehicle to move them 15 miles.</p> <p>Please stop this silly nonsense and think longer term, larger picture, and future proofing of the greater salt lake region.</p>
Chris Shapard	I-15 Mainline	I-15 Option A	<p>Widening the highways is not a solution. It's just a temporary fix for a problem that needs to be addressed on a much deeper level. Instead of paving the way for more car traffic and pollution, let's focus on getting people out of their cars and into alternative modes of transportation like buses and trains. Spending money on those options will help ensure Salt Lake and the other impacted cities don't end up like these other major cities who are plagued by giant highways, terrible traffic, and more pollution. We have an opportunity to choose a different path before we keep going down the same path we've seen before in other cities over and over again.</p>
	I-15 Mainline	I-15 Option A	Please stop adding lanes and instead use the funds to promote and improve the public transportation. If the buses / trains were an actual feasible alternative, we would see a significant decrease in traffic and an increase in climate and quality of life for residents.
	I-15 Mainline	I-15 Option A	Please do not widen the freeway and invest in transit instead. Providing alternatives to driving is the only sustainable and fiscally conservative solution. Widening the freeway will lead to induced demand, which will not significantly improve mobility options for residents. I don't want any of the options below, but since I am being forced to choose, I will pick A. You are asking residents to choose between two very bad ideas.

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Name	Section	Alternative	Comment
Harrison Ziter	I-15 Mainline	I-15 Option A	While I do mildly prefer option A over B, both are awful. Let's improve Frontrunner, and make other positive changes before trying to push through a freeway widening that most people don't want. Traffic won't be improved by this because of induced demand.
	I-15 Mainline	I-15 Option A	https://lnkd.in/eTfc-ZPs ; Recommend that investments go into public transit (ie, reduce fares, increase times, peak time trains, etc.) and greater enforcement of lane speeds. Remove overlapped lanes between on and off ramps
	I-15 Mainline	I-15 Option A	I hope UDOT and the state have more ambitious plans than a freeway widening project, which has been shown again and again to be ineffective in the long term. We need to think big and come up with sustainable solutions if we have any chance of supporting a 50%+ increase in the population in the next 30 years. Let's invest in FrontRunner, TRAX, and frequent and reliable bus service. Let's build active transit infrastructure in every one of these new projects. Let's make it enjoyable to walk alongside a UDOT road. Widening I-15 is simply short-sighted. This project encourages unsustainable car-oriented development, strengthens the east-west divide in Salt Lake City, destroys homes and businesses in a historically red-lined community, and adds to our air quality problem.
Karen Blanford	I-15 Mainline	I-15 Option B	I think the reverse hot lane makes sense if the traffic is getting worse which it is
Jonathan Hickerson	I-15 Mainline	I-15 Option A	Neither option. Money should be diverted to other efforts. Freeway expansions are a short term solution that encourage urban sprawl and discourage the development of walkable, sustainable communities.
Ray Leavitt	I-15 Mainline	I-15 Option A	No more construction on i15 please. Develop other sources of transportation for the poor and environmental friendly.
	I-15 Mainline	I-15 Option A	Expansion isn't always the answer. We need more alternative transportation options, not wider freeways. What other options besides expansion might you consider?
	I-15 Mainline	I-15 Option A	The Legacy Highway was built to be able to add 2 to 4 lanes inside the existing right of way. Expand there first.
	I-15 Mainline	I-15 Option B	The Legacy Highway was built to be able to add 2 to 4 lanes inside the existing right of way. Expand there first.
	I-15 Mainline	I-15 Option B	The hot land in requires 4 lanes to get 2 lane. That's a waste. Get rid of the extra lanes and stay out of the neighborhoods.
	I-15 Mainline	I-15 Option A	The Hot Lane requires 4 lanes to net 2 active lanes. Just get rid of the extra lanes and stay out of the neighborhood
Kyle L McMullin	I-15 Mainline	I-15 Option B	For all the options UDOT had the opportunity to acquire vacant land 20+ years ago when we went through this same process. For reasons best known to the the Legacy project manager that dead ended the road at station park and required the west Davis corridor to have to circle around Farmington nothing was done at Glover Lane. Don't screw up our neighborhood to fix your mistakes from the past. There

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			won't be significant additional traffic from or to the east of I-15 at this location so don't solve the west's problems on the backs of the east side. If you want more access to I-15 fix it on the west side with the West Davis Corridor that doesn't have any access points.
	Salt Lake	Option B-R: SPUI w/ Reversible	When will we learn that expanding highways never work, it only feeds into car dependency. When this money could be put into better public infrastructure, such as transit, it helps everyone. There is less pollution because less people are driving, because you put money towards transit. One more lane never solves the problem. Why are highway expansions continue to happen when they are consistently proven they do not ease traffic congestion.
	Salt Lake	Option B-R: SPUI w/ Reversible	Widening roads never work. Please invest in pulic transit.
	Farmington	Option C: 200 W Full	Options C is the best plan to help ease the traffic from Parrish Lane exit. I already use this exit instead of Parrish lane to then turn south on they frontage road to travel to my house. The exit would be perfect and complete when UDOT adds the North bound I-15 entrance and the South bound I-15 exit. The area is commercial buildings, can handle aggressive and abrasive traffic as it already does. It would save tax payers money with some exits already existing.. Land is more readily available and UDOT won't be displacing its tax paying residential families. The Glover lane exit option b will dump traffic into an established residential area that has a high school. The high school has many students who are inexperienced drivers, park on the road and would add more abrasive environment. The residents who prefer option b are those residents who have recently moved to Farmington knowing their option to access I-15 is Park Lane, State Street or Parish Lane. The established residents already have their routes to dispute the high volume of traffic from Parrish lane. I would like to see the sights on this intersection for option c for other residents to make comment.
COURTNEY BLAIR	Salt Lake	Option A: CD	My westside neighborhood will be affected, as always, Westside residents will be ignored, unlike when Eastside residents cry and changes are made to appease them. Because they are the ones with \$\$\$ https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html
	Salt Lake	Option B-R: SPUI w/ Reversible	Would love to see traffic calming measures to slow vehicles as they enter the neighborhoods surrounding 600 North.
	Salt Lake	Option B-R: SPUI w/ Reversible	Thank you UDOT for including a much-needed separated multi-use path as part of this project.
	Salt Lake	Option B-R: SPUI w/ Reversible	This overpass must have protected bicycle infrastructure. At the speeds cars travel here, paint does not offer sufficient protection.
	Salt Lake	Option B-R: SPUI w/ Reversible	There needs to be bicycle infrastructure on the 400 North underpass. When you build bicycle infrastructure, ask yourself "Would I ride this route with my eight year old daughter?"
	Farmington	Option A: 200 W Ramps	FrontRunner is the future of transportation in northern Utah, not I-15. The year is 2023 and the consensus among planners is that freeway widenings are a temporary fix that make congestion problems worse in the long run.

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			Please invest in regional transit that the public is demanding. Don't make the mistake of spending money on freeways that divide and pollute our communities.
	Farmington	Option B: Glovers SPUI	The loss of homes along this road is not acceptable. Farmington already has an exit ramp at 200. Options A and C offer suggestions to beef that up. There is no need to take people's homes from them to build a freeway on/off ramp when Farmington already has 2. We do not need any more for this small town. Leave the homes!
	Farmington	Option B: Glovers SPUI	There are 3 schools: Farmington Elementary, Farmington Jr. High and Farmington High that are all within a mile or less of this proposed SPUI. This is not the place for a freeway on ramp. Children should be able to walk to school without the traffic that would come, as well as the other riff raff that tends to be around freeway on/off ramps. Using the walking over pas would add 1/2 a mile to someones walk. That is not acceptable.
	Farmington	Option B: Glovers SPUI	This area of Farmington is no able to facilitate any growth. We are blocked by the Mountains to the East, and protected wet lands to the West. There is nowhere for more houses to go. This ramp is not needed here, nor will it ever be in the future. This will turn this well established and maintained residential area into a mini freeway, putting many children and families in danger by people racing through residential streets to get to Lagoon from this exit. Also, 200 E. could not handle the traffic that this ramp would bring and there is no room for expansion of that road. This is not a proper place for this!
	Farmington	Option B: Glovers SPUI	These walking lanes are a joke! This will had 1/4 mile to someone trying to walk to the High School from neighborhoods near Glovers Lane. That will double or triple the distance from their house to the school for walking. Don't take away someones ability to walk to school who lives a stones throw away just to save people from Kayesville a few minutes. That is very short sighted.
	Farmington	Option B: Glovers SPUI	If there seems to be a need for a freeway ramp for use by West Farmington residents then put this same ramp in West Farmington. 200 E can't handle the amount of traffic that this exit would bring. Keep the exit on Glover Lane, but move it West of I-15 to give West Farmington residents easier access. It could also help those coming from Kayesville trying to reach the High School. Putting this ramp in the middle of an EXISTING residential neighborhood makes no sense when there is more land/area that is not developed in West Farmington.
	Farmington	Option B: Glovers SPUI	Option B will can we reduce safety for our five children. With increased traffic it will not be safe for walking to high school and crossing of glover to see friends.
	Farmington	Option B: Glovers SPUI	We are concerned what impact to a Farmington City well (Glover and 200 East) The flow of traffic will significantly increase a new light gl Glover in 200 eas need to be added. Will clean water be impacted?
	Salt Lake	Option A: CD	How does UDOT plan to address the increase in both noise and particulate pollution from this project?
Taylor Anderson	Salt Lake	Option A: CD	Why are two turning lanes necessary on 400 West at 600 North? Eliminate one and create a wider sidewalk.

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Taylor Anderson	Salt Lake	Option A: CD	Narrow down this intersection at Pugsley with a tighter turning radius.
Taylor Anderson	Salt Lake	Option A: CD	This double turn lane heading southbound onto 300 West seems like a good way to kill someone riding a bike, which makes it a bad thing for UDOT to propose as part of this project.
Taylor Anderson	Salt Lake	Option A: CD	How, in the year 2023, is UDOT still not creating protected places for people to commute by bike on its surface highways? Please add a protected bike lane and allow for wider sidewalks on UDOT rights of way.
Taylor Anderson	Salt Lake	Option A: CD	Do not add a double-turn lane on 300 West at 600 North. 300 West is being made more dangerous as part of this project.
	Salt Lake	Option B-R: SPUI w/ Reversible	Please do not widen the freeway. The westside communities already have disproportionately high health issues due to exposure to air pollution. Don't make it worse, please. And don't displace anyone from their homes or businesses, whatever you end up doing.
Taylor Anderson	Salt Lake	Option A: CD	Add a protective barrier for any bike path on UDOT facilities. Paint is not protection.
Taylor Anderson	Salt Lake	Option A: CD	Salt Lake City is preparing to reconstruct 600 North west of I-15 to make it a safer and more pleasant place to travel. This proposed expansion of the 600 North overpass is at odds with that plan.
Taylor Anderson	Salt Lake	Option A: CD	UDOT officials claimed the new interchange to the north would help to alleviate congestion from heavy trucks. Why, then, are you planning to expand capacity on the 600 North overpass?
Karen L Ball	Farmington	Option B: Glovers SPUI	What studies do you have to indicate the need for this kind of high traffic interchange here of all places? Look at this narrowest strip of land where you are proposing to put it? It's the narrowest in the whole city, does it really make sense to put such a heavy toll and volume of traffic in this area? Where is this supposed traffic coming from and what effects will it have on 200 East? Every home in this area will be affected if you put the interchange here. Home prices will drop, and our lovely little community will never be the same. Please don't use Option B, look at Option A or C.
Karen L Ball	Farmington	Option C: 200 W Full	With this kind of interchange, there will be traffic backed up on the bridge with nowhere to go. It will impede the high schoolers trying to get to and from school, it create chaos in our little town and neighborhoods. We don't create this kind of traffic and we don't want this kind of traffic here. The need for an interchange is not here, look at Option C. It fills your needs much better without the problems and expense. To purchase these homes will cost a fortune, this is a very high priced area to live in and purchase property. It does not come cheap, and it has taken many years for our city to become what it is. We are proud of it, and love it very much. It is a way of life, please do not destroy it with this interchange.
Karen L Ball	Farmington	Option C: 200 W Full	This is the best option of all, it provides north and south bound entrance and exits. Homes are protected and there is very little infringement to our neighborhoods. We definitely need sound walls, the noise is very loud. This sidewalk in front of our house, ends here in the middle of the property. It needs to meet up to the next sidewalk farther up north. This will still allow us

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			full access to Frontage road from our homes. The trails and walks need to be preserved and upgraded. We like this option!
Karen L Ball	Farmington	Option B: Glovers SPUI	There are many deer and other wild animals that live in this little thicket. These roads need to be left alone, just add some sound walls and give us some peace and quiet to enjoy our homes and way of life.
Karen L Ball	Farmington	Option B: Glovers SPUI	This exit will still remain intact, so what is the purpose of adding another one so close? It will literally destroy our neighborhoods and way of life. There should not be two exits so close together, and this one is perfectly sufficient. If you need to add anything, just go with Option C and make this the north and south exit and entrance. It doesn't make any sense at all, people will still have to come to this intersection to get anywhere. Option B is a very bad idea!
Karen L Ball	Farmington	Option B: Glovers SPUI	What is the purpose for so many lanes heading west? We are a very small, narrow strip of land locked land? We don't have this high of traffic volume, and we certainly don't want it! Please listen to reason, this is a residential neighborhood, why would you add such a large SPUI to a residential neighborhood? It's like a road leading to nowhere? There are no businesses here, just residents and school children. Please avoid Option B at all costs, look at Option C instead. It provides adequate north and south bound entrances and exits without destroying homes and neighborhoods in the process.
Karen L Ball	Farmington	Option B: Glovers SPUI	There is at least one family of deer that currently lives in this little thicket near Glovers Lane, many other wildlife can be seen here as well. Please do not destroy their home, they have become our neighbors too! We respect their right to live here, you should too. Please don't choose Option B, it is not a good choice. Too many homes will be destroyed for no real purpose.
Karen L Ball	Farmington	Option B: Glovers SPUI	This whole area has been set aside as a drain field for the high water table. If you destroy it's current usage, you stand to see many water problems because of the flood zone we live in. Please choose another option than B, it is a terrible idea!
Karen L Ball	Farmington	Option B: Glovers SPUI	This is designated horse/animal property, it does not come cheap in Farmington. Plus, we have a 300 ft well on this property. Most of the homes on this frontage road are worth over a million dollars, they will not be sold cheap. Please choose another option than B, it will be very costly to residents, animals, and drain fields.
Karen L Ball	Farmington	Option B: Glovers SPUI	This is an artesian well, it is continuously flowing. The water table in this area is very high. Flooding will surely occur if the proper drainage is not in place, as it is now with our drain fields. Please do not choose Option B, it stands to destroy much more than our precious homes.
Karen L Ball	Farmington	Option B: Glovers SPUI	Do you know that there are at least two artesian wells in this area? One in our yard and one in the yard directly north of ours. The water table is very high, each winter this sand volleyball pit fills up with water. I can send you pictures. This area is not designated to have high traffic as it is possible to have high flooding, especially without the current drain areas that are now in place.
	Salt Lake	Option A-R: CD w/ Reversible	This is an absolute disaster for this neighborhood, and by extension Salt Lake county. We can't keep dumping thousands upon thousands of vehicles' worth

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			of fumes into what amounts to a toxic sink. I live on [REDACTED], and the noise is already ever present. Adding lanes will increase noise and air pollution to such an extent, that my neighborhood will be unlivable. I wish people at UDOT and in our legislature could have the humanity to actually care about individuals like myself and my family, but sadly I don't think that's the case. The only way out of massive growth Utah is experiencing is mass transit that's cheap or free, and efficient. What happens when this highway extension quickly fills up? And it will. Do you kick in another two or three billion, bulldoze even more neighborhoods, and pour more toxicity into our towns while displacing people who can't afford to be displaced? This is a disaster, and more lanes for more cars will not solve the issue of moving people efficiently with an eye toward good environmental practices. Please don't do this.
	Salt Lake	Option A: CD	This project is a massive waste of money. We are slowly turning i15 into the LA 405. This money should be spent on the Rio Grande Plan.
	Farmington	Option B: Glovers SPUI	Having used this exit for more than 10 years at peak hours, there has rarely, if ever, been traffic issues here. This area does not allow for substantial new growth and demand for this specific neighborhood will not increase substantially. Option B is overkill when an option in this area instead won't destroy homes, walkability and noise issues caused by Option B.
	Farmington	Option B: Glovers SPUI	Option B appears to be the only intersection on 1-15 that dumps directly into a residential area. This option should not be considered when either of the other options meet UDOT's long-term goals.
	Farmington	Option B: Glovers SPUI	The length of this walking path makes walking to Farmington High school from East of 1-15 incredibly difficult. I fear high school kids will resort to either biking across the busy, nearly impossible-to-navigate Option B interchange at Glover's Lane, or be forced to drive which further exacerbates unnecessary traffic. Option B should not be an option when others accomplish the intended goals.
	Farmington	Option B: Glovers SPUI	I live on [REDACTED]. If option B is selected, I fear this road will become an unintended shortcut for overflow traffic jeopardizing the safety of my children and other walkers and bikers in the neighborhood. The blind corner just north of my comment is of particular concern.
Lyndee Anderson	Farmington	Option B: Glovers SPUI	Having access to the freeway close to the high school would be extremely beneficial in case of an emergency. EMS and other responders would be able to access the high school much quicker and families and students would have quicker and more efficient ways to leave campus if necessary.
Skylar Hoellein	Farmington	Option B: Glovers SPUI	With the possibility of Future Development being West of I-15 and no major future development even possible east of I-15 why aren't we utilizing the west corridor to serve the need better and conveniently instead of sending them threw neighbourhoods and communities threw roads that are not even capable of handling increased traffic?
	Salt Lake	Option A: CD	Just get across the bridge on my bike without scaring me with off ramp traffic.
	Salt Lake	Option A: CD	Just get me across this bridge on my bike without scaring me with off ramp traffic.

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Elle Griffin	Salt Lake	Option A: CD	We live in an area that gets inversion. Why are we widening the road to accommodate more cars when we could be incentivizing public transportation like the Frontrunner? We know that widening roads just gets more cars on the road, but less lanes and more traffic encourages people to use public transportation. We should be doing the latter not the former. Especially if we want to accomidate the kind of growth our valley will see in the next 20 years.
Kara	Farmington	Option B: Glovers SPUI	Please don't do option B. We love these neighbors and don't want more traffic and from in our neighborhood.
	Centerville	Option A: Diamond	Recommend having a thru-left and a right turn lane
Laura	Farmington	Option B: Glovers SPUI	Freeway emptying into a residential area isn't safe for the residents of Farmington. I understand the need but there has to be better options than a high traffic interchange into a residential neighborhood.
	Farmington	Option B: Glovers SPUI	As a resident near Glovers Lane, I don't like the idea of having a freeway interchange this close to my home. It makes for a dangerous location where my kids have grown up playing. I oppose this.
	Farmington	Option C: 200 W Full	
Spencer Moon	Farmington	Option C: 200 W Full	Has any modeling been done of removing lagoon drive access here, so all freeway traffic to lagoon will use Park Lane? Park Lane has easy access and currently has open undeveloped land to access lagoon.
Aileen Zebrowski	Salt Lake	Option A: CD	I would like to point out that an affordable housing unit is currently being constructed right here. Given the current housing crisis in the city, I would not want to see this housing project impacted.
	Farmington	Option B: Glovers SPUI	Regarding Farmington Option B, the immediate impact on this residential community must be very heavily considered. Apart from that considerable immediate effect, however, it is important also to consider downstream effects on this area and the utility of an offramp that lets off into these neighborhoods. There are no services or commercial draws in this area, and the roads as currently constructed are poorly equipped for significantly more traffic than they currently see. Development in this area will be persistently difficult and costly owing to the density of all these established residences, but it may become very evident that further development is necessary if these existing roads do prove inadequate to the task of safely and efficiently receiving the increased traffic Option B would subject them to. Motorists travelling through Davis County may also expect more ready services and businesses than exist in this area, to the west or east side of I-15. These services do not currently exist, but a demand for them might crop up which will further impact this community and fundamentally threaten its residential nature.
	Farmington	Option B: Glovers SPUI	I have some concern about the effect of Option B on the safety of this street and the students of FJH. It seems like the incident of speeding motorists might increase if this were to become an on/off access point for I-15, but even if the incident of speeding and/or careless motorists does not perceptibly increase, the sheer amount of traffic passing the school invariably would. With this increased exposure to traffic comes increased safety risk for students at FJH, especially those students who walk to and from school or who are involved in

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			athletic conditioning who run the sidewalks of these roads during the warmer months of the year.
	Farmington	Option B: Glovers SPUI	Widening Glovers Lane only towards where it might interface with the proposed interchange seems like a temporary measure. Assuming substantial alleviation of traffic on I-15 is the goal, leaving much of the street at its current width seems likely to prove inadequate to deal with the dramatically increased traffic pressure Option B would apply to this area. The destruction of several additional residences and displacement of more families would be necessitated by widening Glovers beyond this point. Glovers as constructed currently is significantly narrower than Parrish and Park Lanes and is not well equipped for exposure to a great deal more traffic than it currently has. This additional expenditure and impact on this residential area should be strongly considered- without further widening of Glovers Lane, it seems to me that the funneling effect of traffic exiting the interchange eastward could prove congestive at best and hazardous at worst, for both motorists utilizing the proposed exit and remaining residents trying to live in this area.
	NSL/Woods Cross	Option A: Diamond	Connect 800 West here to allow traffic to access south bound I-15 ramp at 2600 South.
	NSL/Woods Cross	Option A: Diamond	This connection to Legacy Parkway would be good.
	Bountiful	Option C: CD	Need to relocate this loading rack and its trucks to the refinery and get it all out of this location.
	NSL/Woods Cross	Option A: Diamond	Needs landscape improvements like the 2600 south interchange now has.
	NSL/Woods Cross	Option A: Diamond	Need to restore landscape improvements and provide a locations for Woods Cross and North Salt Lake to install community ID monuments
	NSL/Woods Cross	Option A: Diamond	800 West, shopping center and high school traffic all merging on to Wildcat Way and 2600 south is a traffic mess waiting to happen.
Austin Meyer	I-15 Mainline	I-15 Option A	In the existing condition during peak hours the left turn storage onto Wildcat Way is exceeded and traffic queues in thru lanes, affecting the capacity of the interchange. In the proposed condition all of 800 West's traffic will also be required to use these left turn lanes (7000 AADT in 2019). Verify that sufficient storage will be provided for these left turn lanes. Comment pertains to all alternatives.
Mark Hayduke Grenard	I-15 Mainline	I-15 Option B	Don't build the I-15 connector it will harm Salt Lake City.
Seth	I-15 Mainline	I-15 Option B	I think neither option is a good idea. This proposal will worsen air quality, be very expensive, and demolish many homes
	I-15 Mainline	I-15 Option B	My lord, this is so much information to digest. I am furious to live in a neighborhood (84116) Where we give developers no parking spots in their new builds. Then to hear we are making I-15 larger and possibly displacing neighbors for more cars to be on the freeway! What are we actually doing? Fix the free way between 400 S & 600 S do all this over there. Move trains underground build all the apartments over there and make all these massive

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			on and off ramp changes over there. I do say utilize Beck Street but do not mess with 700 W, Edmonds Place, Argyle Ct, 400 N or 500 N. Make more bike lanes & fix trax (put some of that underground). I worry about noise & losing some of the grass land by the off ramp at 600 N. I worry about the legacy I am leaving my kiddo & his friends.
	I-15 Mainline	I-15 Option B	I like the reversible land
Logan Zylstra	I-15 Mainline	I-15 Option A	I don't think the ROI on Option B would be worth the investment. I don't know how much more costly it would be but doesn't seem worth the squeeze on this one. I really support this project overall though. I like the proactive approach.
	I-15 Mainline	I-15 Option B	The wider the better.
Alan Portzline	I-15 Mainline	I-15 Option B	I prefer option B because it uses the highway more efficiently by utilizing the reversible lanes. This provides more lanes when they are needed.
Diana Portzline	I-15 Mainline	I-15 Option B	The I-15 Mainline Option B with Reversible HOT Lanes makes much more sense in maximizing the use of the freeway. Option A would not facilitate traffic flow near as well.
Dylan Cindrich	I-15 Mainline	I-15 Option A	I am strongly opposed to both of these plans. We cannot continue to widen I-15 forever. What are we going to do in 50 years when Utah continues to grow? Have a 16 lane freeway? When does it stop? DO NOT WIDEN THE FREEWAY. Take the money that would be spent on this project and invest it in creating better transit service so the only option people have to get to work isn't to get on I-15. Money could also be used to build more affordable housing so people don't need to live in Layton and commute to Salt Lake City. This will also serve to widen the gap between east and west Salt Lake City and make it more difficult for those communities to come together. Another issue is air pollution. It is a bad idea to encourage more people to drive if vehicle emissions are what cause our poor air quality during inversions.
	I-15 Mainline	I-15 Option A	I do not think widening the freeway is a good idea. I think this money should go to bolster public transportation and move us toward cleaner transportation solutions.
Mark Bradshaw	I-15 Mainline	I-15 Option A	I like Option A much better than B. It consistent with the existing arrangement for I-15 in other parts of the Wasatch Front.
Thomas	I-15 Mainline	I-15 Option B	Why not build an upper and lower deck. That way people travel a further distance can take the upper deck. Then people who are traveling a shorter distance, can take the lower deck. You'd also have people transfer to the lower deck to get off on their exit.
Jeffrey Woolery	I-15 Mainline	I-15 Option B	Option B looks complimented; pass.

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Shelby Cate	I-15 Mainline	I-15 Option B	I'm very concerned about the impacts that this will have on the surrounding communities and I think this project is a bad idea. I don't think this should be considered without first considering public transport options that will have lower community impact. We need more park and ride options
	I-15 Mainline	I-15 Option A	A is enough. Option B is too confusing.
	I-15 Mainline	I-15 Option B	This is an expensive project, and freeway widening has been shown to only induce demand! I'd like to see the money spent on more public transit options instead.
	I-15 Mainline	I-15 Option B	I see the reversible routes as incredibly difficult for those unfamiliar with the area, senior citizens, and in cases of inclement weather. This area has already had incidents with wrong way traffic and an enclosed space could make it more dangerous for those trying to avoid other vehicles.
Richmond Thornley	I-15 Mainline	I-15 Option B	Are 5 lanes really necessary? the idea of the reversible lanes is intriguing, but lack of access for south davis residents may have unintended consequences with accidents and a concern of lack of utilization. further adding that much additional width is concerning
	I-15 Mainline	I-15 Option B	Construction on the east frontage road between Parrish Lane and Glovers Lane significantly disrupts access to Reading Elementary. This has already been an issue with the corridor currently under construction. Forcing traffic to use 200 E exclusively also impacts other schools along 200 E. Increased traffic along Glovers Lane negatively impacts students at Farmington High School. Increased traffic along 200 West and State Street negatively impacts Farmington Jr. High and Farmington Elementary.
Julie Checketts	I-15 Mainline	I-15 Option A	Option A is WAY BETTER than Option B. A reversible HOT Lane is a disaster. Several times throughout the day, I use the HOV/Toll Lane to get through the heavy traffic. Denver has had a reversable HOT Lane and it has been bogged down with accidents. There is nothing more frustrating than getting stuck in between two cement barriers because someone in the HOT Lane has crashed and there is no where for the traffic to go. With the open HOT lanes, this is avoided because traffic can be shifted to the regular lanes.
	I-15 Mainline	I-15 Option B	It needs to be done!
	I-15 Mainline	I-15 Option B	I am for option B because we need to have an on ramp to north I-15 other than Parrish Lane and Park Lane. Park Lane is too crowded already and it's very difficult to get on I-15 there. Glovers Lane is a great additional place to get on/off the freeway so it can relieve traffic from Park Lane and Parrish Lane.
	I-15 Mainline	I-15 Option B	Option b
	I-15 Mainline	I-15 Option A	Option B would seem to introduce safety hazards for high potential for wrong way drivers and confusion.
Tamsen Reid	I-15 Mainline	I-15 Option B	We don't need to expand i15! There are MANY studies out there showing adding more lanes does not resolve congestion. Instead of dumping more money into highways and doubling down on our car centric landscape we should PLEASE fund expansion of transit options instead. We have limited space in The Valley and plowing down already negatively impacted neighborhoods and businesses, worsening our air and increasing the number

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Name	Section	Alternative	Comment
			of cars on the road we should focus on cleaner, free public transit that makes sure our beautiful landscape is what is noticed - not our massive highways
Victor Hernandez	I-15 Mainline	I-15 Option B	Option B sound great, but won't the concrete barriers, though necessary, impede snow removal?
	I-15 Mainline	I-15 Option A	Hundreds of homes along I-15, particularly in the area of Rose Park where I reside will be destroyed and the impact of the expansion plan will disproportionately affect lower income populations. Legacy highway, along with front runner trains provide more transportation choices from SLC to Farmington. I would like to see mass transit improved before the freeway expansion project is approved. Thank you!
	I-15 Mainline	I-15 Option B	<p>I guess I just don't see a point of expanding I-15 from slc to Farmington when legacy highway is currently being expanded from Farmington to Syracuse. I know that this will happen regardless so I'll just say expanding it with either option will affect lower income housing (rose park, fair park) by demolishing a considerable amount of housing while increasing emission from the increase in single occupancy vehicles like privately owned cars. Why not include an expanded track system on this expansion and at least cut down on vehicle emissions? We are already facing severe inversion with the current configuration, expanding freeways only increases the amount of cars on them. That's been proven in countless peer reviewed studies. Why aren't we investing in smarter, healthier infrastructure?! It's maddening. I know you can't cap population growth but you surely can create better mass transit options. It seems that planners are willfully ignorant of better options here. I know, again, that this will happen regardless of what a nobody like me thinks but please please think further "down the road" than just relieving traffic for a few years.</p> <p>- a disgusted citizen.</p>
Richard Brent Guymon	I-15 Mainline	I-15 Option B	How far west will this impact the neighborhood. This is really unclear. I am hearing expansion of 2 lanes and 22 lanes, what is it. Expansion of I15 and destruction of homes, does not make sense.
	I-15 Mainline	I-15 Option A	I think many young professionals are tired of seeing construction on I-15 and have been waiting far too long for some real commuting solutions, better bus routes, trains, bike lanes etc.
Daniel Sonntag	I-15 Mainline	I-15 Option B	<p>I don't think widening the freeway is necessary here at all. Rush hour traffic between north salt lake and Farmington is some of the best in the valley. It only regularly gets slow where legacy ends/begins in Farmington. The new South Davis corridor is intended to alleviate that bottleneck, correct? Also, 89 is very near completion and is already helping. What if you finish SD Corridor first and see how the 2 new roads help before widening this segment of road? The idea of switchable HOT lanes is intriguing. I suggest keeping one HOT in each direction and having a regular use lane that is reversible. I don't see a need for 2 HOT in both directions. You could also improve public transit in this realm. There is only bus service to SLC that is SLOW. Frontrunner sadly takes more time than the slow bus. You could also improve Bicycle transit. If your going to spend that much money, what about a separated,</p>

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			protected and covered bicycle highway that is part of I-15? E bikes would love that.
	I-15 Mainline	I-15 Option B	<p>Building freeways only encourages more traffic. SLC is already overrun with people polluting our air and threatening the natural landscape that is vital for the flora and fauna who were here first. SLC's air quality is already causing healthy people to be diagnosed with CANCER simply for living here, because some people who live here do not value the place they live. SLC is already at a tipping point for sustainable living with a water crisis that cannot be diverted without serious changes in policies and mindset. Expanding roadways only encourage more of the "old mindset" rather than pushing residents to embrace a new mindset for our future. For a longterm future of Salt Lake, of the Great Salt Lake. Without a shift in values, there may not be a future.</p> <p>Cities throughout the country (Rochester, Las Vegas, Nashville, St. Paul, Syracuse, Portland, New Orleans, Denver and others) are taking action. They are tearing out freeways, reuniting downtowns with outer neighborhoods, improving air quality and transportation options, and spurring the construction of mixed-used development and affordable housing where freeways once stood.</p> <p>We leave you with this quote from Peter Park, former Milwaukee planner: "There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental, and social opportunities for the local community."</p>
	I-15 Mainline	I-15 Option B	Has a high speed train system been considered? Similar to the regional vs high speed option in CT to get to NY? This would reduce the need for an expansion and be better for the environment. Please look at this as an option otherwise the reversible lanes would help ease traffic during high points. We just have to be certain we are safe about it.
Loren Carle	I-15 Mainline	I-15 Option B	I would like to see a third option, jointly with UTA, for new Frontrunner tracks in the middle, and new supporting infrastructure for bus, pedestrian, and bike access. This is what will actually move more people than cars.
John VanWagenen	I-15 Mainline	I-15 Option A	<p>I have driving in other cities that use option B. When an accident happens, everyone is boxed in, with no way out, till the accident is removed. However, the flow of traffic is constant, when no accidents occur. I think option A, is the best option to get people from SLC to North of Farmington in the fastest way, while allowing more exit points in the event of an emergency.</p> <p>With option B, I like that no one is entering or exiting when a wall is on both sides.</p> <p>Overall, I would go with A.</p>
William Sackewitz	I-15 Mainline	I-15 Option A	This section of I-15 NEEDS to be brought up to 5 lines in each direction plus HOT lanes. This section, especially through North Salt Lake, becomes a major bottleneck during periods of high traffic. I would like to see more of a physical barrier between the express lanes and general travel lanes. Some more pedestrian over/under crossings would do wonders for connecting the

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			West side to downtown. Please also implement the Frontrunner double tracking in conjunction with this project.
	I-15 Mainline	I-15 Option B	great idea to have a changing HOV lane
Daniel Burt	I-15 Mainline	I-15 Option B	<p>Please DO NOT add any lanes to I-15. Adding lanes demonstrably increases speed and reckless driving, and further enables every increasing suburban sprawl.</p> <p>The only way to sustainably reduce traffic is to reduce driving. That is done by expanding and improving transit options and active transportation safety and utility. At the very least, don't add lanes to temporarily shave off driving time. It will only increase demand, increasing traffic in the very near future.</p> <p>We need the traffic in order to encourage people to consider other transportation modes. Please put the considerable funds planned for I-15 expansion into transit and active transportation.</p>
Steven Layton	I-15 Mainline	I-15 Option B	Reversible HOT lanes (Option B), while good in theory, don't seem to be as effective as directional (Option A) HOT lanes. They will be unusable for periods of time each day as they are reversed, and in other cities where they have them, they are often not accessible on weekends. They are super limited access (to be most effective) which disadvantages people who live in between access points. They take up extra space. They would not match the existing directional HOT lanes currently used throughout the Wasatch Front, and would be difficult to tie into. I would like to see Option A as the primary choice for Mainline I-15.
	I-15 Mainline	I-15 Option B	Free way expansion negatively affects the people living by these huge, noisy, toxic roads. They have historically made small businesses go away and attribute to urban decay. Option B will also be more confusing and cause problems for drivers merging into and out of HOT Lanes when they change. Build infrastructure for a train along this free way to SLC that goes along the front runner instead (it would have more stops than the front runner, which is why it is necessary to build an additional TRAX route). Every major city has trains that connect the surrounding areas.
	I-15 Mainline	I-15 Option B	<p>Widening is really not justified! Collaborate with other agencies and provide better infrastructure for alternative modes of transportation!</p> <p>If you have to do anything at all, add reversible HOT lanes. They seem to work great in Miami but we still don't have nearly as much traffic or people as Miami. We're not even close to a LOS Level D; people will survive driving in slightly slower traffic during rush hour (after all they chose to do so). But, people losing their homes or destroyed natural habitat will not survive that easily!</p>
Byron Head	I-15 Mainline	I-15 Option A	Widening this interstate will simply induce demand and create MORE vehicle traffic and emissions, not to mention the residential and commercial displacement that is sure to be a result of widening the highway. UDOT should be investigating other options to increase connectivity between Davis and Salt Lake counties.

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Name	Section	Alternative	Comment
Byron Head	I-15 Mainline	I-15 Option B	Widening this interstate will simply induce demand and create MORE vehicle traffic and emissions, not to mention the residential and commercial displacement that is sure to be a result of widening the highway. UDOT should be investigating other options to increase connectivity between Davis and Salt Lake counties.
	I-15 Mainline	I-15 Option A	Less car lanes and more bus lanes. Across the state bus especially on the freeway. It's a shame that UTA has to be delayed because UDOT doesn't help prioritize safer, better, faster, and better for the environment public transportation.
	I-15 Mainline	I-15 Option B	Less car lanes and more bus lanes. Across the state bus especially on the freeway. It's a shame that UTA has to be delayed because UDOT doesn't help prioritize safer, better, faster, and better for the environment public transportation.
PARKER WILLETT	I-15 Mainline	I-15 Option A	WE DON'T NEED MORE ROADS. WE NEED MORE PUBLIC TRANSIT. DOUBLE TRACK THE FRONT RUNNER. ALLOW FOR MIXED USE ZONING.
	I-15 Mainline	I-15 Option B	This is too much freeway and there will too many impacts. The more freeway options more people will drive and it will impact air quality more and more. Where is the transit options. What about a dedicated bus line.
Caroline A	I-15 Mainline	I-15 Option B	B looks safer. But my main comment is that we shouldn't expand the freeway at all. Whenever that happens more people use it and then it gets just as congested again. How about we use the train tracks we already have and run the front runner twice as often. That will be wayyyy cheaper and much better for then environment.
	I-15 Mainline	I-15 Option B	If either of these options are to result in impact to adjacent homes, where are these people going to go? Communities in Salt Lake and Davis Counties are far too overcrowded to begin with. Destroying homes for the construction of either of these options is only going to contribute to the ongoing housing problem that we have in Utah. Regardless of compensation from the state, houses are extraordinarily priced and scarcely available as is in these counties with these families settled in their current homes. Single family homes are being less favored over high-density housing options in both counties- can we realistically expect those currently settled in potentially impacted single family homes to be displaced to the tiny apartments that are the majority of homes available in the Utah market? Additionally, many of the homes adjacent to the proposed area are brand new- destroying brand new homes is not a good way to invest in Utah's economy and sense of community. I believe the better long-term solution to Utah's traffic congestion problem is to invest in more resources dedicated to expanding equitable and affordable public transportation that does not destroy homes or put additional strain on our terrible air quality and environment. I am firmly against either of these options. Signed, a concerned Davis County resident
Matt	I-15 Mainline	I-15 Option A	I oppose both plans and suggest instead we double down on transit, and alternate routes. Long term - what about burying the I-15 through SLC like

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			<p>Boston's big dig?</p> <p>We will not build our way out of congestion so long as we keep a hyper-focus on cars and funneling everyone on the highways at the same time during rush hours. We will not solve our air-quality issues by doubling down on one of its largest contributing pollution factors.</p> <p>The damage potentially to neighborhoods like Fairpark, Guadalupe, Rose Park and other highway-adjacent communities is unacceptable.</p> <p>This A/B option is not good for SLC or its neighborhoods. Please consider a Plan C, D, E and F - and prioritize people, pedestrians, cyclists, and our valuable communities.</p>
Kirk B	I-15 Mainline	I-15 Option B	Why can't we just get rid of the idea of HOT lanes and instead put a couple high speed TRAX lines running down the middle of the freeway? REMOVING cars from the road is the only way to reduce traffic and congestion, not adding more lanes.
Anne Kirchhoff	I-15 Mainline	I-15 Option A	Both of the options are not good. We should not be adding more highways. More concrete and more pollution are not the answers - Utah should be a leader in supporting alternative transportation outside of motor vehicles.
	I-15 Mainline	I-15 Option B	Why would we add any extra lanes when that has been proven to be totally ineffective thousands of times worldwide??? Please do something worthwhile with these funds instead of flushing them down the toilet with this thoughtless plan! Invest in public transportation PLEASE
Browne Sebright	I-15 Mainline	I-15 Option A	Option A is preferable, but what would be even more preferable is no expansion at all. There are diminishing returns for additional lanes on I-15. The answer for meaningful increase in capacity is to shift existing and future trips from car to transit. Thus, double track Frontrunner, expedite the Davis-SLC Community Connector, and improve the shared use path on Beck Street.
John	I-15 Mainline	I-15 Option A	The freeway was already widened. Stop with the nonsense to save people who decided to move to kaysville and work in salt lake 8 minutes of travel time
	I-15 Mainline	I-15 Option B	These Lanes are very efficient for moving traffic between Salt Lake and the HWY 89 interchange. make sure there are emergency exits that can be used for Public Safety to respond to accidents
	I-15 Mainline	I-15 Option B	Reversible lanes are a bad idea. People are too dumb.
Paul Cox	I-15 Mainline	I-15 Option A	Spend money on public transit. Your job is to move people not cars. Stop only catering to automobiles. We can't add more lanes forever. Focus on moving people in public transit
	I-15 Mainline	I-15 Option B	Y'all need to stop wasting our money and start building more transit
	I-15 Mainline	I-15 Option B	I despise both of these. You should consider a "neither, scrap this project and invest in public transit" option. Both designs are very Houston-esque, I horrible city where transportation is utterly miserable and a horrible place wherein I would hate to live. Please don't do that to the Wasatch Front.
Cami	I-15 Mainline	I-15 Option A	This is not needed if we improve public transit. More front runner trains. More buses, especially express buses from Ogden or Farmington to downtown. And

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			more frequent reliable transit between cities in Davis County. This is a ridiculous waste that will contribute to Utah's poor air quality and will only induce demand. Wouldn't it be nice if our department of 'transportation' actually looked at all types of transportation? Stop trying to be Texas and California and start using your very powerful engineer and planner brains to innovate or apply tried and true methods of improving transportation for ALL users. Adding transit would make I-15 better for semis and people that have to drive.
Aaron Crabtree	I-15 Mainline	I-15 Option B	Why are the only alternatives more lanes? Induced demand has been known for over a century at this point, and yet UDOT still keeps thinking that adding more lanes will alleviate traffic. Get rid of both of these proposals and bring back one that focuses on actual improvements, not garbage stopgaps. You should ignore my vote below as the real answer is "None of the above", but you know that would be the most popular option by far and left it out.
	I-15 Mainline	I-15 Option B	Where's the option that doesn't demolish my house?
	I-15 Mainline	I-15 Option B	Reversible HOT lanes would help better handle peak rush hour traffic
	I-15 Mainline	I-15 Option A	o
EMILY CHRISTINE HORTON	I-15 Mainline	I-15 Option A	Just because we can doesn't mean we should. We spent Christmas this year staring out at air that gives our children asthma and takes years off of the average valley dweller's life. Adding lanes will unavoidably incentivize more private vehicle travel and increase emissions. It will lead to increased road deaths. If UDOT is really looking to the future, it should invest as much of this money as it can on building, promoting and incentivizing alternative transportation. Given the challenges of our metropolitan area and our unique vulnerability to air quality issues we should be leading the world in providing actual alternatives to cars in a growing metropolis. Sadly we're cutting bus routes and pushing freeway expansion with tiny nuggets of mostly lip service toward connecting the east and west sides of the freeway. You've even left out the most heinous pedestrian and bike crossing in all of Salt Lake City on 400 South. I understand that the authority and money to effect this expansion are already in place, I know the party line is that the decision has already been made, it's just down to the particulars, but I find that answer unacceptable. The money tagged for this effort would be far better spent in ways that don't lead to increased death and disease in our state. Thank you for your consideration.
EMILY CHRISTINE HORTON	I-15 Mainline	I-15 Option B	Just because we can doesn't mean we should. We spent Christmas this year staring out at air that gives our children asthma and takes years off of the average valley dweller's life. Adding lanes will unavoidably incentivize more private vehicle travel and increase emissions. It will lead to increased road deaths. If UDOT is really looking to the future, it should invest as much of this money as it can on building, promoting and incentivizing alternative transportation. Given the challenges of our metropolitan area and our unique vulnerability to air quality issues we should be leading the world in providing actual alternatives to cars in a growing metropolis. Sadly we're cutting bus routes and pushing freeway expansion with tiny nuggets of mostly lip service toward connecting the east and west sides of the freeway. You've even left out the most heinous pedestrian and bike crossing in all of Salt Lake City on

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			400 South. I understand that the authority and money to effect this expansion are already in place, I know the party line is that the decision has already been made, it's just down to the particulars, but I find that answer unacceptable. The money tagged for this effort would be far better spent in ways that don't lead to increased death and disease in our state. Thank you for your consideration.
Huawei chen	I-15 Mainline	I-15 Option B	i love option B
	I-15 Mainline	I-15 Option B	Don't destroy any homes in this process.
Stephen Fackrell	I-15 Mainline	I-15 Option B	As an Engineer and Land Surveyor I have somewhat of an understanding for the "Hot Lanes concept" however I do not believe that it is the best use of taxpayer funds in that you have only two points of access thus limiting availability to the taxpayers paying for the project while benefiting those who live in the northern portion of the county to a greater extent which does not make sense. Yes, perhaps traffic flows for those individuals benefiting from it will be better but do the traffic studies really show that it will help the over all flows? This is what you really need to demonstrate and explain to the taxpayer.
Dewey Reagan	I-15 Mainline	I-15 Option A	My name is Dewey Reagan. I am the General Manager of Reagan Outdoor Advertising. Reagan believes that OPTION A, is the best alternative. OPTION A, significantly reduces the amount of land/right of way that needs to be acquired from private property owners throughout the entire project area. In addition, the additional private property acquisition required under OPTION B, does increase the efficiencies of travel times or add enough other benefits to the public to justify the much, much higher cost.
Whitney	I-15 Mainline	I-15 Option A	Hi! Thank you for taking input on the expansion of I-15. From what I've read, this proposal to expand was created BEFORE receiving public input and fully exploring options. As a Salt Lake resident who is concerned about the east-west divide, the Great Salt Lake, and air quality, I'm asking for those over this entire proposal to go back to the draft phase and dive in deep to the alternatives that wouldn't exacerbate divisions and environmental problems. Expanding the freeway is a short-term solution, and doesn't consider long-term impacts. In addition to this, according to Jon Larson, the Salt Lake transportation director, the benefits to congestion would be "marginal."
Dewey Reagan	I-15 Mainline	I-15 Option B	Reagan Outdoor strongly OPPOSES "OPTION "B". The additional right of way required under this plan does not justify the small increase in travel efficiencies.
	I-15 Mainline	I-15 Option A	Option b sounds better, but realistically when there is a crash it will be a horrible mess. I also have no confidence in ut driver's to use it correctly
	Salt Lake	Option A: CD	Test comment, TA
	Farmington	Option C: 200 W Full	Option C would negatively impact more innocent pedestrians than any other road option in Farmington. At least one pedestrian has been killed in the last few years on this road and adding more traffic on 200 West increases the chances that an innocent elementary or junior high student could be struck by a car. There is an elementary school and park on the east side of the road

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			and a junior high on the west side. Hundreds of children currently cross 200 west daily. Option B is the best road choice because most students at Farmington High drive rather than walk to school and have less risk of being killed in an auto-pedestrian accident as a result.
	Farmington	Option C: 200 W Full	Option C would negatively impact more innocent pedestrians than any other road option in Farmington. At least one pedestrian has been killed in the last few years on this road and adding more traffic on 200 West increases the chances that an innocent elementary or junior high student could be struck by a car. There is an elementary school and park on the east side of the road and a junior high on the west side. Hundreds of children currently cross 200 west daily. Option B is the best road choice because most students at Farmington High drive rather than walk to school and have less risk of being killed in an auto-pedestrian accident as a result.
	Farmington	Option B: Glovers SPUI	Option B is needed so citizens in west Farmington have access to I-15. They currently have to travel through residential areas to access I-15 which is dangerous. Adding a freeway interchange at Glover's Lane would also improve access for Kaysville and Centerville residents who are students at Farmington High.
Steve Jeppson	Farmington	Option C: 200 W Full	Option C is the best choice because it offers what you're looking for without too much disruption to local neighborhoods especially those on Glovers Lane. Option A is not going to give you what you're looking for when it comes to access. Option B makes the least sense as you're bringing an on-ramp and off ramp right where high school kids are driving each day along with tearing down way too many houses on and around Glovers Lane. Option B should be thrown out because of safety concerns,
	Farmington	Option C: 200 W Full	All of the options are terrible! If you are having to mess with anyones home or yard, it is a terrible idea!
Logan Wheeler	Farmington	Option B: Glovers SPUI	I do not agree with the Farmington Option B! This was take a large portion of my backyard away. Option B is not an option!
Dewey Reagan	Salt Lake	Option B: SPUI	This road does not make sense. It will not be utilized or reduce the traffic issues on Warm Springs Road
Andrew	Farmington	Option B: Glovers SPUI	This home is part of a National Historic District
Andrew	Farmington	Option B: Glovers SPUI	This home is part of a National Historic District
Andrew	Farmington	Option B: Glovers SPUI	Empty, unusable space. Please expand west
Andrew	Farmington	Option B: Glovers SPUI	Please move tracks 50 ft to the west to add extra lane
	NSL/Woods Cross	Option A: Diamond	I've literally never seen a pedestrian here. There's an oil refinery on one side and an enormous parking lot on the other one. The pedestrians you are trying to accomodate here don't exist and cannot reasonably be expected to exist in the future.

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	Salt Lake	Option A: CD	If including both interchanges with I-80 in this project is too much, it should be truncated to the Davis county line. Cutting SLC in half like this for the study makes no sense.
	Salt Lake	Option A: CD	The "logical termini" of the project area are highly illogical. In fact, they almost seem to have been chosen intentionally to avoid any consideration of high-level issues of traffic flow around downtown Salt Lake City, allowing UDOT to instead focus on its preferred questions of structural and engineering and interchange design, but severely limiting the improvement in traffic flow per dollar spent on this project. Better logical termini would have included the interchange with SR-201 and eastbound I-80 around 2100 South as well as I-215 between its terminus in Bountiful and its intersection with I-80, and the SLC airport. Each of these are major traffic sources / sinks that require a more careful consideration than "we need more lanes." In particular, through traffic on I-80 could be far better considered with a more logical choice of termini.
Dewey Reagan	Salt Lake	Option A: CD	The owner has development plans for several parcels in this area. Also there are several Billboards located along the east property line in this vicinity, just west of Interstate 15. Improving access to these parcels without condemning them for the project will be beneficial to the residents of Salt Lake City and the state of Utah in many ways... Two potential benefits are: 1. More housing and or commercial warehouse or retail space. Uses which the area is in desperate need of... 2. Avoiding condemnation of these parcels will avoid the unnecessary expenditure of tax dollars. Furthermore, improved access to and the development of these parcels will allow for the creation of ongoing generation of tax revenues...
Dewey Reagan	Salt Lake	Option A: CD	Reagan Outdoor Advertising has several Billboards located on both the east side and the west side of I-15 in this vicinity. It will be in the best interest of the tax payers of the state of Utah to avoid increasing the width of I-15 in this area to a size/width that requires the removal or relocation of these billboard on both the east and west side of I-15.
Bryant Heath	Salt Lake	Option A: CD	Very concerned about the impact of I-15 widening on the community located directly off of Hodges Lane. All options show impacted boundary lines affecting the community (who already have to deal with a sound wall barrier in extremely close proximity to their residences). In this era where housing is at a premium, reducing the number of homes would negatively impact the economy of the surrounding neighborhoods.
Stephen Fackrell	Bountiful	Option A: Half Diamond	400 North desperately needs a northbound on ramp and southbound off ramp. The 500 West configuration is ridiculous and demonstrates very poor planning and design.
	Farmington	Option B: Glovers SPUI	Would prefer if options A or C would be used. Option B is very disruptive to the surrounding community. Maintaining or expanding access at 200 W would be more in line with existing community planning.
	Salt Lake	Option B-R: SPUI w/ Reversible	Do your rich investors in the construction business like having our taxes pay them every 5 years? How many times does a road need to be remapped out? Everytime a rich fatcat needs an extra villa in Spain? Stop shortsighted building. Focus on internal investments in communities. Figure out ways to reduce commuters. Don't destroy homes. I am against any type of

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			modification or additional construction as it is a waste of tax payer money going straight to those that are already rich.
	Salt Lake	Option B-R: SPUI w/ Reversible	Don't destroy homes! As a commuter I have learned that traffic will occur, but it is more important to preserve housing. We are in a housing crisis. This is short sighted and offensive to anyone that cares about their fellow humans
Cynthia Aguirre	Farmington	Option B: Glovers SPUI	I am writing to discourage UDOT from selecting OPTION B, a plan to build a freeway exit at Glover Lane. This plan is a horrible plan. When we met with a representative at the open house, he was under the assumption that people wanted this exit here. This could be further from the truth. After meeting with many of my neighbors, we can't even find a single person that wants this. Most other freeway exits will go into a commercial area. This proposal would dump traffic directly into a residential neighborhood. This will impact those that use the Farmington trails and surrounding areas. High school students use this road on their walk to Farmington High School. Many Students park along Glover Lane. Joggers, Bicyclist, etc. all use this road. Increasing traffic in this area will not only make Glover lane more unsafe, but also the surrounding areas. I heard that this option will take out my home. If that is the case, when is UDOT going to notify me of this? This current option B plan looks slightly different from what was presented at a public meeting an now takes out my property. I have received no communication. Option C would be a better choice since there is already some available access to the Freeway already. Maybe design Option C with continuous flow would be a much better design. No matter which option gets selected, I think a better sound wall is needed and missing. Currently there are no sound mitigation options and the noise is horrible. I do think these comments are just lip service to UDOT and will be ignored. There were three options presented but only the Glover Lane choice had signs posted by UDOT about the study for the area. No signs were posted for the other options. Seems like UDOT has already made up their mind to destroy this neighborhood. PLEASE DON'T DUMP TRAFFIC INTO A RESIDENTIAL NEIGHBORHOOD AND SCHOOL ZONE!.
Steve Aguirre	Farmington	Option B: Glovers SPUI	I am writing to discourage UDOT from selecting OPTION B, a plan to build a freeway exit at Glover Lane. This plan is a horrible plan. When we met with a representative at the open house, he was under the assumption that people wanted this exit here. This could be further from the truth. After meeting with many of my neighbors, we can't even find a single person that wants this. Most other freeway exits will go into a commercial area. This proposal would dump traffic directly into a residential neighborhood. This will impact those that use the Farmington trails and surrounding areas. High school students use this road on their walk to Farmington High School. Many Students park along Glover Lane. Joggers, Bicyclist, etc. all use this road. Increasing traffic in this area will not only make Glover lane more unsafe, but also the surrounding areas. I heard that this option will take out my home. If that is the case, when is UDOT going to notify me of this? I have received no communication. Option C would be a better choice since there is already some available access to the Freeway already. Maybe design Option C with continuous flow would be a much better design. No matter which option gets selected, I think a better sound wall is needed and missing. Currently there

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Name	Section	Alternative	Comment
			are no sound mitigation options and the noise is horrible. I do think these comments are just lip service to UDOT and will be ignored. There were three options presented but only the Glover Lane choice had signs posted by UDOT about the study for the area. No signs were posted for the other options. Seems like UDOT has already made up their mind to destroy this neighborhood. PLEASE DON'T DUMP TRAFFIC INTO A RESIDENTIAL NEIGHBORHOOD AND SCHOOL ZONE!.
Rick Lyon	Farmington	Option C: 200 W Full	A pedestrian bridge over I-15 at Shepard lane (or at Burton Lane) would let Frontrunner riders in Kaysville get to Farmington station via the rail trail. A short bike trail/lane from the bridge to the rail trail would be helpful as well.
Paul Cutler	Centerville	Option B: SPUI	Please design the interchange, and paths to accomodate a future Frontrunner station near Parrish Lane. One of the options considered was to build the station North of Parrish Lane with a walkable tunnel to the Megaplex theater area parking and commercial area. While the station is not feasible until electrification of the tracks, it will be better to design the interchange with a potential Frontrunner stop in mind.
Paul Cutler	Centerville	Option B: SPUI	Please design the interchange, and paths to accomodate a future Frontrunner station near Parrish Lane. While the station is not feasible until electrification, it will be better to design the interchange with a potential Frontrunner stop in mind.
	Centerville	Option B: SPUI	Given the bottleneck at Parrish Lane are NOT the actual interchange, but more the intersections at Marketplace Drive and 400W, it seems like a standard Diamond interchange would be a better, safer, more pedestrian friendly choice than a SPUI.
	Centerville	Option A-R: Diamond w/ Reversible	While the reversible HOT lanes would decrease commute time for North Davis County, in my opinion, it's not worth the extra width it would require, and the relocation of the frontage rd and so many houses
	Centerville	Option A: Diamond	I fail to see why such a large buffer is needed between I-15 and the frontage road as shown here in the drawings which would require the frontage road to be relocated. It seems a more purdent design to reduce the buffer and not relocate the road and all the associated utilities. This would save many homes and tens of millions of dollars.
Paul Cutler	Centerville	Option A: Diamond	The pedestrian bridge at community park would be a great addition to give people access to trails on the West Side of I-15. I would use it frequently instead of crossing at Glover or Parrish.
	Farmington	Option B: Glovers SPUI	A bike lane on both sides of Glover lane would really be helpful and improve safety.
	Farmington	Option B: Glovers SPUI	Option B with an interchange at Glover Lane is the best long term solution for traffic. However I believe the current design would be improved by using a standard diamond instead of a SPUI (safer for pedestrians, and could still handle the amount of traffic. In addition, I think UDOT engineering could work to refine the design to impacy many fewer homes than the design here. For example, reducing the wide buffer between the frontage rd and freeway would eliminate the need to move the frontage road East

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Paul Cutler	Farmington	Option C: 200 W Full	Option C seems to have the least impact on the surrounding community and still enables full Northbound/Southbound access
Sean Brophy	Bountiful	Option A: Half Diamond	If you have property that may be impacted (potential eminent domain), what is the timeframe for this project to start and finish?
	Farmington	Option B: Glovers SPUI	Destroying neighborhoods and communities should never be an option.
	Farmington	Option B: Glovers SPUI	OPTION B is invading the neighborhood and the communities that are close to Glovers Ln. This is a residential area and it should be respected as such!
	Centerville	Option A: Diamond	
	Salt Lake	Option A-R: CD w/ Reversible	Why are you not focusing on mass public transit that is affordable and accessible so people can NOT rely on cars so much? Do you not "get it" that climate = health = economy?? It's all related; with MORE lanes and MORE development it will just produce more individual transit on the roads -- this will inevitably impact the communities who have lived there forever, both human and other species -- invest the funds up front for mass public transit that is FAST, AFFORDABLE, and ACCESSIBLE like Bangkok's BTS or MTS.
Sarah	Salt Lake	Option A: CD	This is a huge swath of open land - have you considered that we've developed enough into the riparian area of the GSL ecosystem and need to work toward any kind of restoration efforts for every species' health? What is your plan, if any, to restore native flora along this bike route?
Sarah	Salt Lake	Option A: CD	I agree with this comment - does the area of potential impact cut into these peoples' front yards/buffer zones (at corner of 1000 N and 900 W) and the quiet 1200 West area of Rose Park
	Centerville	Option A: Diamond	Glad to see another non-motorized connection across the highways, but want to echo other sentiments about the turning radii. At vehicle intersections, we always try to maintain the largest turning radii possible, but with trail bridges, it's usually 180 degree hairpin turns that aren't comfortable for anyone. Can we explore a design that is more user-friendly?
	Farmington	Option B: Glovers SPUI	Why is this bike/ped bridge so far out of the way? It will add at least 5 minutes to anyone's walking trip.
	Farmington	Option B: Glovers SPUI	Unprotected bike lanes and sidewalks across slip lanes and double left turn lanes are dangerous and discourage walking and biking. Would you encourage your middle schooler to walk or bike across this interchange?
	Farmington	Option A: 200 W Ramps	These bikes lanes should be protected, not just buffered
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	How wide are the travel lanes on 2600 North? How wide's the bikelane buffer? A 4' park strip is a waste because no tree will survive and UDOT doesn't want trees in the ROW anyway
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	This is a nightmare of an intersection! Does it have to be that big and extravagant?! Stop creating more car space; it will make traffic only worse
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	The Center Street design looks nice but does the adjacent landuse support it?! It doesn't seem like it

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Name	Section	Alternative	Comment
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	That's 10+ lanes!! Are you expecting the Wasatch Front to grow 4-fold to warrant this number of lanes?!! That's ridiculous!
	Salt Lake	Option A-R: CD w/ Reversible	Please add a signal here. Thinking about crossing this driveway with large vehicles entering/exiting sounds horrible
	Salt Lake	Option B-R: SPUI w/ Reversible	Aren't there plans to redesign 600 North? How will these plan fit into the proposed 600 North project?
	Salt Lake	Option B-R: SPUI w/ Reversible	This seems really dangerous to people walking/biking. Drivers will speed onto the onramp and won't look out for peds/bikers.
	Salt Lake	Option B-R: SPUI w/ Reversible	This intersection is already so dangerous with all the massive truck accessing various businesses! How is this design providing a safer experience for those not in a vehicle?! Two stripes on the ground will not make it any safer if I have to ride/walk next to a loud and smelly semi truck
	Salt Lake	Option B-R: SPUI w/ Reversible	This better be a physically protected bikelane. Anything else is literally a joke and puts anybody outside of a weekly in unnecessary danger.
	Salt Lake	Option B-R: SPUI w/ Reversible	The idea of HOT lanes are interesting but still not warranted. Any other city that has HOT lanes is much much larger than SLC and has a lot more people. There's no need for widening and will only induce more demand and increase our bad air quality!
	Salt Lake	Option A: CD	Adding bike and pedestrian infrastructure is great but where does it connect to ?! Will it stop at the study area boundary?!
	Salt Lake	Option A: CD	There really is no need to widen I-15! Invest in other infrastructure! We're not even close to LOS Level D and people will survive sitting in slower traffic - if they don't, they will eventually find other alternatives. However, homeowners will not be able to just find another place. Home prices are way too high and most of these residents have owned their homes for years.
	Farmington	Option B: Glovers SPUI	I like the idea of allowing pedestrians to cross safely and by bypassing the intersections on the Glover Lane Bridge. However, this bridge seems to be out of the way by requiring pedestrians to back track to/from Glover Lane. It seems few people would naturally be on this section of sidewalk (thus why it is out of the way). I also worry that this placement may encourage jaywalking across the frontage road which will be particularly dangerous given the increased traffic from the freeway interchange. However this seems like the best spot from an engineering standpoint; thus pedestrians access is better under options A & C.
Kevin Bullock	Farmington	Option B: Glovers SPUI	We reside in Farmington just south of Glover Lane between Frontage Road and 200 East. We have been residents of South Farmington for more than 22 years. A lot has changed in those 22 years. We see the considered freeway off ramp at Glover Lane to be very concerning and the most negative change possible! We see little value with great cost and large neighborhood degradation. We do not need the off ramp now and little can happen in the area to change that. Very, very few high school students use I-15 to travel to school and an off ramp at Glover would not change that. It would be very bad for our neighborhood. Lost homes, loss of our peaceful neighborhood, and reduced home value is a large price for us and this neighborhood to pay with

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			absolutely no offsetting value gain. It would be appropriate and appreciated if UDOT would hear the concerns of this neighborhood and NOT use alternative B. Thank you for your consideration on this important matter.
Elita Thurber	Salt Lake	Option A: CD	Firstly, we need to talk about the 'projected travel demand in 2050'. People living along the Wasatch Front and directly in the path of the fall out zone from the Great Salt Lake toxic sediment dust need to realize that we can no longer live here unless we immediately address the crisis with the lake. We must take this crisis deadly seriously. Until that particular situation is addressed, in good conscience, none of us should encourage more growth and risk more life along the Wasatch front. We are facing a climate catastrophe of monumental proportions on our front step and the drought situation will only intensify. We all need a big reality check. Secondly, I have only a very poorly drafted illustration of a 'conceptualization' from the Web-1.pdf that needs clarification, then the use of the term 'area of potential impact' needs clarification, and the structural engineering of the expansion and overpasses needs clarification before I can make an informed opinion.
	Salt Lake	Option A: CD	Im concerned opening 400 N to cars will encourage it as an alternate route for cars to zip between 800 W and 400 W. I don't think the work is necessary and worried it will hurt walk ability as it will increase pedestrian and car conflicts.
Karen L Ball	Farmington	Option C: 200 W Full	None of the options allow for easy access to STation Park from the south, therefore option C is the least invasive to Farmington residents and allows travelers two routes to Station Park, plus gives north and south bound access to I15.
Karen L Ball	Farmington	Option C: 200 W Full	Option C is the least invasive and will still allow for traffic flow and accessibility to the freeways.
Karen L Ball	Farmington	Option B: Glovers SPUI	What will the impact be on our property here? Will a sound barrier be added, will Frontage Road be accessible for homes that currently live on Frontage Road? Please don't use this option it impacts too many homes and is too invasive of Farmington.
Karen L Ball	Farmington	Option A: 200 W Ramps	I want to know how each option will affect my property, where can I find exact information on residential impact? It's very hard to tell on these maps. I live on [REDACTED] in Farmington between Glovers Lane and 200 West exit ramp.
	Farmington	Option C: 200 W Full	This intersection really would be much better as a round about so that people don't have to stop and wait for a light.
Clarke Wilkinson	Farmington	Option A: 200 W Ramps	We bought our home with this space between us and the frontage road/I15. It cuts into our backyard and increases the noise. We also lose the sidewalk next to the Frontage Road.
KristiLyn J Wilkinson	Farmington	Option B: Glovers SPUI	This is my home and I am in opposition of Option B. Taking out the homes in this plan and moving the frontage road into my backyard will significantly negatively impact our home and community. We are already having to deal with the noise and disruption that the West Davis Corridor is going to bring to our neighborhood. You cannot sandwich us between that and another off ramp exchange. These residential homes have been here for 20-30 years, and was not set up to support this kind of traffic.

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	Salt Lake	Option B-R: SPUI w/ Reversible	add bike lane on west side, connect it to legacy/Jordan river trail to the west.
	Salt Lake	Option B-R: SPUI w/ Reversible	shared use paths with all these crossings over perpendicular vehicle routes are awful. please make this a continuous bridge over or under the vehicle ramps
	Salt Lake	Option B: SPUI	add a spur that connects to the frontage road. the frontage road is a better bike route than beck street and what you are proposing on the west side.
	Salt Lake	Option B: SPUI	If this bike path is grade separated, why not put a bridge over I-15 between these 2 ramps. instead of turning back toward the overpass. This seems to be a weird connection
Daniel Sonntag	Salt Lake	Option B: SPUI	Yes to bridge over the rail but please connect it to warm springs road in lieu of a west side path. the west path doesn't really connect well to downtown and requires and awful crossing over 600n or 400n to get back to the east side of I-15.
Daniel Sonntag	Salt Lake	Option A: CD	wall street is a better bike route to downtown than continuing on beck street. the bike path needs to be substantial and separated for me to want to ride on beck street.
	Salt Lake	Option A: CD	you could pop a tunnel for bikes through here. 600w frontage is a better bike route than beck street.
	Salt Lake	Option A: CD	put a ped bridge over the tracks. stupid trains stop and park on the tracks for hours. not very helpful. the 500/600 west frontage road is the best option for cycling into downtown from Davis and is better than beck street even with the proposed shared use pathway. all the driveways and traffic on beck street make it an awful ride regardless. Fix the train issue and you've got a great solution already happening.
	Salt Lake	Option A: CD	These connections are hardly used and are never congested. improvements are not needed
	Salt Lake	Option A: CD	is there a tunnel here for the bike lane? this connection is probably not needed. why so much favor for the gravel pit?
	Salt Lake	Option A: CD	This is basically how it currently is, this is a gross intersection. make it better and safer for the bike lane you show coming through.
	Salt Lake	Option A: CD	Yes please build this bike path, there is so much room and potential for a bike lane here.
	NSL/Woods Cross	Option A: Diamond	when you rebuild this trail please put in some stormwater solutions. currently the mud from the road flows and collects on the trail. end of the year it's basically a dirt road. this was a total failure, also you can just ride on 89. there is basically zero traffic. trail here was un needed. put your resources into solutions that are needed, also make sure your designs work before implementation. so much rework is being proposed for interchanges you have already "improved" what a waste of money and time. UDOT has too much autonomy and resources, no to the gondola and no to this widening of I-15. just keep maintaining and shoveling the existing roads. focus on pedestrian environments for a change.

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	NSL/Woods Cross	Option A: Diamond	I think this is totally unnecessary. the traffic in this area is working well. not a lot of congestion and traffic flows as long as you don't crash. roads like what you are proposing encourage higher speeds and more crashes. this isn't a good use of resources.
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	Yes, lets make this connection. not a lot of traffic here to cause a real issue but separated bike routes are the better option. please put these everywhere.
	NSL/Woods Cross	Option A: Diamond	Again, UDOT just redid this condition, and frankly made it worse. I never use this intersection for south bound exit. i get off on 500 south because it takes less time to get to woods cross HS. Yes please fix this intersection but stop wasting so much money please.
	Bountiful	Option C-R: CD w/ Reversible	Option B is better for ped/cycling connection.
	Bountiful	Option C-R: CD w/ Reversible	Is this onramp necessary if 400s is being improved with on/off ramps in both directions?
	Bountiful	Option B-R: 3/4 Diamond w/ Reversible	Eliminating the south bound left exit is a good idea, it's the only one anywhere.
	Bountiful	Option A: Half Diamond	Already a bike lane here, traffic is calm, this is unnecessary.
	Bountiful	Option A: Half Diamond	You guys just rebuilt this!!!, what a tremendous waste to do it again. is your budget truly unlimited? No to this, and no to the Gondola. please stop. give your money back and let it be used for something else.
	Centerville	Option A: Diamond	This connection for peds/bicycles is terrible. the ramps/landings are poorly designed and it is fairly awkward and difficult to use.
	Centerville	Option A: Diamond	Dont just rebuild the existing conditions for peds/bicycles. this bridge is okay but it does not feel comfortable to use.
	Centerville	Option A-R: Diamond w/ Reversible	people turning left onto frontage and 400west cause problems,
	Centerville	Option A-R: Diamond w/ Reversible	parish lane works fine, even during rush hour. I don't see a need for any of this. Bike/pedestrian environments can definitely be improved. if your going to do anything please focus on that first. the cars are already well taken care of.
	Centerville	Option A-R: Diamond w/ Reversible	road crossing, YES. please think harder on the design of this system.
	Centerville	Option A-R: Diamond w/ Reversible	This is not the best solution. A big switch back thing won't be fun to use. need to be more creative here. The road crossings without interchanges like at Glovers are the better functioning that this would be.
	Centerville	Option A-R: Diamond w/ Reversible	Pedestrian environment on most UDOT roads is the worst. No one walks down Parrish lane, redwood road, antelope drive etc. these are the worst road conditions. so much emphasis on cars and number of cars per day. Focus on Walking and let the vehicles follow. you make it too easy to drive.

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			spend your money on improving bicycle and pedestrian environments. just try to figure some solutions that focus on that for once. it's always an afterthought and poorly executed.
	Centerville	Option A-R: Diamond w/ Reversible	If your going to do this, please put in a grade separated bike lane. connect it up to the existing bridge.
	Centerville	Option A-R: Diamond w/ Reversible	This bridge just got finished? why do you guys spend and build only to demolish and start over. Just do it right the first time. So much money wasted.
	Centerville	Option A-R: Diamond w/ Reversible	Who is this path for? goes no where.
	Centerville	Option A: Diamond	What is this extra lane for??
	Farmington	Option A: 200 W Ramps	How about a grade separated bike lane on 89 or at least a sidewalk, This road is dangerous.
Daniel Sonntag	Farmington	Option B: Glovers SPUI	There is already a frontage road here, all this pavement to add some un needed lanes to I-15? not the best use of resources. If your goal is improving access to Lagoon you should have put the train stop adjacent to Lagoon. or built a huge ped bridge over too lagoon. You are trying your hardest to segregate the east and west sides of this area and doing a good job of it.
	Farmington	Option A: 200 W Ramps	Yes. Leave this as it is. I have never been in a congested traffic situation in this area.
Daniel Sonntag	Farmington	Option A: 200 W Ramps	Have you driven on this frontage road? It's basically a ghost town, no one drives on this road. this is totally unnecessary. if you are going to improve the road, put in a grade separated bike lane. there are some stripes for bikes but with all this width, a bike lane would be the best idea for improving transportation. the roads are wide enough.
	Farmington	Option A: 200 W Ramps	Yes, please keep Glover Lane as it is currently configured. It is the best ped/bicycle connection to the west side in this area. I do not see a need to add lanes to I-15 in this area. Finish South Davis Corridor then do your study.
	Farmington	Option B: Glovers SPUI	Why is this needed. you have a brand new South Davis Corridor connection to I-15. Centerville and Farmington are served well by the existing connections, we don't need wider lanes, huge frontage roads or super interchanges.
Daniel Sonntag	Farmington	Option B: Glovers SPUI	Please don't do this option. Glovers is the last and best crossing over I-15 for peds and bikes. there is no safe/comfortable way this accommodates peds/bicycles. Parrish lane is awful, Park lane is awful. Frankly is don't see the need for this. Parrish lane I-15 connection is not bad. even at it's worst it's easy compared to other interchanges out there.
	Farmington	Option B: Glovers SPUI	
	Salt Lake	Option A: CD	Need to keep west turn lane from 900 West on to 1000 North
	Salt Lake	Option B: SPUI	Must be able to turn west from 900 West to 1000 North

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	Salt Lake	Option B: SPUI	Need 1000 North On Ramp to stay
Victor Hernandez	Salt Lake	Option B-R: SPUI w/ Reversible	If traffic is going to be given an option to use 400 N, will there be an overpass made over the railroad tracks?
Victor Hernandez	Salt Lake	Option A-R: CD w/ Reversible	Awesome idea to route truck traffic here rather than 600N!
Victor Hernandez	Salt Lake	Option A: CD	I hardly see the current sidewalks used, so my invest more on a useless feature?
Lonnie Tidwell	Farmington	Option B: Glovers SPUI	We currently reside at [REDACTED] in Farmington and have been reviewing the options (A, B & C) and have determined that none of them are that favorable for the residents along the frontage road, especially option B. I would be in favor of adding an on/off-ramp at Glovers lane, however not at the expense of the proposed property losses and/or the home destruction that would happen to not only ours but to many other residents here. These options more or less favor traffic flow vs residents and their home & property values.
Nicole Barker	Farmington	Option B: Glovers SPUI	PLEASE do an extensive SAFETY STUDY. I'm concerned about the safety of my high school child driving over this new overpass. I'm also concerned about this being in a residential area which will increase crime and traffic. My Junior High age and elementary age children walk to school and this interchange will bring more people to the back streets of Farmington which places my children in harms way.
	Farmington	Option C: 200 W Full	Please pick option C. This is the best plan to keep our kids and neighborhood safe.
Spencer Moon	Farmington	Option B: Glovers SPUI	Given the existing traffic pattern for the NB exit and planned continued access directly to 200 west, access to EB Glove Lane from this exit could be omitted to minimize disruption to this community. The East side is largely built out, so future growth will be limited, and the current configuration works well.. Even WB Glove Lane could be potentially omitted, particularly if a West Davis Corridor exit is added.
Spencer Moon	Farmington	Option C: 200 W Full	Consider working with Farmington city on an overpass for SB Lagoon traffic to exit on the west side and flyover to the East side of Lagoon Drive to allow continuous access without needing to make a left hand turn.
Spencer Moon	Farmington	Option C: 200 W Full	One apparent major flaw with this concept. Lagoon drive is only accessible via a left hand turn. This will cause significant delays for traffic at the offramp and will require exceptionally long left turn lights that will disrupt traffic in all directions including SB freeway access.. Unless another solution is found to reduce use of this exit to access Lagoon, this option should be redesigned to allow Lagoon Drive traffic to bypass the intersection if this option is pursued. Alternatively the Park Lane exit could be reworked to include a dedicated exit for Lagoon drive and coordination could be done with Lagoon to allow for easy access from Park Lane such that Park Lane is the primary exit for Lagoon. Then this Lagoon Drive access here will be less critical.
Spencer Moon	Farmington	Option B: Glovers SPUI	I like this idea of allowing NB offramp traffic to continue unobstructed to this point and bypass the Glover Lane intersections if they desire. This will reduce congestion on and around Glover Lane. While similar to features in Option A

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			and C which also bypass Glover Lane, if Option B is selected, this would improve mobility for users of 200 W and for those who use Glover Lane.
Spencer Moon	Farmington	Option B: Glovers SPUI	It would be helpful to know the anticipated traffic load here. It seems 3 lanes plus a dedicated turn lane is overkill. If that much traffic is anticipated here, it will cause significant traffic issues at the intersection of 200 E and will likely cause issues on 200 E itself. The costs of addressing those issues should be factored into this analysis as well.
	Centerville	Option A: Diamond	This is an intriguing idea that I loved as soon as I saw it. Two things to consider though 1) the cost. If the overpass will cost millions of dollars, is that worth it for a couple of hundred residents nearby that might use it to get to the legacy trail? Second, it's great that it is near a parking lot, so people could drive to use it (improves usability on the surface), but this park already experiences parking issues at peak times which will overlap with peak trail usage. This would negate the benefits of being near the parking lot and could actually cause additional problems due to parking congestion and street parking on the frontage road. A parking lot on the west end of the bridge might help, but once again the cost might exceed the benefit.
Spencer Moon	Farmington	Option B: Glovers SPUI	First, this separate access for traffic to Lagoon Drive is critical in this scenario, as this option would otherwise have a devastating effect on circulation and the quality of life for anyone who uses any road between here and Lagoon Drive. It seems to carry a high cost (long road, increased cost to overpasses, additional property to acquire). Can UDOT work with Lagoon to develop a solution that reduces overall traffic, or could allow for a similar dedicated offramp at Park Lane instead?
Spencer Moon	Farmington	Option A: 200 W Ramps	Shifting the freeway to the East like this appears to impact the neighborhood to the increase (or increase the impact to that neighborhood). It seems that would also increase the cost of the project as UDOT would have to acquire additional land rather than using land currently used for the freeway.
Spencer Moon	Farmington	Option C: 200 W Full	This appears to shift the freeway to the east which causes an impact to neighbors and the neighborhood on the East. To casual observers, minimizing the impact to the neighborhood seems most consistent with the goals
Spencer Moon	Farmington	Option A: 200 W Ramps	No turning lane is needed on the east frontage road through this section under Farmington Option A. Traffic patterns are not changing, and the area is nearly fully developed. As someone who frequently enters and exits the frontage road in this area, it is not necessary and should only be built in this scenario if it has no adverse impact to adjoining property holders.
Jason	Farmington	Option B: Glovers SPUI	All of the green space along frontage road is so important to our neighborhood. Not only does it look nicer than the ugly cement sound wall, but children play in the trees and fields. Please do not remove our green space in favor of more concrete, pollution, trash, noise, and traffic!!
	Farmington	Option B: Glovers SPUI	The current sidewalk and bike lane are wide and roomy. If the road and sidewalk are moved, it will cut down on the space available for walkers and bikers.
Shelly Bouvang	Farmington	Option B: Glovers SPUI	First of all the area was not designed or planned to be used as a location for freeway access. It's an old farmers bridge that used to be for farmers to drive their tractors over to farm their land on the west side of the farming area in

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			west Farmington. Unfortunately that's no longer the case but it would be nice to keep a little bit of nostalgia connecting the old with the new. Secondly, there are upwards of 30-50 homes in the area that will be directly and indirectly affected by the increase of traffic with a decrease in home values and an increase in crime. Thirdly, you have a high school not even 1/2 mile from the overpass with students walking and driving to school which could be a safety concern and lastly, the south end of Farmington is a smaller area of the city that shouldn't have to carry the brunt to accommodate the growth that is mostly occurring on the west side and further north. Hide original message Since growth is inevitable and expansion for transportation is necessary, UDOT and the city should really look at the on-ramp at the Frontage road/200 west location. The off ramp directs you to either downtown Farmington or Lagoon. There is a lot of space to widen that whole area to accommodate on and off ramps, reconfigure traffic and nearly zero homes would be affected.
Shelly Bouvang	Farmington	Option C: 200 W Full	First of all the area was not designed or planned to be used as a location for freeway access. It's an old farmers bridge that used to be for farmers to drive their tractors over to farm their land on the west side of the farming area in west Farmington. Unfortunately that's no longer the case but it would be nice to keep a little bit of nostalgia connecting the old with the new. Secondly, there are upwards of 30-50 homes in the area that will be directly and indirectly affected by the increase of traffic with a decrease in home values and an increase in crime. Thirdly, you have a high school not even 1/2 mile from the overpass with students walking and driving to school which could be a safety concern and lastly, the south end of Farmington is a smaller area of the city that shouldn't have to carry the brunt to accommodate the growth that is mostly occurring on the west side and further north. Hide original message Since growth is inevitable and expansion for transportation is necessary, UDOT and the city should really look at the on-ramp at the Frontage road/200 west location. The off ramp directs you to either downtown Farmington or Lagoon. There is a lot of space to widen that whole area to accommodate on and off ramps, reconfigure traffic and nearly zero homes would be affected.
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	Salt Lake	Option B-R: SPUI w/ Reversible	I am invoking the 1st amendment in criticizing you klepto bastards. The question is, every of your eminent land takings have resulted in this Utah government screwing over home owners in that eminent domain taking transaction. Your credibility is zero. This project is to accommodate the elite Mormons and the commercial empire sprawl of unaffordable housing in salt Lake. It is patently to accommodate Mormon corporation followers, the only constituent this █████ government pays attention to. This time, those in Davis county and further north who commute to the downtown and capitol. It is being done at our expense, my expense, the expense of homes we have lived in for decades. You have no viable plan to properly compensate any of us. Your track record bares this out in the last expansion in West Valley. Why this state targets people of color, disabled veterans and white people of color to accommodate the elite Mormon Corporation to showcase your commercial real estate development empire is offensively anathema. This freeway expansion will serv as the dividing line of the haves and have nots – and destroying the lives of many of us.
	Salt Lake	Option B-R: SPUI w/ Reversible	I am invoking the 1st amendment in criticizing you klepto bastards. The question is, every of your eminent land takings have resulted in this Utah government screwing over home owners in that eminent domain taking transaction. Your credibility is zero. This project is to accommodate the elite Mormons and the commercial empire sprawl of unaffordable housing in salt Lake. It is patently to accommodate Mormon corporation followers, the only constituent this █████ government pays attention to. This time, those in Davis county and further north who commute to the downtown and capitol. It is being done at our expense, my expense, the expense of homes we have lived in for decades. You have no viable plan to properly compensate any of us. Your track record bares this out in the last expansion in West Valley. Why this state targets people of color, disabled veterans and white people of color to accommodate the elite Mormon Corporation to showcase your commercial real estate development empire is offensively anathema. This freeway expansion will serv as the dividing line of the haves and have nots – and destroying the lives of many of us.
Mr. Johnson	Salt Lake	Option A: CD	your stealing my retirement as a disabled veterans. you support veterans? no the █████ you do not! none of us will be getting fair market replacement value.
Mr. Johnson	Salt Lake	Option A: CD	I am invoking the 1st amendment in criticizing you klepto bastards. The question is, every of your eminent land takings have resulted in this Utah government screwing over home owners in that eminent domain taking transaction. Your credibility is zero. This project is to accommodate the elite Mormons and the commercial empire sprawl of unaffordable housing in salt Lake. It is patently to accommodate Mormon corporation followers, the only constituent this █████ government pays attention to. This time, those in Davis county and further north who commute to the downtown and capitol. It is being done at our expense, my expense, the expense of homes we have lived in for decades. You have no viable plan to properly compensate any of us. Your track record bares this out in the last expansion in West Valley. Why this state targets people of color, disabled veterans and white people of color to accommodate the elite Mormon Corporation to showcase your commercial

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Name	Section	Alternative	Comment
			real estate development empire is offensively anathema. This freeway expansion will serv as the dividing line of the haves and have nots – and destroying the lives of many of us.
Mr. Johnson	Salt Lake	Option A: CD	I am invoking the 1st amendment in criticizing you klepto bastards. The question is, every of your eminent land takings have resulted in this Utah government screwing over home owners in that eminent domain taking transaction. Your credibility is zero. This project is to accommodate the elite Mormons and the commercial empire sprawl of unaffordable housing in salt Lake. It is patently to accommodate Mormon corporation followers, the only constituent this ██████ government pays attention to. This time, those in Davis county and further north who commute to the downtown and capitol. It is being done at our expense, my expense, the expense of homes we have lived in for decades. You have no viable plan to properly compensate any of us. Your track record bares this out in the last expansion in West Valley. Why this state targets people of color, disabled veterans and white people of color to accommodate the elite Mormon Corporation to showcase your commercial real estate development empire is offensively anathema. This freeway expansion will serv as the dividing line of the haves and have nots – and destroying the lives of many of us.
	Farmington	Option B: Glovers SPUI	Option B would be a disaster for the local community. We can not prioritize easy access to the freeway at the expense of existing homes and community. Option B would turn a quiet residential neighborhood into a traffic hub. It would destroy existing homes, some of which are some of the last affordable homes in the community.
Karen Evans	Salt Lake	Option B: SPUI	There is a LARGE amount of truck traffic on 600N, just east of I-15, enough that it shakes my house on Pugsley street every few minutes. I would like to see more trucks diverted from here, hopefully this new interchange could help with that.
Amanda kirk	Farmington	Option B: Glovers SPUI	putting an interstate on/off ramp right next to a highschool is begging for more auto/pedestrian fatalities. Who at UDOT will be responsible when the first HS kid is hit and killed crossing Glover's?
Kate Anderson	Farmington	Option B: Glovers SPUI	As the homeowner of ██████, please do not move frontage road over. We're already on a busy corner and if the road is moved into the lot by my house, it will be even louder and busier. It will destroy our property value and be devastating to us as homeowners.
	Farmington	Option B: Glovers SPUI	Way to large of a road with the changes for this residential area
	Farmington	Option B: Glovers SPUI	Having an on ramp / off ramp this close to the high school creates way too much traffic for this area and crates safety risk
	Farmington	Option B: Glovers SPUI	This will now become even louder for the neighbors to the east with taking out the beautiful decorative sound wall we now enjoy and moving freeway traffect 200-250 fee closer to the houses. This is very undesirable.
	Farmington	Option A: 200 W Ramps	It would be a lot better to move the freeways as far to the west as possible to use land that is not part of a residential area as on the east.

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Name	Section	Alternative	Comment
James Rich	Farmington	Option A: 200 W Ramps	Why don't you design the road widening to fill in to the center open space of the freeway right of way, rather than taking it from the adjacent neighborhoods?
James Rich	Farmington	Option A: 200 W Ramps	Every one of these options requires the loss of two houses that are under construction here. All these options are undesirable for this neighborhood adjacent to the frontage road. Please do not do this to us.
James Rich	Farmington	Option B: Glovers SPUI	This is completely undesirable / unacceptable from this neighborhood standpoint. It would destroy this neighborhood. Please DO NOT adopt option B, we and our neighbors will do all in our power to prevent this. There are other options that do not require such an undesirable impact to a well established and valuable residential area.
Angela Seely	Farmington	Option B: Glovers SPUI	I live here. Option C is my top preference. I highly dislike option B for many obvious reasons.
Scott Talbot	Farmington	Option C: 200 W Full	Option C is by far the best option for Farmington. The main thing we need in this area is full access to I-15 with as few disruptions and modifications as possible.
Scott Talbot	Farmington	Option B: Glovers SPUI	In my opinion, Option B is not the right choice for Farmington. This affects too many existing homes and is not needed for the area. There is no justification for such a large interchange on Glovers lane. It creates added noise, traffic's congestion, and safety issues.
Kevin Seely	Farmington	Option C: 200 W Full	I live right here. Option C is my highly preferred option. Option B is my least preferred option
	Farmington	Option B: Glovers SPUI	Such a massive intersection so close to high school with young drivers.....
	Farmington	Option B: Glovers SPUI	This option takes affects and dislocates the most people. Shouldn't the idea be to affect as few existing homes as possible?
	Farmington	Option C: 200 W Full	Honestly this seems like the best option of the three as it doesn't impact any existing homes.
Wendy Gasser	Farmington	Option B: Glovers SPUI	This would be devastating for these homes! i would rather an option that did not displace members of out community
Wendy Gasser	Farmington	Option B: Glovers SPUI	As a home owner of one of the rice road town homes i am not in favor of this option, it would decrease property value as well as increase noise in the area (and noise is already fairly significant) i appreciate these being give options but i dont the the pros out weight the cons in this situation.
Lorena Wheeler	Farmington	Option B: Glovers SPUI	According to the map my house was not supposed to be affected by the Parrish Lane interchange. However, the noise and shaking of the loaded trucks that exit the freeway and travel south through frontage road is terrible and unacceptable. This is supposed to be a quiet neighborhood area. We should not have to endure this anymore. I
	Farmington	Option B: Glovers SPUI	
Andrew E.. Clark	Farmington	Option C: 200 W Full	Sound wall/barrier must extend from 1 block south of Clark Lane (State Street to here.

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Name	Section	Alternative	Comment
Andrew E. Clark	Farmington	Option C: 200 W Full	Please add Sound Barrier. The roar of traffic is worsening each year and is deafening during peak hours. Now the freeway is proposing to expand AND move a half block into the National Historic District. We need to mitigate the noise.
Andrew E. Clark	Farmington	Option C: 200 W Full	This is an historic monument dedicated to one of Farmington's founders for which it Clark Park and Clark Lane are named.
Andrew E. Clark	Farmington	Option C: 200 W Full	This home is historic and part of the Clark Lane Historic District which extends from the overpass at 400 W to 200 W.
	Farmington	Option B: Glovers SPUI	The glover interchange is good but this interchange at 200W and frontage road still routes traffic into farmington. Connecting both N and S directions through to the frontage road by lagoon would improve safety in the city and at the school and improve traffic flow.
Diana Portzline	Farmington	Option C: 200 W Full	Option C is the best choice because it offers the advantages of a full I-15 interchange without the extreme invasion of the Glovers Lane residents and their neighbors. Option A does not have the traffic help advantages afforded by Option C, and Option B would be way to invasive to be a viable option..
Diana Portzline	Farmington	Option C: 200 W Full	Option C in Farmington makes the most sense because it provides a full I-15 interchange without the extreme and invasive disruption of the Glovers Lane residents and their neighbors. Option A doesn't provide the help for traffic that the full interchange of Option C would provide.
Andy Evans	Farmington	Option A: 200 W Ramps	I would rather have Option A over Option B, but Option C is most preferred. I hate Option B so much, that not making big changes with Option A would be better.
Andy Evans	Farmington	Option C: 200 W Full	Option C is the best option of the three that are proposed. This would give full on/off access to I-15 in an area that already has freeways access and has minimal impact to existing homes.
	Centerville	Option A: Diamond	Is there going to a frontage road to keep traffic off streets east of I15
Andy Evans	Farmington	Option B: Glovers SPUI	Option B is a horrible plan! It would dump major freeway traffic into a residential neighborhood, force people to move and have their homes destroyed, just to save a few minutes of convenience. Do not do this!
	Salt Lake	Option A-R: CD w/ Reversible	Leave this space alone!
Spencer Moon	Farmington	Option B: Glovers SPUI	This interchange alternative does not meet the goal of better connecting communities. Rather, it will likely disrupt existing communities (displace homeowners) and divide the community by increasing traffic and congestion in a 100% residential neighborhood. Furthermore, it seems unnecessary given the area on the East is nearly fully developed and the West is largely developed now. Existing options are sufficient. If the goal is to improve mobility by adding access to/from the north, the option for a full interchange at 200 West is much better as it will not be nearly as disruptive to the community and accomplishes the same goal.
	NSL/Woods Cross	Option A: Diamond	Consider dual right turn lanes to accommodate 800 W SB traffic to I-15 SB traffic.

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	NSL/Woods Cross	Option A: Diamond	Could a thru turn (U-Turn) be installed at this intersection, meaning vehicle's from NB I-15 offramp turn right onto 2600 S, then right onto 500 E (Wildcat way), then go thru the thru turn (do a U-turn), and then head back NB through the 2600 S intersection. This could potentially help with the weaving and storage for left turns onto Wildcat Way. See 9000 S & Monroe St in Sandy for an example similar to this.
Austin Meyer	NSL/Woods Cross	Option A: Diamond	In the existing condition during peak hours the left turn storage onto Wildcat Way is exceeded and traffic queues in thru lanes, affecting the capacity of the interchange. In the proposed condition all of 800 West's traffic will also be required to use these left turn lanes (7000 AADT in 2019). Verify that sufficient storage will be provided for these left turn lanes. Comment pertains to all alternatives.
	I-15 Mainline	I-15 Option A	I think A would be better because people aren't smart enough to understand a big change like B
Eric Godfrey	I-15 Mainline	I-15 Option B	The reversible HOT lanes make a lot of sense for us. I used them in Seattle and have always thought our long, narrow geography mimics theirs. Great way to give extra lanes to the higher traffic flow direction.
Daniel Zappala	I-15 Mainline	I-15 Option A	Don't widen I-15 at all. Widening freeways just brings more congestion. Focus instead on public transit and safe bike paths. Convert State St. and similar highways into pedestrian and bike-friendly boulevards.
Daniel Zappala	I-15 Mainline	I-15 Option B	Don't widen I-15 at all. Widening freeways just brings more congestion. Focus instead on public transit and safe bike paths. Convert State St. and similar highways into pedestrian and bike-friendly boulevards.
	I-15 Mainline	I-15 Option B	At any option, i believe the HOV lanes should be separated via boundary with multiple lanes, like we see in other cities like Chicago, Dallas, and LA. Which, tends to lead me towards option B. Allowing passing in an HOV scenario would greatly improve the quality of traffic flow. However, i feel it needs to be both ways, 2 lanes, with boundary, and very limited exits. This way those passing through do not have to deal with the congested area.
Ethan Wagstaff	I-15 Mainline	I-15 Option B	I think the reversible hot lanes are best because I see a lot of people move in and out of the HOV lan illegally as well as seeing people going into them by themselves without an ExpressPass. This option will help a lot on cutting down on people using the HOV lane as a normal lane as well as traffic in the mornings and evenings!
	I-15 Mainline	I-15 Option B	when will we learn that widening the freeway induces demand
	I-15 Mainline	I-15 Option B	Widening the I-15 at all is a bad idea. We should be working towards making our infrastructure less car-centric, not more. Invest in public transit and improving bike/scooter infrastructure.
	I-15 Mainline	I-15 Option B	Better flow of traffic inside the HOT lanes.
	I-15 Mainline	I-15 Option B	I am worried about all the cars being trapped in the reversible HOT lanes in the case of an accident.
	I-15 Mainline	I-15 Option B	A reversible HOT lanes make sense for the area because a majority of the traffic is commuter. Depending on the time of day the need is greater going in one direction or the other.

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	I-15 Mainline	I-15 Option B	Yes
	I-15 Mainline	I-15 Option B	I like the efficiency of reversible lanes.
Michael Budge	I-15 Mainline	I-15 Option B	I am a civil engineer adding my comment in favor of I-15 Option B. This option decreases delay in 2050 more than the other alternatives, while still keeping the same number of non-HOT lanes. I like having the reversible direction for traffic flow and think that solution would work well in this area. Having barrier separated HOT lanes also would help them function as intended during periods of congestion.
	I-15 Mainline	I-15 Option B	Overall, I like Option B better. It is hard to gauge what speed to go in the HOV lane and people get annoyed if you are not going as fast as they want. This would allow passing lanes. It also helps reduce weaving between lanes to get over. The main problem is those who are going to the north end of Downtown SLC or the State Capitol do not have access to the HOV entrance. So routes 472 and 473 would not be able to take advantage of the HOV lanes. I would recommend it start after 1800 North in SLC and end after Parrish Lane in Centerville. I appreciate the effort to make room for double track FrontRunner (especially under Parrish Lane).
Michael Rotter	I-15 Mainline	I-15 Option A	I do not feel like the solution to our traffic woes is to continually add lanes of traffic and induce further demand. This proposal will just make for a worse quality of life for the people living in this area, ignore future changes to transportation needs, and displace more open space and people for the sole purpose of adding lanes every ten years to I-15. UDOT has a mandate to think about long term use and this is just a short term fix that will result in an ever widening freeway that hurts the people living in the area.
Michael Rotter	I-15 Mainline	I-15 Option B	I do not feel like the solution to our traffic woes is to continually add lanes of traffic and induce further demand. This proposal will just make for a worse quality of life for the people living in this area, ignore future changes to transportation needs, and displace more open space and people for the sole purpose of adding lanes every ten years to I-15. UDOT has a mandate to think about long term use and this is just a short term fix that will result in an ever widening freeway that hurts the people living in the area.
	I-15 Mainline	I-15 Option B	Reducing access points to the HOV lane could be very beneficial, but only if there are 2 lanes as the loafers in that lane often are backing up traffic well under the posted limit. The ability to reverse flow in these lanes is paramount with the limited space in that area.
Patrick	I-15 Mainline	I-15 Option A	I like the dedicated lanes. Also add north on ramp at center street in North Salt Lake
Benjamin Wood	I-15 Mainline	I-15 Option A	These plans are absurd. That much asphalt in an urban setting is a failure of imagination and a betrayal of the taxpayer. Better train and transit service would make half of these proposed lanes unnecessary and would claim a fraction of the space. This is not a plan that looks to the future, these plans are trapped in the past.
Nate	I-15 Mainline	I-15 Option A	Widening is not the answer. All this will do is increase traffic even more. Encourage public transit.

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Joe Silverzweig	I-15 Mainline	I-15 Option B	Both of these options will induce demand and send Utah even further down the road to permanent gridlock. We know better, but we don't do better. I can't say how many times I've heard 'we don't want to be like California' on the lips of our politicians, but decisions like these are what has made California what it is in terms of pollution, home prices, and traffic. Please invest in the transportation of PEOPLE, not cars.
	I-15 Mainline	I-15 Option A	opt A is less confusing and honestly less dangerous
Daxton Barker	I-15 Mainline	I-15 Option B	This is such a better option, but it would be great to get more lanes either way
	I-15 Mainline	I-15 Option A	I'm not really understanding the point of reversible HOT lanes. Is this the new HOV or?
	I-15 Mainline	I-15 Option A	This is what Utah drivers would expect
	I-15 Mainline	I-15 Option A	I lived in DC and used the reversible lanes they have there. I didn't like them because once you were in them you were committed/trapped/stuck and if something came up like an accident in the HOT lanes there was no easy exit and you were literally stuck there at a dead stop for hours - it only takes a few times of that before you hate them. Additionally, if you remembered you needed to run an errand or you forgot something at work or you need to exit to use the restroom you were out of luck. I ended up preferring not to use them because my life was just a bit too unpredictable to make such a commitment and in the end it didn't always save me time.
	I-15 Mainline	I-15 Option B	I've seen option B used in many other states and it seems to work well. Maybe we can try it and potentially use it for the rest of I-15 in the future.
	I-15 Mainline	I-15 Option B	Please no reversible lanes! We already have people driving the wrong way on the freeway and so many accidents. Even if people mostly drive correctly it's too scary and drivers will Alesha be nervous. Plus I want a wall in between sides of the freeway. Much safer.
Andrew J Pixton	I-15 Mainline	I-15 Option A	No room for trains? More trees and bike lanes and affordable housing? Where is all the pollution going to go, you think? This is a definite no. I would rather leave the state than die under your car addiction.
Andrew J Pixton	I-15 Mainline	I-15 Option B	We already have too much pollution in our valley, too many accidents and traffic jams, buying time with more lanes won't fix that. This is not a viable future, it's a death trap.
	I-15 Mainline	I-15 Option B	I think option B is the better-serving option for these projects. A wider road will allow for more flexibility for current and long-term needs and allow for greater separation between oncoming traffic. Uninterrupted interior flow of traffic will definitely also help with peak hour congestion, and potentially even help route traffic around freeway incidents without major interruptions or delays, like traffic collisions or construction. This could also provide faster access for emergency vehicles in the case of emergency. I think if more technology could be integrated into this option (like movable barriers and closable entry/exitways at strategic locations) it could allow for even greater flexibility for moving traffic and aiding emergency response activities. (Plus, it would make Utah a pioneer for traffic safety.) Another benefit of this option is the

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			amount of separation between northbound and southbound traffic, because not just one barrier separates the two directions of travel. If a vehicle were to become pinned against the barrier and another vehicle in option A, then responders may have to work in both directions or travel, putting more people at risk and involving more traffic (I.e. traffic from both directions.) If this same scenario were to be played out in option B, crews would have much safer working room and separation to complete their tasks. This same scenario can be applied to troopers and IMT personnel with changing a driver-side tire against the barrier. The final positive impact for option b is the fact that no lefthand shoulder makes it more obvious to drivers that the right shoulder is where vehicles need to be moved (if possible) in case of mechanical failure or medical emergency. Another incident like the fatal left-hand crash in Weber county from earlier this year would certainly be another bad-publicity tragedy for Utah transportation. Thanks for reading! Sincerely, a first responder who's main concern is the safety of EVERYONE on Utah's roads. (:
	I-15 Mainline	I-15 Option A	Reversible HOT lanes will be confusing and not effective
Tullio Bettolo	I-15 Mainline	I-15 Option B	Option A makes sense, reversible lanes at that speed is not a great idea. Especially with Utahs increase in wrong way drivers recently
Ben Thompson	I-15 Mainline	I-15 Option B	Reversible HOT lanes would be great only if there were access points in Bountiful and NSL too. Only residents that enter I-15 in Farmington or in Salt Lake would be able to use them in So. Davis County. If space, funding, or design doesn't allow more access points then don't do any reversible lanes.
	I-15 Mainline	I-15 Option A	To whom it concerns. I am totally not wanting to see this Major project happen None of us on my street are wanting to even think about having to relocate losing our homes due to a widening of a freeway. My home is Historical as is many others on my street. The Salt Lake neighborhood in the proposed area of the scope plan alternative's would be negatively impacted . The cost of acquiring these properties through eminent domain would be far too expensive and with the housing shortage and inventory being as bad as it is people will have no where too relocate. Which would leave many of us possibly homeless. Please do NOT follow through. The noise and construction alone will damage our historical homes. Sincerely OB.
April	I-15 Mainline	I-15 Option B	With the amount of traffic going both ways, AM< and PM, I like the reversible HOT lane option B
kevin bell	I-15 Mainline	I-15 Option A	High Occupancy Toll lanes are totally useless for most commuting drivers. Please expand the amount of regular lanes for single passenger commuters in both the north and south directions. I like option B because of the 242 foot dimension, but the option A is overall the better option for the long term. I would option A but with the 242 foot dimension with more regular single occupancy lanes.
	I-15 Mainline	I-15 Option B	I am against reversible lanes as they are confusing.
	I-15 Mainline	I-15 Option A	No need to complicate the drive with reversalbe HOV lanes- keep them available all the time, each direction.

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Adam Cook	I-15 Mainline	I-15 Option A	<p>I live in the Glendale area of SLC. While design A is my preferred option of the two presented here, I want to give criticism on specific design aspects, as well as the option A plan as a whole.</p> <p>First, and more specifically:</p> <ul style="list-style-type: none"> -The widening of 600N is excessive. The addition of non-interchange crossings will be far more effective in reducing traffic across the I-15 ROW while also providing much more equitable access to pedestrians, cyclists, and transit. I am pleased to see the plans for 400/500 N and hope to see them replicated in other places. -While I am happy to see that the proposed 1000N interchange would offer a new crossing and full multimodal access, I am concerned by the land use impacts of the proposed ramps. This project offers a major opportunity to increase the space efficiency of the I-15 facility, yet the new NB on- and off-ramps are expansive in scale. I strongly believe that any new ramp designs should seek to minimize land use and that the NB collector should be eliminated outright. <p>More broadly:</p> <ul style="list-style-type: none"> -I strongly encourage UDOT to attempt to reduce congestion through sensible traffic speed management before this project is undertaken. The 65-70 mph speed limits currently in place greatly increase the necessary vehicle following distance, making the braking and acceleration that cause gridlock much, much more likely. Similarly-sized metropolitan areas manage traffic far better with 50-55 mph limits and, further, UDOT's own 2050 travel speed estimates are under 50 mph even with substantial modification. This suggests that the current speed limits are highly unrealistic and that congestion reduction through speed management would be vastly more cost-effective than a massive highway reconstruction. -Even with the current high speed limits, the size and design of the freeway encourages speeding, and many individuals travel in excess of 80 mph, worsening congestion and, more importantly, safety. UDOT should explore methods to decisively calm traffic, a step which would increase freeway capacity on its own. -I object to efforts to widen the current I-15 facility. In its present form, it is much larger than urban freeways in similar metropolitan areas. The most pressing transportation issues on the Wasatch front concern travel perpendicular, rather than parallel, to the I-15 corridor. Widening I-15 would work against UDOT's goals of promoting economic activity, as the freeway currently forms a severe socioeconomic barrier in SLC, and this pattern will inevitably reappear as growing communities to the north increase the density of their housing and commercial space. UDOT is an extremely important catalyzing force in the long-term process of allowing people to live near where they work and recreate, and spending exorbitantly to encourage interurban

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			commuting will be counterproductive. This is especially true as SL county now hosts other freeways onto which thru-traffic can be distributed. Thank you for considering these comments.
Aly Dosdall	I-15 Mainline	I-15 Option A	I'd much rather have HOT lanes that aren't reversible so we have more flexibility in when we enter and exit those lanes.
Cynthia Day	I-15 Mainline	I-15 Option A	I am requesting reflective lane lines. I drove from Bountiful to Farr West in the rain and I had trouble (as did many drivers) to stay in my lane. Cars were all over the place on I 15.
	I-15 Mainline	I-15 Option A	The I-15 corridor will be greatly relieved of traffic once the Legacy Parkway extension is completed. There is no reason to throw two stones at one bird. Giving access to Salt Lake to the west parts of Davis and Weber county independent of I-15 will make any expansion work redundant and a waste of taxpayer money. The biggest improvements I want to see in this corridor is actually more openings in the HOV lane as there are not enough causing more people to cross the double white lines unsafely. Public transit should also be improved. A front runner stop in Centerville should've happened ages ago as trains stop there anyway. And commuting via public transit from Layton to Salt Lake where offices are located should not take two hours, it is ridiculous to expect people to take four times as long a commute with no frequency forgiveness if you are running late. I would much rather read a book or scroll social media than drive in traffic but I can't afford to lose four hours to a commute everyday.
Richard Boyd	I-15 Mainline	I-15 Option A	Just to much the rest of it
	I-15 Mainline	I-15 Option A	We want trains and more public transportation options.
	I-15 Mainline	I-15 Option B	When exiting to Farmington onto Park Ln coming from I-15 S, it would be nice to have a dedicated lane to do so, avoiding all the unnecessary traffic clogging the right lane. ... I choose B.
	I-15 Mainline	I-15 Option A	Option A feels more consistent.
kevin bell	I-15 Mainline	I-15 Option B	i submitted a comment earlier, but i think i want to change my answer to option b, with the reversible HOT lanes. i think even more reversible HOT lanes should be used. option b shows 2 reversible HOT lanes, but I think there should be 3 or even 4 reversible HOT lanes.
Tyson Carbaugh-Mason	I-15 Mainline	I-15 Option B	This area is a complete disaster during high volume commute times. Increasing HOV lane access is necessary. As well, any work should be done in conjunction with expanding FrontRunner and TRAX to the north.
Danielle Drown	I-15 Mainline	I-15 Option A	Much better than option B. Option B is to confusing
	I-15 Mainline	I-15 Option B	The following comments apply to both option A and B. Widening the freeway would be detrimental to the neighborhoods, homes, and parks that parallel the freeway. For example, the homes in between 600 N and Dupont Ave in Rose

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			Park are already incredibly close to the freeway. Having additional lanes closer to these homes would not improve safety due to the emissions, noise pollution and debris from passing cars. Additionally it would not better connect communities or strengthen the economy because house prices would drop and further segregate the West Side from the East Side because the East Side does not have a freeway encroaching on their community. Lastly it would not improve mobility. Many urban studies have proven time and time again that widening freeways does not increase traffic flow. Instead it causes slower drive times. Please leave I-15 in Salt Lake City alone.
Tegan Spangrude	I-15 Mainline	I-15 Option B	I travel from 600 N to Ogden for work. Although I would not utilize option B in my commute, I support this option because it appears to reduce average travel time and allows for greater speed than option A.
Kevin Gardner	I-15 Mainline	I-15 Option B	I have seen this used in other areas and it works well.
	I-15 Mainline	I-15 Option B	Please do reversible. Having extra lanes during the peak times would be valuable while not impeding the other flow of traffic.
	I-15 Mainline	I-15 Option B	People do not obey HOV restriction. Reversible HOT lanes preferred.
	I-15 Mainline	I-15 Option B	Horrible project! Adding more lanes has proven not to fix traffic. This would just be a waste of money and further divide the areas divided by I15. Double tracking FrontRunner through this whole segment would provide much better capacity.
	I-15 Mainline	I-15 Option B	Freeway widening is irresponsible and counterintuitive. Adding width will only induce more traffic.
landon kraczek	I-15 Mainline	I-15 Option A	<p>This option is better because it is smaller and less intrusive to our community. the best thing would be to not expand at all. instead we could use the money earmarked for this project to make the front runner travel every 15 minuets. By investing in the freeway instead of public transit we makes it more convenient to buy a car then to ride the train. witch stratifies our community. those who can afford a car get benefit those who cant don't. As someone with low income I would rather we build infestructer that removes the weekly, monthly, yearly expense that comes from having a car then invest more in system that obligates our community members to own one.</p> <p>thank you for wanting to keep our community/ economy functioning and healthy. There are better ways to make that happen without obligating our citizens to own expensive, and dangerous cars. make transportation possible for all of us not just some of us.</p>
Creighton Elinski	I-15 Mainline	I-15 Option B	This is stupid and a short term fix for a long term problem. Its only going to temporarily alleviate traffic and then we'll be back to the same problem again in 5 years. Use this money for better trax and trolly routes. The current setup is nearly useless to most people. Improve the infrastructure there.
	I-15 Mainline	I-15 Option B	B is better, but adding lanes is not going to fix this. We all know it, what about some real alternatives.

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Name	Section	Alternative	Comment
	I-15 Mainline	I-15 Option A	use this option but do like other states and only have HOV during commute times freeing up lane to keep traffic flowing with extra lane. Stop charging to make money to use HOV
Zach	I-15 Mainline	I-15 Option A	I oppose both options. Double track Frontrunner. Studies show time and time again that widening freeways is not a solution to traffic. But you will destroy opportunity for rail travel in the future. Invest in a real future, not a fake temporary fix.
	I-15 Mainline	I-15 Option A	This is a joke. The only two options are very similar forms of highway expansion. Adding lanes will never work, it only makes the problem worse. Please do not widen the highway, and instead invest in public infrastructure. Double track and electrify frontrunner. How are DOT's still this backwards?
Brian	I-15 Mainline	I-15 Option A	Almost everything about option A feels old and status quo. The intersection solutions are static and aren't innovative. The HOT lanes are more of the same. It only looks 10 years into the future rather than the 50 we need for this highway.
Brian	I-15 Mainline	I-15 Option B	Option B is innovative, forward-looking, and long-term. It will probably cost more, but it is the only truly thoughtful option that proposes workable long-term solutions to busy intersections -- especially Parish Lane in Centerville.
Paul	I-15 Mainline	I-15 Option B	This option minus the HOV lanes... People dive in and out of them to avoid the toll cameras anyway. Might as well spread the traffic evenly... Perhaps create an anonymous poll about carpool lane use.
Will Goodreid	I-15 Mainline	I-15 Option A	<p>This project is simultaneously absurd and immoral. The fact that no one at UDOT has figured out that adding lanes is not going to solve traffic problems, but in fact will make it worse, is alarming and laughable. If I, a mere city planning graduate student, knows about induced demand, then surely the multitude of engineers at UDOT do too.</p> <p>How can we spend 1.6 billion dollars on a project that is only going to worsen air quality and congestion? That's money that could be going to make our communities more walkable and bikeable and that benefit people of all ages and abilities, not just people who are able to drive. I appreciate that UDOT has committed to making some of the I-15 crossings more friendly to people walking and biking, but that's offset by making the highway wider and thus even harder to cross in the first place.</p> <p>Furthermore, it appears that in Salt Lake City UDOT's expansion threatens to lead to the demolition of homes and other important community structures in the traditionally underserved community of Rose Park. We are in the midst of a historic housing crisis in the state, and yet somehow UDOT might get away with demolishing homes. How can that possibly be? UDOT should be ashamed of themselves for even considering such a possibility.</p> <p>At the end of day, engineering is about finding solutions to problems. This is not a solution. Not even in the slightest sense of the word. Instead it's pouring gasoline on a fire that has already done dramatic damage to our communities,</p>

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Name	Section	Alternative	Comment
			particularly low-income and minority communities. Come on UDOT, with the enormous amount of collective brain power in your organization you can do better.
Taylor Ogden	I-15 Mainline	I-15 Option A	It is well established that widening freeways leads to more traffic, not less. Don't waste our tax dollars on pointless freeway expansions. Instead, make our city and valley more commuter friendly by increasing bus & train routes and times.
Will Goodreid	I-15 Mainline	I-15 Option B	<p>This project is simultaneously absurd and immoral. The fact that no one at UDOT has figured out that adding lanes is not going to solve traffic problems, but in fact will make it worse, is alarming and laughable. If I, a mere city planning graduate student, knows about induced demand, then surely the multitude of engineers at UDOT do too.</p> <p>How can we spend 1.6 billion dollars on a project that is only going to worsen air quality and congestion? That's money that could be going to make our communities more walkable and bikeable and that benefit people of all ages and abilities, not just people who are able to drive. I appreciate that UDOT has committed to making some of the I-15 crossings more friendly to people walking and biking, but that's offset by making the highway wider and thus even harder to cross in the first place.</p> <p>Furthermore, it appears that in Salt Lake City UDOT's expansion threatens to lead to the demolition of homes and other important community structures in the traditionally underserved community of Rose Park. We are in the midst of a historic housing crisis in the state, and yet somehow UDOT might get away with demolishing homes. How can that possibly be? UDOT should be ashamed of themselves for even considering such a possibility.</p> <p>At the end of day, engineering is about finding solutions to problems. This is not a solution. Not even in the slightest sense of the word. Instead it's pouring gasoline on a fire that has already done dramatic damage to our communities, particularly low-income and minority communities. Come on UDOT, with the enormous amount of collective brain power in your organization you can do better.</p>
	I-15 Mainline	I-15 Option B	I choose option B as it has worked well in other large cities.
	I-15 Mainline	I-15 Option A	More lanes is certainly not an answer to reducing traffic. Reduce traffic to reduce traffic. I commute to Farmington from SLC. There is 1, One, train option to Farmington and again just one option, to return to slc during early rush hours. This is incomprehensible to me. Make trains often, convenient, and fast and you will reduce traffic. The infrastructure is there already as well.
Jack Crockett	I-15 Mainline	I-15 Option B	<p>Option B would increase the width of the existing alignment by ~60 ft. This option would incur on 120 acres of land with UDOT impact. The Level 2 Screening Criteria were pointedly omitted from the Level 2 screening section of the Alternatives and Development Screening Report.</p> <p>For each option it only traffic volumes, speeds, and impact areas were discussed. This was a flaccid correlation to the Table 2-2 Level 2 screening</p>

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			<p>criteria.</p> <p>The Section 2.2.3 narrative omitting all consideration of transit, travel demand management, or transportation system management concepts. The marked absence of these strategies is out-of-step with modern transportation design and contradictory to UDOT's Quality of Life Framework. Correlating these concepts with improvements within the existing highway footprint would excel in all criteria listed. Previously funded transit projects are no worthy consolation.</p> <p>Moving forward without even consideration of modern practices will be an embarrassing and excessive expense to taxpayers. Interchange improvements, dedicated transit lane(s), improved transit service, and improved soundwalls would lessen the impact to communities and improve mobility to all users, and</p>
	I-15 Mainline	I-15 Option B	HOT lanes only work if you enforce them. 1/2 the cars in the lane are one driver and a yellow light when they go through the transponder. So while I favor B, you need camera's and enforcement as part of the deal.
Doreen	I-15 Mainline	I-15 Option A	Do not like reversible lanes, please don't do that. Looks like it might cost more too.
Ryan	I-15 Mainline	I-15 Option B	The reversible lane option seems the most useful as it would cut back on traffic congestion during the rush hour periods.
Skyler Fleming	I-15 Mainline	I-15 Option A	Any option that includes widening the freeway is not one that we should be going forward with. Focusing on and improving public transit is going to be what helps move Utah forward and reduce traffic congestion. I would hope that the only lane additions would be dedicated bus lanes or nothing. Using the funds towards improving public transit infrastrure would be a far better use.
Zach G	I-15 Mainline	I-15 Option A	<p>Can we convert the HOT lanes to a mass transit line for high speed rail instead? Or a high speed express bus only line that moves people more quickly during rush hour.</p> <p>Based on the induced demand concept, adding more lanes without providing any means to remove some vehicles from the roads will not be a long-term solution to traffic in this region or any of the I-15 corridor.</p>
	I-15 Mainline	I-15 Option B	I feel that Option B presents a safety risk because in dense traffic it would be difficult for emergency vehicles to access wrecks within the reversible lanes. I don't see this same issue with Option A.
Harrison Ziter	I-15 Mainline	I-15 Option A	Expansion of I-15 at a price tag of over one billion is simply not worth it, that amount of money could be used for significant amounts of expansion for TRAX and Frontrunner in order to service the same corridor without negatively impacting our air quality, quality of life, noise pollution, environmental impact, and health of nearby communities.
	I-15 Mainline	I-15 Option A	Please consider the Rio Grande plan. Further building of expensive to maintain and service infrastructure is a frivolous waste of tax payer money in order to support a failed experiment in favor of the automobile. Transit

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			orientated, walkable, and bikeable cities are more friendly to the people who live within them from a pollution aspect and a livability aspect. I am a younger 20s adult and I have no hope of maintaining a life here if the continued pollution, suburban sprawl, and gutting of the city continues. I can't afford rent and I don't like the pollution. You owe it to the future generations to provide a better city structure, not geared towards car centric development, if not for my generation for every generation following mine.
T	I-15 Mainline	I-15 Option A	<p>Why, just why, are we increasing the number of lanes for I-15? Our city is covered in enough freeways and we can't continue to resolve the issues with our growth by continuing to pour concrete across our region, separating our communities from everything else by torrents of steel and exhaust. Despite the massive amount of money necessary to fund this expansion, it does little support those of us who cannot drive. Despite the minor accommodations given for biking, the project would realistically only serve to make this option more difficult and dangerous.</p> <p>I can't imagine that this project, despite the cost and difficulty of undertaking will do much to improve the lives of Utahns in the future, just a short term band-aid for some congestion. I've heard it said that we could fund medical insurance for every child in this state for less than \$6,000,000, an amount that appears to only build an on ramp for this project. Why can't we dedicate these state funds to issues that will more drastically affect and improve the lives of our futures? Sure, maybe we want to keep this money in transportation, but if that is the case, how is it possible that we have this kind of money but the Frontrunner only comes once an hour? This doesn't even speak to the issue of initiating highway expansions alongside Rose Park, an area of the city already cut off from the rest. Can we not repeat the history of the US in initiating highway expansions into neighborhoods like Rose Park?</p>
John Stephens	I-15 Mainline	I-15 Option B	Love b
	I-15 Mainline	I-15 Option B	Why do we need so many lanes? We should be working to decrease our car dependency to improve our air quality, not increasing the ease of driving a car.
Al Hernandez	I-15 Mainline	I-15 Option A	Farmington Option B would require knocking down my home, there are other options that don't require that.
Natalie Musgrove	I-15 Mainline	I-15 Option B	I feel that the HOV lanes have never been used well. Most cities have barricades on these lanes that keep you from weaving in and out. I absolutely hate the idea of switching lanes around. Wrong way drivers are already an issue... let's get the west davis corridor open and see what happens with traffic. Highway 89 open fully would help as well
Nancy Noble	I-15 Mainline	I-15 Option B	<p>I have seen this reversible lane concept work in other metro areas. I do have concerns, as traffic seems to be quite heavy in both directions during both rush hours.</p> <p>As a safety concern, the HOV/HOT lane is probably the largest traffic hazard is the unregulated traffic paying no attention to any of the rules for or about the lane. People cutting in and out over double white lines, people hauling trailers, single drivers in the lane just to get ahead of other traffic. In the 8</p>

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Name	Section	Alternative	Comment
			years that I have commuted from Davis County to the Southern end of Salt Lake County, daily, even during COVID, I do not recall seeing even one car pulled over for anything related to that lane. Why spend \$\$\$ on more construction when you have real estate that is not being used legally or to the extent they are intended to. Either enforce the HOV lanes, and make the penalties count, or open them to all traffic.
Jade	I-15 Mainline	I-15 Option A	Option a!!!!
	I-15 Mainline	I-15 Option A	Improving public transit, more specifically improving the reliability and speed of Frontrunner, would be as good if not better than an extra lane.
	I-15 Mainline	I-15 Option A	Against both options as it expands the freeway for distance travelers over those who use the freeway locally. The EIS alternatives fails to show impact of number of vehicles, noise levels, pollution generation. That all should be considered when projects are so close to homes.
	I-15 Mainline	I-15 Option B	Against both options as it expands the freeway for distance travelers over those who use the freeway locally. The EIS alternatives fails to show impact of number of vehicles, noise levels, pollution generation. That all should be considered when projects are so close to homes.
DONALD J HOLLEY	I-15 Mainline	I-15 Option B	I do not like HOV lanes toll or otherwise, I think any passenger vehicle should be able to use all lanes. In one state I traveled to they had reversible lanes like option B which seemed to help with rush hour traffic. If I had to chose one option it would be B.
	I-15 Mainline	I-15 Option B	A is best. PLEASE add another off ramp just past Parrish and before the new west corridor off ramp to alleviate Market Street and 400 W congested traffic in Centerville. It is a horrible off ramp design that has too many cars crossing over each other to go to various retail establishments on both sides of Parrish and to people's homes up 400 West. Learn how to spell HOV lanes?
	I-15 Mainline	I-15 Option B	Reversible HOT Lane will help flow the heavy commute traffic which is always one direction in the morning and the opposite in the afternoon
	I-15 Mainline	I-15 Option A	Public transit would be so much more beneficial!!!!
Doug Stoddard	I-15 Mainline	I-15 Option B	I like the idea of reversible lanes, however with the recent surge in wrong way drivers, would this just create a new opportunity for confusion? I do like the concept of the HOT lanes being barrier separated.
	I-15 Mainline	I-15 Option A	All new or redesigned interchanges should be SPUI, they function the best and are easiest to navigate. It's weird that some options have SPUIs and some do not. SPUI all the way no matter what. I'm surprised to see there is no mass transit plan here. Where are the trains, light rail and bus lanes? There is a serious lack of consideration for induced demand. More lanes means more traffic. How are you making the roads safer by adding lanes? Where is the long term green infrastructure? You are doing the same dumb moves that have cause problems in the past. It's time to be forward thinking and revolutionary. Get your heads out of the past.
Cooper Brasen	I-15 Mainline	I-15 Option A	I think you're looking at the wrong area here. To my eye I15 is fine if you can make improvements to Legacy Pkwy. I15 cuts through residential areas and

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			increased traffic from the additional lane would increase noise and traffic, as proven everywhere. This degrades communities and ruins neighborhoods. Legacy Pkwy runs through mostly open fields and industrial parks, where few live. Upgrading the parkway would result in minimal disruptions and fewer pissed off NIMBYs. In chess, you have to look at the whole board. As I see it, the I15 project is just another peice, and will give the people no advantage.
Annie Carlile	I-15 Mainline	I-15 Option A	I honestly think, and so do many others, that neither of these options are productive for I-15. Plenty of other urban areas in the United States, such as southern California and Texas, show that adding lanes of traffic to busy freeways don't improve traffic flow because they don't resolves the root of traffic issues, which is that we need to provide better and more reliable non-automobile commuting options, especially for residents north of Salt Lake City. The money for this project should instead be used to expand bus and TRAX lines for residents to make them a more convenient option. Utah already struggles with our inability to choose expansion options that actually benefit the residents (rather than the auto industry) and that don't further decimate our already fragile and depleting natural resources. Why are we continuing to try and make automobile centered cities work when clearly they are not viable in the long run and cost taxpayers nothing but billions and billions of dollars every decade?
Annie Carlile	I-15 Mainline	I-15 Option B	I honestly think, and so do many others, that neither of these options are productive for I-15. Plenty of other urban areas in the United States, such as southern California and Texas, show that adding lanes of traffic to busy freeways don't improve traffic flow because they don't resolves the root of traffic issues, which is that we need to provide better and more reliable non-automobile commuting options, especially for residents north of Salt Lake City. The money for this project should instead be used to expand bus and TRAX lines for residents to make them a more convenient option. Utah already struggles with our inability to choose expansion options that actually benefit the residents (rather than the auto industry) and that don't further decimate our already fragile and depleting natural resources. Why are we continuing to try and make automobile centered cities work when clearly they are not viable in the long run and cost taxpayers nothing but billions and billions of dollars every decade?
Ambreen	I-15 Mainline	I-15 Option A	Hi, I do not support this expansion because it mainly affects the west side communities, furthering dividing the east and west side, and creating more industrial and less walkable areas, not to mention increase in noise and sound pollution in the area. The money instead should be used for increasing public transport routes, making streets more walkable and cleaning the area on the west side so it's more accessible.
	I-15 Mainline	I-15 Option B	We oppose Plan B. We are 82 and 83 years old, we can no way relocate. There are off and on ramps on 200 W. And Legacy ramps very close.
Angela Steele	I-15 Mainline	I-15 Option A	Please do not do this project, in version A or B. Studies have shown that widening lanes does nothing to reduce traffic and just induces demand. Widening I-15 will do nothing to reduce commute times and by not doing projects that encourage mass transit, Salt Lake's air quality will continue to worsen. (Link: https://rmi.org/more-lanes-do-not-mean-less-

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			<p>traffic/#:~:text=Why%20does%20this%20happen%3F,temporarily%20generated%20by%20highway%20expansions)</p> <p>I lived in Houston for multiple years and I would regularly spend an hour trying to go 3 miles to work, despite having the most freeway lanes of any city in the country. Bear in mind that 3 miles is an easily bike-able distance if the proper infrastructure would have been in place. The air quality in Houston was also so bad that I would have to stop and walk while on runs because my lungs hurt from the overwhelming smell of gas vapors around certain streets. Given that Salt Lake is a hub for outdoor enthusiasts, we need to protect our air quality to keep our mountain tourism alive. This means that we need to focus on building out TRAX, the Frontrunner, bike infrastructure, and separated bus lanes, so that we are able to move people safely and efficiently while creating less pollution.</p>
	I-15 Mainline	I-15 Option A	Both horrible options that will need another billion dollars to 'repair and maintain' every 20 years
	I-15 Mainline	I-15 Option B	<p>How anyone thought of, or let alone spent the time to design this poorly conceived option should be immediately terminated from employment for wasting valuable tax dollars. Thinking that disrupting an entire community was a good idea shows how out of touch with the community and reality the designers and administrators of this project truly are.</p> <p>Trying to copy miserably failed designs as shown in other states, or if preferred something closer to home so to speak like the design that was implemented on 5400 S in Taylorsville, UT, shows that no one who was involved in the design or implementation of said design actually physically utilizes that roadway.</p>
	I-15 Mainline	I-15 Option B	In San Diego on Interstate 15 the reversible HOt lanes are so helpful.
Trevor Jensen	I-15 Mainline	I-15 Option B	I think a reversible lane would be great!
Matt Hastings	I-15 Mainline	I-15 Option B	I'm honestly shocked Utah would consider reversible HOT lanes! Utah drivers are so terrible they will just collide into the moveable barriers. Aside from that, our traffic is bad in all directions regardless of the time of day. Why would UDOT not considered a CD system like on I-15/I-80 in Salt Lake, and I-15 in Sandy? The CD system has made a significant positive impact to these portions of freeway! And I'm sure it would through Farmington too!
Matt Hastings	I-15 Mainline	I-15 Option B	<p>Additional comments about option B. I support the idea of adding an interchange at Glovers Ln, however the interactive map shows the proposed intersection for Frontage Rd immediately adjacent to the SPUI stoplight, this will cause serious problems and congestion as traffic increases. I would suggest three alternatives to this:</p> <ol style="list-style-type: none"> 1. Find a way to incorporate Frontage Rd into the SPUI. 2. Combine options B & C to allow access to both 200 W and Glovers Ln via an I-15 while eliminating or moving the Frontage Rd connection.

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Name	Section	Alternative	Comment
			3. Remove Frontage Rd connection to Glovers Ln and create other alternative routes that allows 1200 ft before the next intersection after the SPUI.
Ernest Sanchez	I-15 Mainline	I-15 Option A	How far into 400 south does this lane widening go?
Gene Hayes	I-15 Mainline	I-15 Option B	I like the idea of the separated HOT lanes, but widening the freeway will not reduce traffic. If anything, it will encourage more people to use the highway and increase congestion. (https://rmi.org/more-lanes-do-not-mean-less-traffic/#:~:text=Through%20the%20heavily%20studied%20effect,temporarily%20generated%20by%20highway%20expansions.)
	I-15 Mainline	I-15 Option B	Option B should absolutely NOT even be an option, on top of destroying entire neighborhoods. It will add over 30 lanes of highway in under a mile at the narrowest part of the great salt lake if you could legacy and WDC. If anyone who worked at UDOT lived here they would already be frustrated enough by the amount of noise produced, adding more lanes will only make it louder, pollute more and be detrimental to the Farmington community. You haven't even finished WDC yet. Why expand when that was point of WDC to alleviate traffic. There is zero need to turn out community into this mess. I challenge Udot to come out and evaluate the noise pollution already occurring. Multiple studies have been done on the impact of noise pollution and car pollution on children. and they're not good. This will absolutely be a blight on the community. If you want to ease traffic work with UTA and maybe consider building a west side frontage road. The only time traffic gets bad in this location is when there is a bad wreck that shuts down the entire highway and adding more lanes won't help that. But a west side frontage road might. Don't turn us into Texas or china with their super freeways. If you want to look at expansion look to the west at Tooele where there is actually a need for a wider highway or more options into SLC. Not Farmington,
Lori Smith	I-15 Mainline	I-15 Option A	I like this one best, affects fewer homes and has bicycle crossing on both sides of parrish
	I-15 Mainline	I-15 Option B	Great option. Use the lanes for both commutes. It is hard to see the other side during traffic and no one using lanes because they are not need for that commute. however the other direction is plugged
	I-15 Mainline	I-15 Option A	As a planner and urban designer, I am disheartened that despite knowing the impacts of freeway widening and that ultimately, more lanes just bring more traffic, that this project is continuing a decades-long legacy of car-centric, community destroying practices. I think the pedestrian and bicycle improvements in the plan, the new underpasses and the stitching back together both sides of the freeway are excellent and we need more of that. The additional lanes are not something that we should be doing. \$1.6 Billion for this and \$0 for Frontrunner and TRAX expansions and extensions is incredibly unoriginal and yet simultaneously maddening. If there is absolutely no way to reassess priorities, then obviously Option A is the best solution- with nearly 20' less impact along the entire route.
Kari Ellis	I-15 Mainline	I-15 Option A	None of these options are good - I can't even imagine the noise Rose Park residents will have!!

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			Just stop allowing building permits - we are full!
Ali Avery	I-15 Mainline	I-15 Option A	I believe Option B will be too confusing for motorists. We already have many problems with wrong-way drivers on both I-15 and Legacy Hwy in Davis County and this could exacerbate that issue. Additionally, I don't think that further expansion is the solution to traffic congestion problems. I think that better public and active transportation options need to be explored rather than continuing to expand the freeway further. I prefer Option A with less right-of-way expansion needs.
Reed Tidwell	I-15 Mainline	I-15 Option A	The HOT lanes are much less useful than the regular lanes. During rush hour, the number of cars able to use the HOT lanes AND going clear through from Kaysville to Salt Lake will be small... It will not take a very small percentage of the cars out of the regular lanes. Option A would be much more effective if the center commuter lanes were general purpose lanes as it would carry much more traffic.
Sheri Tidwell	I-15 Mainline	I-15 Option A	I prefer Option A over Option B. However, I would like to see another GP lane in each direction with the 242' width.
Reed Tidwell	I-15 Mainline	I-15 Option B	I think option B is better because it provides more flexibility for freeway usage by those who are getting on and off between SLC and Kaysville , and at all hours.
	I-15 Mainline	I-15 Option B	Option B: The use of the Reversible Lanes would be better utilized with GP lanes. There are not many commuters that would use this. You would find that this doesn't help traffic and in a few years you'd be tearing out the barriers.
Bill Tarver	I-15 Mainline	I-15 Option A	We should stick with option A. We already have issues with head-on coalitions. No need to confuse more drivers and have more facilities on our roadways.
	I-15 Mainline	I-15 Option B	1-15 Mainline Option B: I don't like the reversible HOT Lanes, I don't believe that they will be used much. I don't like that you only have access at the endpoints.
	I-15 Mainline	I-15 Option A	Why not make the reversible lanes GP lanes?
	I-15 Mainline	I-15 Option B	Option B seems better for overall flexibility
	I-15 Mainline	I-15 Option B	1-15 Option B: I really don't like that you can only access this from the two end points. That eliminates a lot of users. Making them a HOT Lane is also less usable.
	I-15 Mainline	I-15 Option B	I do support this option. It makes sense to utilize the HOV lanes for peak commuter flow. While I support decreasing bottlenecks by the roadway design (i.e., 10 lanes across at 5300 S, then 8 lanes across at 400 S, then 12 lanes across at between I215 and 2600 S (Bountiful)), this does not decrease traffic overtime. Induced demand.
Jeremy Christensen	I-15 Mainline	I-15 Option B	In my brain it definitely makes more sense to give extra Lanes to the busier flows of traffic at the different times of day.

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Name	Section	Alternative	Comment
Gary Sharp	I-15 Mainline	I-15 Option B	I am concerned with the need for additional freeway width with the existing homes. I hope this can be mitigated. I prefer this option. The current HOV lanes are not full utilized during peak hours, in either direction.
	I-15 Mainline	I-15 Option A	Utah drivers are too stupid to understand Option B, causing more head on collisions.
Robert R Schaefermeyer	I-15 Mainline	I-15 Option A	Option A provides the best benefit with the least impact to the environment. This option will most likely be the least expensive as it would not require the additional purchase of 16 feet of right of way. Option A is also favored by this motorist because it keeps the HOT lanes the same across the entire length of Interstate 15
	I-15 Mainline	I-15 Option B	Holy crap this is so many lanes. Why do we think widening the freeway is going to be helpful? How much will this cost? Have we thought about expanding Trax and bus routes and making them easier to use to commute and get around? I wish we could be more innovative with solutions.
	I-15 Mainline	I-15 Option A	Prioritize compact options.
Sam Draney	I-15 Mainline	I-15 Option B	Will at any point of the corridor will the train lines need to move more west? If so will a sound wall need to be installed? How close can the train lines be to the interstate to be considered safe.
Spencer C Gundersen	I-15 Mainline	I-15 Option A	<p>I have high concerns about both highway alternatives as a local resident, born and raised in Salt Lake City. The public commenting period is far too small, and seems to be deviously placed over a holiday season to sneak by with less attention.</p> <p>How many homes will be displaced by this expansion, why is our DOT focused on expanding inefficient, high pollution, dangerous methods of transportation? Why is it so easy to set aside billions for automobile based transit systems but we can never get an expansion of our TRAX or other UTA lines?</p> <p>Please reconsider any sort of expansion of any highway network and look into expansion of public transit. Extend the time available for public comment.</p> <p>Salt Lake City already has a reputation for having some of the best medical care in the world. Why can't we do the same thing with our transit networks? This project is short sighted, out of touch, and frankly disrespectful to all SLC residents.</p>
Andrew	I-15 Mainline	I-15 Option A	I want option A
Daniel Wells	I-15 Mainline	I-15 Option A	Prefer to keep existing HOT lane layout
Celeste Tholen Rosenlof	I-15 Mainline	I-15 Option B	<p>I'm a resident in Rose Park just a block from the freeway, and I'm writing to oppose—full stop—the expansion of I-15 from SLC to Farmington but *especially* option B.</p> <p>In addition to the questions around the study's accuracy, it would impact the community in the following ways:</p> <ul style="list-style-type: none"> - People—my neighbors and maybe me—would lose their homes during a

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			<p>housing crisis. Relocation within the valley would be challenging, or for some, impossible.</p> <ul style="list-style-type: none"> - Worsened air quality on Salt Lake's west side, which is already the subject of an EPA study. - Noise, pollution, waste, traffic, and other inconveniences that come with prolonged construction. - Long-term environmental impacts of putting more cars on the road rather than investing in infrastructure (like transit). <p>Also, frankly, I'm livid about this process. Though my house could be in the line of eminent domain, I have received zero communication about this and opportunities for comment. I saw no signs around the neighborhood about the meeting at Rose Park Elementary, received no mailers inviting me for public comment, and nobody has tried to reach me in any other way that I'm aware of. The invitation of public comment feels like a rote farce rather than an opportunity to engage the communities that would bear the brunt of this project's impact. The only reason I found out was from a neighbor who is involved in a group promoting biking in SLC. Clearly, this public engagement process is broken.</p>
Larry Pontarelli	I-15 Mainline	I-15 Option B	<p>The segregated reversible HOT lanes make more sense than the Option A HOT lanes for both safety and flow. Ideally all thru traffic (not exiting anywhere from Farmington to 400 South) uses these lanes which eliminates HOT lane to GP lane changing and makes the GP lanes more dedicated to local traffic. My question is how can the use of these segregated "express lanes" be incentivized for as much "thru" traffic as possible? The more "thru" traffic not in the GP lanes the better!</p>
	I-15 Mainline	I-15 Option A	<p>Our HOT lanes don't fill up that much. A double lane that reversible would be nice in theory but I don't think it will alleviate much for us. California it does but not here.</p>
	I-15 Mainline	I-15 Option A	<p>Please don't expand the freeway. This tactic has never, anywhere in the world, reduced traffic. Rather, it just creates more space for congestion. Traffic is solved by getting cars off the road. Please spend this money on transit expansion. Please. That will reduce traffic, improve air quality, and free space for humans, instead of cars.</p>
	I-15 Mainline	I-15 Option B	<p>Widening freeways has always proved to bring more traffic. If we want to alleviate traffic we need to focus on getting cars off the road and more people riding transit. The money would be better spent expanding transit to make the services more useable and convenient than it would be on expanding the freeway. We would reduce air pollution, provide jobs, permanent jobs not just temporary construction jobs, provide more community connection and alleviate traffic all at the same time. Please do not expand the freeway. It will only make things worse as it has always proven to do when a freeway has been expanded anywhere in the world. It also takes land that could be used for people instead of cars.</p> <p>I selected option B, however I intend this comment to apply to both options.</p>

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Stan H	I-15 Mainline	I-15 Option B	<p>I live in Farmington and work in SLC, near the Capital. I also fly frequently for work, requiring me to take either I-215 in North Salt Lake or I-80 West in SLC. Reversible HOT lanes that only allow access on either end only improve the commute for those living north of Centerville and traveling to 400 S or further. Those working on the north side of downtown, traveling west to the airport, or entering the interstate south of Centerville will not have access to these lanes unless they go out of their way to use them. I normally use the Beck Street exit, as do a large number of cars every day, and all of these travelers would not be able to use the HOT lane, decreasing the motivation to carpool. The flexibility to enter and exit the carpool lane every couple of miles is one of the primary advantages of such a system.</p> <p>When I have traveled to areas that have reversible HOT lanes, these roadways remain unutilized for 16-20 hours of each day, while a standard carpool/HOT lane is available for use 24/7, including when congestion is high during non-rush-hour periods due to events (sporting events, etc), accidents, and holiday travel. Holiday weekends can be a very high traffic period in either direction and standard HOT lanes will be superior for managing congestion during those times. Losing the standard carpool/HOT lane during those times will worsen congestion.</p> <p>Additionally, the reversible HOT lanes provide a physical separation in the road so that the extra lanes are not useful for relieving congestion during traffic accidents that restrict the lanes available, and require 6 shoulder areas instead of just 4.</p>
	I-15 Mainline	I-15 Option B	Option B
	I-15 Mainline	I-15 Option B	Option B gives most flexibility. If we're doing to do it we might as well do it right the first time.
Jahn P Curran	I-15 Mainline	I-15 Option A	<p>Please for the Love of Pete, do NOT approve this I-15 expansion project thru North Salt Lake up to Farmington. Better use of \$1.5 billion would be to increase the number of train cars/schedule for Fronrunner, or add a TRAX spur in this area with increased number of cars/schedules. And until the TRAX line is completed, you can double the number of bus lines and schedules through this corridor, with expanded park and ride lots along the route.</p> <p>Please stop spending money that will encourage or embrace more cars in the Wasatch Front-- did you not see the dirty, smoggy air today? It was disgusting!! My children and grandchildren deserve to breathe cleaner air, not more of the same polluted air with increased automobile traffic. Moreover, I do NOT support any route of I-15 that applies "imminent domain" and takes the homes of innocent people living along the route. Please don't do this!!!</p>
Maxwell Murphy	I-15 Mainline	I-15 Option A	<p>This project has severe implications for homeowners in the affected area and should not be advised. By taking property from current residents to widen the I-15 which is already an inefficient highway design. The salt lake city metropolitan area has severe issues with inversion and pollution and creating additional lanes and increasing traffic will just increase the current problems by not incentivising public transportation. Overall hurting homeowners incentivising pollution and not providing an efficient solution make me think</p>

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			that this option should not be persued. Also not having numbers on the numbers of houses that would be affected during the public comment period is not acceptable and does not facilitate the public to be able to make an effective decision.
Maxwell Murphy	I-15 Mainline	I-15 Option B	This project has severve implications for homeowners in the affected area and should not be advised. By taking property from current residents to widen the I-15 which is already an inefficient highway design. The salt lake city metropolitan area has severe issues with inversion and pollution and creating additional lanes and increasing traffic will just increase the current problems by not incentivising public transportation. Overall hurting homeowners incentivising pollution and not providing an effcent solution make me think that this option should not be persued. Also not having numbers on the numbers of houses that would be affected during the public comment period is not acceptable and does not facilitate the public to be able to make an effective decision.
Jordan Bernhardt	I-15 Mainline	I-15 Option A	This comment is for both options: Too many lanes! Countless studies have shown that adding more lanes does not improve traffic conditions and instead induces further demand. The reason for the current traffic is that there were too many lanes built before. It seems to me that UDOT may be aware of this and is building these additional lanes in order to induce demand so they can build more lanes in the future. Job/industry preservation at its finest. Please stop wasting my tax money on unnecessary road expansion.
Jordan Bernhardt	I-15 Mainline	I-15 Option B	This comment is for both options: Too many lanes! Countless studies have shown that adding more lanes does not improve traffic conditions and instead induces further demand. The reason for the current traffic is that there were too many lanes built before. It seems to me that UDOT may be aware of this and is building these additional lanes in order to induce demand so they can build more lanes in the future. Job/industry preservation at its finest. Please stop wasting my tax money on unnecessary road expansion.
	I-15 Mainline	I-15 Option B	I really dislike both. Why does everything have to be so wide and take up more space?
Collin Anderson	I-15 Mainline	I-15 Option B	Adding additional lanes is a bandaid that will help for a few years. It'll just induce more demand to drive and worsens our air quality and traffic problem.
Brandon Dayton	I-15 Mainline	I-15 Option A	I am opposed to any freeway widening as it induces demand for automobile use. It will increase pollution, vehicular violence, and be expensive to build and maintain. It creates long-term liabilities without providing any real long-term benefits.
	I-15 Mainline	I-15 Option A	I thought it was common knowledge that adding lanes is not a solution to traffic. How about using the funds for mass transit instead? I'm commenting about both options, even though you've set this up to not allow this option.
Brandon Dayton	I-15 Mainline	I-15 Option B	I am opposed to freeway widening. I made a similar comment in regard to Option A. Neither of these options should include any freeway widening. We do not need to incentivize automobile usage.
Gretchen Devine	I-15 Mainline	I-15 Option A	We should not be expanding I-15 at all. It is not clear how increasing the size will affect surrounding neighborhoods and homes. Increased investment in public transportation with new UTA routes and train services is better for our

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			environment. Especially with our air pollution problems. This is the wrong choice of the future and health of the Salt Lake valley.
	I-15 Mainline	I-15 Option A	Stop building more Lanes. Invest in public transit instead. More Lanes lead to more traffic not less. Numerous studies have documented the phenomenon known as induced demand in transportation: Basically, if you build highway lanes, more drivers will come. And yet, transportation agencies rarely account for this effect when planning road projects.
Jack Weis	I-15 Mainline	I-15 Option B	The reversible lanes are clearly the right choice here. Much more ability to handle directional traffic.
	I-15 Mainline	I-15 Option A	I like option A because I don't like the idea of the reversible HOT lanes in option B.
	I-15 Mainline	I-15 Option B	I15 should not be widened. If UDOT cares about the health and safety of utahns this will not happen. it will ruin air quality, increase traffic, and divide communities. frankly im disgusted that this is even a conversation.
Spencer Bagley	I-15 Mainline	I-15 Option A	Don't widen the freeway. Invest money in public transit instead.
Meredith Muller	I-15 Mainline	I-15 Option A	No no no to widening I-15 - PLEASE. Any (slim) benefit to drivers will be outweighed by the damage to our communities. LESS ROADS. LESS CAR DEPENDENCY. Please invest in public transit. Make changes that push people to be less car dependent and provide them real options to take bus, trax, and fronrunner. I live 300 feet from I-80 in South Salt Lake. It is SO loud, it smells awful. It devalues my home. Do not widen I-15. It will not help. We need fewer cars the road, which means we need robust and reliable public transit, more walkable and bikeable communities.
Bison Messink	I-15 Mainline	I-15 Option A	I'm opposed to any further widening of I-15. More lanes will only lead to more auto traffic, air pollution, and disruption to communities and neighborhoods. We need to invest in smarter, greener, safer transit solutions.
	I-15 Mainline	I-15 Option A	Do not widen I-15. Invest in public transportation to reduce pollution and help improve air quality.
Karen Potts	I-15 Mainline	I-15 Option A	I am opposed to both options. Both them will require the demolishing of homes, businesses and churches (the Guadalupe Church specifically) west of I-15 and east of I-15 in Salt Lake City. The west side of SLC is already experiencing the loss of affordable housing. Where would these people find other housing? UDOT and the State need to work with UTA to consider options for expanding mass transit and making is user friendly so that people would actually use it. If our State leaders were really interested in the long-term future of the growing capital city they should look long and hard at the Rio Grande plan (to put rail, etc., underground). As a child living on 700 West I already saw the displacement of folks on the west side when I-15 was originally built. Westside residents should not shoulder the burden the negative impact the widening of I-15 will bring. I currently live one and a half blocks from I-15 in the Poplar Grove

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			neighborhood and am sure to be impacted. Also, please extend the comment period. Thanks you.
Karen Potts	I-15 Mainline	I-15 Option B	I am opposed to both options. Both them will require the demolishing of homes, businesses and churches (the Guadalupe Church specifically) west of I-15 and east of I-15 in Salt Lake City. The west side of SLC is already experiencing the loss of affordable housing. Where would these people find other housing? UDOT and the State need to work with UTA to consider options for expanding mass transit and making it user friendly so that people would actually use it. If our State leaders were really interested in the long-term future of the growing capital city they should look long and hard at the Rio Grande plan (to put rail, etc., underground). As a child living on 700 West I already saw the displacement of folks on the west side when I-15 was originally built. Westside residents should not shoulder the burden the negative impact the widening of I-15 will bring. I currently live one and a half blocks from I-15 in the Poplar Grove neighborhood and am sure to be impacted. Also, please extend the comment period. Thanks you.
Richard Austin Galbraith	I-15 Mainline	I-15 Option B	How far south into salt lake county will this project extend?
	I-15 Mainline	I-15 Option A	I-15 should not be widened by any amount. Climate change and local air quality are primarily impacted by vehicle miles traveled (VMT). Widening freeways will increase VMT, therefore it should not be done. Increasing local pollution also has measurable effects on IQ, heart attacks, and earlier onset of dementia. Increasing VMT worsens pollution, which will worsen Utah's health. Widening highways is irresponsible and immoral. It negatively impacts local, regional, and statewide communities.
	I-15 Mainline	I-15 Option B	I-15 should not be widened by any amount. Climate change and local air quality are primarily impacted by vehicle miles traveled (VMT). Widening freeways will increase VMT, therefore it should not be done. Increasing local pollution also has measurable effects on IQ, heart attacks, and earlier onset of dementia. Increasing VMT worsens pollution, which will worsen Utah's health. Widening highways is irresponsible and immoral. It negatively impacts local, regional, and statewide communities.
	I-15 Mainline	I-15 Option A	Widening the freeway will only make traffic worse. We should be investing in transit instead of roadways.
Max	I-15 Mainline	I-15 Option A	I strongly OPPOSE both options. UDOT needs to re-examine it's vision for Utah. As a lifelong resident, what you are proposing here is not sustainable. This is a band aid solution. With frequent news of poor air quality and rapid

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			growth, UDOT needs to focus its efforts on cleaner alternatives in existing transit expansion. As a world traveler, the routes and frequency of our transit system are the worst for a city our size and growing. I am not alone in the desire for leaders and agencies to redirecting these funds toward double tracking frontrunner and making things such as the Rio Grande Plan a reality. We are an autocratic state and these options only displace residents, and contribute to pollution and hazardous environments for pedestrians.
	I-15 Mainline	I-15 Option B	Please provide a "do nothing" scenario. Widening the freeway at the cost of residents should be the absolute last resort and UDOT hasn't shown this is a necessary project
	I-15 Mainline	I-15 Option A	Neither. Invest in public transit and quit expanding the freeway. Leave people's homes alone.
	I-15 Mainline	I-15 Option A	I think both directions should get their own HOT lane. Not everyone travels in the same direction at rush hour. Plus reversible lanes in a state that has never had them seems risky.
Samuel Ball	I-15 Mainline	I-15 Option A	<p>A freeway expansion from SLC to Farmington will have far reaching negative impacts on the communities it passes through. Air quality will suffer as a larger freeway will encourage more people to drive. Communities will continue to be separated and destroyed by the physical boundary the freeway imposed on the community. Because of geographic constraints, South Davis County has limited buildable area and a freeway expansion would make that even worse. If this development pattern continues, South Davis communities will bear the brunt of these consequences. Our communities will become merely a pass through communities.</p> <p>South Davis County residents would like to see increased funding to expand UTA services instead of more vehicle traffic lanes. South Davis BRT, expanded bus service, more frequent Frontrunner service, and more affordable fares would better handle the forecasted growth of the area. Mass transit expansion is the best solution in dense area such as South Davis County.</p>
David Pedersen	I-15 Mainline	I-15 Option A	<p>My comment is simple: don't undertake the expansion. All it would do is create more induced demand and necessitate another expansion down the road (no pun intended).</p> <p>There should be an Option C - electric rail. Rail is how Utah can fix its congestion issues, NOT roads.</p>
Michael K	I-15 Mainline	I-15 Option A	<p>We do not need more lanes on the highway. We need more investment in public transit, social housing, and walking/biking transportation infrastructure.</p> <p>Even worse, this project would shamefully pollute the air and demolish the homes of residents of the West Side of Salt Lake City.</p> <p>This is completely the wrong approach.</p>
Michael K	I-15 Mainline	I-15 Option B	We do not need more lanes on the highway. We need more investment in public transit, social housing, and walking/biking transportation infrastructure.

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			Even worse, this project would shamefully pollute the air and demolish the homes of residents of the West Side of Salt Lake City. This is completely the wrong approach.
	I-15 Mainline	I-15 Option A	Option A seems more simple
	I-15 Mainline	I-15 Option A	I am against any expansion that will use eminent domain that will take homes and businesses from established neighborhoods. This is not the 1950s or 1960s when highway departments can take property in close in neighborhoods for the benefits of those further out. We now know what harm that does to communities. It's as if UDOT is ignoring 50 years of transportation planning and research in this project.
Aaliyah	I-15 Mainline	I-15 Option A	I'm going to lose my home because of this project and I have no where else to go because rent in Salt Lake City is unaffordable. I don't want to lose my home I love my home
NB	I-15 Mainline	I-15 Option A	No, no, no to both plans/alternatives. Please invest in getting people OUT of their cars. Double track front runner, more buses (electric), more frequent scheduling of public transportation. Make public transportation the desired choice for the public, PLEASE.
jonathan A boxer	I-15 Mainline	I-15 Option A	why not put this money into expanding service and tracks of the Fronrunner?
Madison	I-15 Mainline	I-15 Option A	Widening the highway will likely induce demand, increasing urban sprawl and not solving traffic issues in the long run. Therefore, I'd like to see minimal expansion of our freeway systems and would like to see more money put into regional transit.
Tyler Peck	I-15 Mainline	I-15 Option A	I disagree with any of the options for widening I-15 in Salt Lake City limits. This is short sighted and unnecessary. We are already suffering from pollution and you are encouraging people to continue to commute in vehicles from outside city and county limits. This money could be spent on improving public transportation. What evidence do we have that this will be necessary? Many jobs are already remote and are reducing the need for travel
	I-15 Mainline	I-15 Option B	Spend money on public transit not widening the freeway There's already a housing shortage and you are throwing people out of their homes an on to the streets! People would take public transit if it was more feasible. This is just adding to something that is already a problem. Boo state of Utah. Boo
	I-15 Mainline	I-15 Option A	Prefer option A if the highway must be expanded. That would allow locals to use the HOV, require less ROW needed. Option B would be of no benefit to the communities impacted.
Nathaniel	I-15 Mainline	I-15 Option A	Expand the front runner, more trax options. You could even create projects that would put the front runner, future trax underground to keep existing homes, businesses in place.
	I-15 Mainline	I-15 Option A	If you are going to disrupt the traffic for this massive construction project, do the option that will make the most sense long term. Widen the freeway with

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			the maximum number of lanes. You may need them in the future, and will maybe extend the time between this and another major construction.
	I-15 Mainline	I-15 Option A	In nearly every instance nationwide when new lanes are added to the free way traffic does not improve. It gets worse. Rather than spending millions on a freeway expansion that will just increase danger as folks attempt to cross six lanes of traffic, perhaps we could invest in our public transit to make it a viable alternative to driving for more people.
	I-15 Mainline	I-15 Option B	In nearly every instance nationwide when new lanes are added to the free way traffic does not improve. It gets worse. Rather than spending millions on a freeway expansion that will just increase danger as folks attempt to cross six lanes of traffic, perhaps we could invest in our public transit to make it a viable alternative to driving for more people.
	I-15 Mainline	I-15 Option A	I don't think we should be focusing more on the highway, but rather on increasing public transportation opportunities like those suggested in the Rio Grande Plan. Why are we creating more room for automobiles when we already have such horrible pollution? Why are we making life easier only for those who use cars, versus people who rely on public transportation to get to their employment, groceries, medical care, etc? Why are my tax dollars being used to make the problems we already have even worse?
Corey Andrews	I-15 Mainline	I-15 Option B	My two cents. To get right to the point. Option B the reversible carpool lanes, is just stupid. Your adding two emergency lanes, when those lanes could be used for normal lanes of traffic. And it only benefits those going to salt lake and back. Have you done studies of what percentage of the traffic uses the carpool lanes now? I'm guessing close to 10%. If it's set up like option B then I expect less than that. For example I work in North Salt Lake and wouldn't be able to utilize these lanes. And point two with this example. You're eliminating exit 314. Why? To make the traffic heavier in more places? You maybe be making improvements to 400N, 500S, and 2600S exits. But is that going to matter when there's one less exit. I suggest making improvements to center street. Wider in both directions. To accommodate peds, bikes, and VEHICLE traffic. Any thoughts of running center street above or below the railroad tracks? And the intersection at center street and Main Street needs a traffic light. And you could make a intersection just south of the North Salt Lake police station. Squared off to US89. There is a empty lot there. And then you could probably make center street between Main Street and US89 a one way. Anyway back to I-15. If you haven't noticed the attitudes of Utah drivers is getting worse. Mix that in with new road configurations, and your just asked for more accidents and road rage incidences. And nowhere along the Wasatch front is there reversible lanes. How would travelers NOT get confused? How are you keeping the traffic from going in the opposite direction at the wrong times? Could you put in center dividing wall on those carpool lanes? Then it wouldn't need to be reversed. And adding entrance and exits more frequently on major intersections. And I found out pretty quickly with US89 project from Farmington to I-84. That

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			the public comments really meant nothing. So why don't you just tell us (the public) what your plans are. Your just saving face, making look like your on the public's side. And I think UDOT has to much pull and say in what UDOT does.
Juan Sanchez	I-15 Mainline	I-15 Option B	Could you please consider installing more illumination on I-15 in Davis County it's a matter of safety
	I-15 Mainline	I-15 Option A	Option A doesn't make sense for future growth as the road can't flex to match the demand of the time of day. No matter how many people use the single HOT lane, it can't accommodate for the extra vehicles on the road like an entire extra lane can. The opposite direction of peak traffic will have unused lanes that could be helping lessen the burden of rush hour traffic on the other side.
	I-15 Mainline	I-15 Option B	Having driven on roads in other states that use directional lanes, this is a much better option for the growth trajectory of the wasatch front. In fact, two lanes might be short sighted for the amount of people forecasted to move into the area by 2050. But of the two options proposed, option B is much more scalable for the needs of the area.
Connor	I-15 Mainline	I-15 Option A	We all know that adding any sort of lanes creates induced demand, this is now common knowledge and it is frustrating to see UDOT know this yet do nothing. This is a misguided move. Focus more on transit and active transportation, as those are strictly better alternatives if the goal here is to alleviate congestion.
Tim Matthews	Farmington	Option A: 200 W Ramps	Farmington Option B solves a lot of the problems with the current 200 West interchange. Option B provides the best flow of traffic for N Centerville and S Farmington, for both sides of I-15 as Glovers Lane has an overpass for East and West traffic.
Tim Matthews	Farmington	Option A: 200 W Ramps	200 West has always been an awkward interchange (with no Southbound exit) and does not provide good traffic flow for East and West Farmington (as their is no collector street East and West over freeway street at 200 West, instead there should be an SPUI further South at Glovers Lane to better accommodate N Centerville and S Farmington.
Liz Matthews	Farmington	Option B: Glovers SPUI	Farmington Option B provides best freeway access to Northern Centerville and Southern Farmington. It takes place at Glovers Lane, that already is a collector street for East and West traffic.
	Salt Lake	Option A-R: CD w/ Reversible	We need pedestrian and cycle access on this interchange completely separate from cars, it's so unsafe, I would prefer. a separate pedestrian bridge here going over or under the ramps.
	Salt Lake	Option A: CD	What will UDOT do to replace trees and foliage removed by the expansion? How will they make up for the additional CO2 emitted by the additional demand of driving created through the expansion?
	Salt Lake	Option A: CD	UDOT needs to beautify the highway and mitigate against environmental and health hazards. Please consider adding a green wall along the outside of the highway.
	Salt Lake	Option A: CD	What will be done to mitigate air and noise pollution near this elementary school? The west side of salt lake city hosts most of the cities children.

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Name	Section	Alternative	Comment
	Salt Lake	Option A: CD	Sound pollution is being emitted over north temple because there is no sound barrier. The highway sounds affect the physical and mental health of everyone in this neighborhood, and is worse in the winter due to cooler temperatures pushing the sound waves down. A sound barrier must be added with the expansion.
	Salt Lake	Option A: CD	This intersection does not have proper sound wall barriers currently. How will noise pollution from this interchange be addressed? Given that the interchange is raised above ground level, having sound barriers at the same level as the interchange would be needed to mitigate noise pollution. Having sound walls just behind the homes of where this dot is located will not mitigate noise pollution for the rest of the neighborhood.
	Salt Lake	Option A: CD	I am very concerned that we are planning to remove homes, a buddhist temple and a mosque in order to add lanes to I15. Why are we removing homes in a place desperately needing more housing? Why are we destroying cultural places in Utah's most diverse neighborhood? The I15 historically has separated the the racially diverse and economically suppressed area from the rest of salt lake city. Why would we continue to worsen this problem, further separating the city?
Paul Cutler	Centerville	Option A-R: Diamond w/ Reversible	I like the pedestrian Bridge at Porter Lane. It's important to maintain pedestrian access to the West side of the highway for future access to a potential Front Runner stop (after electrification), trails and park.
Andrew E. Clark	Farmington	Option C: 200 W Full	Never mind about enlarging the park. I see that everything has shifter east ~50 ft.
Andrew E. Clark	Farmington	Option C: 200 W Full	Will Ezra T. Clark Park be enlarged?
Andrew	Farmington	Option A: 200 W Ramps	Is this positioning accurate? Help me understand why 400 West must be moved 100 ft. east.
Doug Stoddard	Farmington	Option B: Glovers SPUI	With a full interchange at Glover lane, I think the intersection at Glover and SR-106 should be included in the study. With the increase in traffic this option would bring to this area, traffic signals here should be considered.
	Farmington	Option A: 200 W Ramps	Why does the project end here? There is just as much congestion through the rest of Davis County. The Kaysville/Layton area sees just as much back-up. This seems like an arbitrary boundary.
	Farmington	Option B: Glovers SPUI	SPUI at Glover seems like an overreaction to a small but vocal subset of the population concerned about access to the high school. The high school does not need a dedicated exit and this size of an interchange is ridiculous in this residential area. Full access to the mainline is covered by option C. The small perceived benefit of this SPUI does not even come close to overcoming the major negative impact to those of us who live here.
Alejandro Mendoza	Salt Lake	Option A: CD	This underpass does not seem to service many people. Seems unnecessary
	Salt Lake	Option A: CD	You should seriously consider the Rio Grande Plan. I do not understand why this isn't being more seriously considered by our state leaders.
Daniel T Brewer	Farmington	Option A: 200 W Ramps	Frontrunner doubletrack corridor must be preserved between Shepard Lane and Park Lane

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Name	Section	Alternative	Comment
Daniel T Brewer	Salt Lake	Option B-R: SPUI w/ Reversible	This proposed connection from Chicago Street is unnecessary and will only make the new intersection more dangerous. It would be better to improve access to Swede Town at 1600 north, and close the road here. The corner lot would then be available for development.
	Farmington	Option B: Glovers SPUI	
Rick Burningham	Farmington	Option B: Glovers SPUI	Everything considered, I believe option B to be the best solution. Would an interchange from Glover's lane to Legacy HWY 67 be possible west of the I-15 Glover's SPUI?
	Salt Lake	Option B-R: SPUI w/ Reversible	An overpass at 1800 north should include access to Warm Springs Road so that the At Grade crossing could be eliminated
Daniel T Brewer	Salt Lake	Option B-R: SPUI w/ Reversible	Does Option B-R have a grade separation from the railroad tracks at 1800 north?
Daniel T Brewer	Salt Lake	Option B-R: SPUI w/ Reversible	A pedestrian underpass under the freeway and the railroad tracks, connecting the Folsom Trail at 800 west via 50 south to 600 west, is needed here
Daniel T Brewer	Salt Lake	Option A: CD	A sidewalk or SUP connection from 600 w up to the overpass is needed in this location
Daniel T Brewer	Salt Lake	Option A: CD	A SUP overpass over the freeway and the railyard, from Chicago Street to Rosewood Park would be a great here
Daniel T Brewer	NSL/Woods Cross	Option B: SPUI	Please consider an overpass connecting Beck Street to the to Warm Springs road and freeway ramps here
Daniel T Brewer	NSL/Woods Cross	Option B: SPUI	This railroad crossing is often blocked by trains and should not be considered as good location for a pedestrian or bicycling path
Daniel T Brewer	NSL/Woods Cross	Option A: Diamond	An Overpass should be built here prior to any increase in lanes on the freeway
Daniel T Brewer	NSL/Woods Cross	Option A: Diamond	This railroad crossing at grade must be separated with an overpass
Daniel T Brewer	NSL/Woods Cross	Option A: Diamond	After closing the railroad crossing, Main Street should connect with either Franklin Parkway or 500 north
Daniel T Brewer	NSL/Woods Cross	Option B: SPUI	This railroad crossing at grade should be closed entirely and Overland Road used as the route to connect 1100 N and Main Street.
	NSL/Woods Cross	Option B: SPUI	Build an overpass or underpass for pedestrians and bicyclists
Daniel T Brewer	NSL/Woods Cross	Option B: SPUI	The crossing needs to be fully separated from the tracks. An Underpass or Overpass for pedestriains at least, if not for automobiles as well. I operate the trains that run through here and we see lots of bicyclists being held up by our trains.
Hayley Hanson	Farmington	Option A: 200 W Ramps	Farmington Option B is a horrible plan. You can't make Glovers Lane a main road or widen it. It will take too many homes and ruin the value of the remaining homes. Traffic is bad enough there with the new High School and the students. Do not take homes or widen Glovers Lane. Perhaps a light at Frontage Road is OK but no widening of Glovers or the taking of homes. DO NOT make this a main exit or main road.

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Name	Section	Alternative	Comment
Michael Hanson	Farmington	Option B: Glovers SPUI	Glovers Lane is busy enough with the new High School and the traffic going there each morning. Farmington option B is a terrible plan which will make Glovers Lane too busy and loud for the established residents. If you are making an exit, you need to move it further north or south. or move the project West where there is more room. Perhaps making frontage road a four lane road would be ok. Don't widen or make Glovers Lane a main road. it also displaces too many homes.
	Salt Lake	Option B: SPUI	Prefer option that has protected pedestrian bicycle on one side to reduce needed additional right of way
	Salt Lake	Option B: SPUI	Prefer option with new exit at 1800 N to reduce truck traffic on residential neighborhood on 600 W
Chandler Bradley	Salt Lake	Option A: CD	Rio Grande plan, frontrunner expansion, and trax expansion are better alternatives than widening the freeway. We cannot simply continue to widen the freeway.
	Salt Lake	Option B-R: SPUI w/ Reversible	I'll only support this project if the Rio Grande Plan is funded alongside it.
Rhett	Farmington	Option B: Glovers SPUI	What I want to understand how the city of Farmington and UDOT would allow a new development to go in only to have a torn down three years later for this project. This is unconscionable and it should've never been allowed. Please help me understand how this happened! Stop because it keeps o my conversation
Rhett Bautista	Farmington	Option A: 200 W Ramps	
Andrew Johnston	Salt Lake	Option B-R: SPUI w/ Reversible	Each of the options south of 600 North in SLC include potential impacts to 700 West between 400-500 North. Any scenario that displaces families or the mosque or temple located there would be unacceptable. That area has some of the lowest median home prices along the wasatch front. There are not viable relocation alternatives and such a decision would only perpetuate numerous historical inequities for that minority community. Asking such sacrifice from such a community for the greater good is disingenuous and morally unacceptable and ought to be avoided. While the proposed improvements to 400 & 500 North east-west underpass options are great, please do not undermine that good with this potential bad.
	Salt Lake	Option B-R: SPUI w/ Reversible	Option B or BR in this instance with an intersection here is a lot better and easier for Trucks getting in and out of the facility along with jumping on the freeway!
	Salt Lake	Option A-R: CD w/ Reversible	This is not a Good option!... Options B are better, having a full light intersection for the trucks will be a lot better
	Salt Lake	Option A-R: CD w/ Reversible	This option is not a good idea, as it doesn't solve the problem already present here with the Curve! Also the Dump Truck problem getting on and off on Beck street would be a nightmare for them.
	Salt Lake	Option B-R: SPUI w/ Reversible	This is a better option than the option A's! Back this new exit off the curve! Getting on further north at the Old location with the Curve causes slow down because people can see around the curve.

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Name	Section	Alternative	Comment
	Salt Lake	Option A: CD	Extend Exit lane, all the way back to Kaysville, just like the Entrance lane on the north side goes all the way to the Exit in Kaysville.
MT	Salt Lake	Option A: CD	This Exit Lane needs to be extended all the way back to Kaysville's 200 North Entrance, or at least the rest area! This is a nightmare with this lane being blocked by people trying to get off at Park Ln.
	Salt Lake	Option A-R: CD w/ Reversible	This choice of logical termini is all wrong. The western and eastern legs of I-80 cannot be considered separately when so much of the congestion in the study area is caused by through traffic on I-80, particularly trucks. These "logical" termini almost seem crafted to avoid addressing that particular issue.
	NSL/Woods Cross	Option A: Diamond	Could a bike underpass be built here rather than using 500 S?
	Salt Lake	Option B-R: SPUI w/ Reversible	Going to tear out more housing here? Seems like a really bad idea.
Eric Baim	Salt Lake	Option B-R: SPUI w/ Reversible	What is the point of the underpass on 500 North if there is not a rail crossing here? It will only impact the community in negative ways
	Salt Lake	Option B-R: SPUI w/ Reversible	Bringing the highway closer to the neighborhood and this elementary school is going to increase direct emissions in the area, reducing the health of the entire neighborhood. Stop this now!
	NSL/Woods Cross	Option A: Diamond	Love the proposal for a bike path leading to this frontrunner station, but would prefer it didn't require the use of 500 S. That's a car-centric street and will be such no matter how many sidewalks you build.
Eric Baim	Salt Lake	Option B: SPUI	What about these houses? We need more housing in this area, not less. Removing homes to build highways is a bad idea
ERIC BAIM	Salt Lake	Option B: SPUI	This is going to increase speeding though this quiet neighborhood and is not needed.
	Salt Lake	Option B: SPUI	This will simply increase traffic through the neighborhood, and not increase access due to the current train situation where they regularly block 500, 400, and 300 north with parked trains
	Salt Lake	Option A-R: CD w/ Reversible	Uhm, there are houses here, do you realize this? houses low income families bought through a first time homebuying program? How dare you consider demolishing them to increase the size of a freeway.
	Centerville	Option A: Diamond	Love the dedicated bicycle alignments - brilliant idea, much better than shoe-horning both bikes and cars onto the same alignment and thereby satisfying neither.
	Salt Lake	Option A: CD	What about these houses here? How dare you consider building over low income houses to let people save a little time on their commute
	Centerville	Option A: Diamond	Prefer an SPUI to a diamond interchange at Parrish Lane: the SPUI is more efficient (in terms of time and in terms of space); this interchange will primarily serve cars however it is constructed. Building bike / pedestrian overpasses along a nearby but different alignment is the correct approach to pedestrian issues here.. Diverging diamond would be even better.

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	Salt Lake	Option A: CD	how are people who live in these homes going to access if you widen the free way so much? Are you going to be tearing out homes in this area? This is a horrible idea
	Salt Lake	Option B-R: SPUI w/ Reversible	I think the buffer and the bike lane are to narrow and both should be widened. Also add some bollards or rumble strips on the edge of the buffer to increase awareness of the bike lane.
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	I think this option is a great improvement compared to what is currently there- a narrow sidewalk and no bike lane whatsoever.
	Salt Lake	Option A-R: CD w/ Reversible	jk yes you can get across the tracks. Still not strictly necessary, though it is cool.
	Salt Lake	Option A-R: CD w/ Reversible	Underpass here would be cool but isn't essential IMO. 300 N isn't all that far away, plus you still can't get across the railroad tracks here.
Ali Avery	NSL/Woods Cross	Option A: Diamond	Please provide a bike/ped connection through this cul de sac on to Village Center Dr
Ali Avery	NSL/Woods Cross	Option A: Diamond	Need safer bike/ped crossing here
Ali Avery	NSL/Woods Cross	Option A: Diamond	Need a break in landscaped island for apartment driveway - will also need a break for future Hatch Park driveway
Ali Avery	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Need safer ped crossings at on and off-ramps
Ali Avery	NSL/Woods Cross	Option B: SPUI	This is a great option to have the bike/ped path completely separated from traffic.
Brandon Dayton	Salt Lake	Option B: SPUI	I like the pedestrian access here. A better long-term alternative would be to convert this section of I-15 to a boulevard.
Brandon Dayton	Salt Lake	Option B: SPUI	I love that this provides additional East West Connections. UDOT should consider how peds and cyclists will be able to cross the train tracks after this.
Brandon Dayton	Salt Lake	Option A-R: CD w/ Reversible	I am opposed to any freeway widening. This will only induce more demand.
Brandon Dayton	Salt Lake	Option A-R: CD w/ Reversible	There is no information on car lane width in the cross-section. UDOT should be exploring alternatives that include narrower car lanes. They will slow down cars and make this intersection safer for peds and cyclists. Our priority should be the safety of people walking and biking, not the comfort of drivers.
Brandon Dayton	Salt Lake	Option A-R: CD w/ Reversible	An on-street bike-lane is not an actually functional bike lane. The vast majority of people will not feel safe about sharing the road with cars and will not use it. For a bike lane to actually be functional it must be usable by a child. I would never allow these bike lanes to be used by my children.
Dave Matney	Bountiful	Option A: Half Diamond	We need a street light here! This is a major crosswalk, next to a somewhat-blind corner, and it's super dark at night.
	Centerville	Option A: Diamond	love the connection to Legacy Parkway trail from the park, great idea
	NSL/Woods Cross	Option B: SPUI	This underpass is a great idea.

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Name	Section	Alternative	Comment
	NSL/Woods Cross	Option B: SPUI	Better bike access to this station is needed, but 500 S is not where that access should be. Consider a dedicated bike crossing of I-15 south of 500 S.
	NSL/Woods Cross	Option B: SPUI	You state that a tight diamond has the worst traffic flow and then choose it anyway. Why? The vast majority of traffic here is vehicular and will be for the foreseeable future.
	NSL/Woods Cross	Option B: SPUI	A dedicated bicycle / pedestrian crossing here would be preferable to attempting to shoehorn one into the interchange to the north of it.
	NSL/Woods Cross	Option B: SPUI	Keep this as a diverging diamond. It works better than SPUIs or diamonds. No pedestrians use this.
	NSL/Woods Cross	Option B: SPUI	This intersection will be hostile to bikes and pedestrians regardless of how it is redesigned. We would be better served designing this for optimal flow of vehicular traffic and locating a dedicated bicycle crossing to the south of it, similar to the situation at 600 N and 500 N in SLC.
	NSL/Woods Cross	Option A: Diamond	Right here would be the logical terminus for a bike / pedestrian crossing from WXHS. Maybe see if he wants to sell?
	NSL/Woods Cross	Option A: Diamond	Now THIS, unlike 2600 S, is a street where bike usage absolutely should be a consideration.
	NSL/Woods Cross	Option A: Diamond	Rather than modifying the 2600 S interchange to make it marginally less hostile to bikes, construct a dedicated bike crossing near Woods Cross High School. 2600 S will never be inviting to bikes, but this could provide a convenient and safe way across the freeway for WXHS students.
	NSL/Woods Cross	Option A: Diamond	Diverging diamonds are efficient (both in terms of time and fuel consumption) and this intersection should use one. This interchange will always be hostile to pedestrians simply due to its size and the volume of traffic it receives; a better approach to minimizing user conflicts is to provide a dedicated bike / pedestrian route along a different alignment, as you proposed with 500 N and 600 N in SLC.
	Salt Lake	Option B-R: SPUI w/ Reversible	I prefer the SPUI to the diamond here. This intersection will be hostile to pedestrians either way (long walks, no shade); better that they just used 5th North. SPUI is a better use of land.
	Salt Lake	Option A-R: CD w/ Reversible	FrontRunner exists specifically to relieve traffic on I-15. Virtually no mention of it was made, let alone suggestions for improving it. Given that this proposal calls for spending more money than the entire construction cost of FrontRunner, either a clear justification of why that money would not be better spent on a vastly improved FrontRunner or a proposal to relieve traffic on I-15 by improving FrontRunner / Trax connections is needed. You are the Utah Department of Transportation, not the Utah Department of Roads.
	Salt Lake	Option A-R: CD w/ Reversible	Some variant on Rio Grande Plan will likely be adopted sooner or later. It contains some requirements for bridge designs in this area and suggestions for how to accomplish them cheaply. The Rio Grande Plan should be discussed in this EIS; a picture of transportation along the I-15 corridor would be incomplete without it.
	Salt Lake	Option A-R: CD w/ Reversible	Depending on future FrontRunner work, bridges in this area will likely need to be redesigned. It makes no sense to rebuild those bridges as part of this plan

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			and then rebuild them again 10 years later to accomodate FrontRunner. This issue should have been considered.
	Salt Lake	Option A-R: CD w/ Reversible	Merging traffic from I-80 is the single biggest source of backups on all of I-15. This study makes no mention of it. If billions of taxpayer dollars are to be spent on this plan, we deserve a clear explanation of why I-80 and I-15 cannot be fully grade separated, e.g. using the SR-201 alignment as the movement for I-80, and "we arbitrarily chose a study area ending 4 feet north of that merge :^)" would not be a sufficient explanation. Better yet would be a plan to do so.
	Salt Lake	Option A-R: CD w/ Reversible	There's really no way we can straighten out this unnecessary curve here, e.g. by moving I-15 to the other side of the US-89 alignment?
	Salt Lake	Option A-R: CD w/ Reversible	The reversible lane options are far better than just adding more non-reversible lanes IMO. Traffic is directional throughout the study area, and reversible lanes are better suited to that.
	Salt Lake	Option A: CD	The option B bike path at 600 N in SLC is clearly the better one (option A will create a ton of conflicts with cars), but neither looks great. This should be designed with the expectation that foot / bike traffic will use 500 N instead.
	Salt Lake	Option A: CD	Bike crossings at 500 N and 400 N seems a bit excessive. Nothing wrong with it, but if money gets to be tight I think the 500 N crossing is more important.
Daniel T Brewer	Farmington	Option C: 200 W Full	How is the Frontrunner's second track going to fit under this bridge?
Daniel T Brewer	Farmington	Option C: 200 W Full	A corridor for the UTA double track must be preserved in this location
	Salt Lake	Option A: CD	Please do not widen the highway as it will only make more traffic. money would be better spent on expanding UTA
	Salt Lake	Option A: CD	The pathway should bridge the Victory Rd/Beck St interchange for safety sake.
	NSL/Woods Cross	Option A: Diamond	A SPUI interchange here will require a much safer configuration for walking and cycling across the freeway. Although less direct, the configuration circumvents the roadways altogether. The detail of these interchange types and how walking and cycling are impacted was made very clear at the open house meetings but are not detailed here. If you are a walker or a cyclist and prefer not to be struck by a vehicle, push for the SPUI rather than the Diamond type of interchange.
	NSL/Woods Cross	Option A: Diamond	While I understand that access to Center St here is convenient for commuters who may live in east NSL, the Hatch Park/City Center area is mostly residential now and much more residential is planned. Freeway traffic coming east up Center Street does not enhance quality of life for those who live on and around Center Street. The congestion and noise is out of place in a residential neighborhood. The new access point will be just about a mile further south and will connect to Center St and Orchard Drive via Hwy 89. That is not a significant inconvenience for commuters but it is a huge reduction in NOISE for the residents. Also the elimination of the Center St exit

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			increases safety for walkers and cyclists as well as reducing congestion at the RR crossing.
Katie Sexton	Centerville	Option A: Diamond	From my perspective, most traffic exiting I-15 at Parrish Lane heading east is NOT looking to turn immediately right onto the Frontage Road. It is hard to tell from the marking ons the map, but I would supportive of additional non-turning lands at this juncture.
Katie Sexton	Bountiful	Option A: Half Diamond	I am in support of additional lanes at the 500 S/500 W intersection. This would alleviate a lot of business traffic exiting to 500 W.
Katie Sexton	Bountiful	Option A: Half Diamond	While the existing interchange makes sense to me now, it was a very jarring experience the first few times I exited at 500 S. I am in support of a more traditional configuration. I am disappointed to see the what looks like the loss of bike lanes, though in its existing configuration, it never seemed like a safe area for cyclists.
Katie Sexton	NSL/Woods Cross	Option A: Diamond	I am curious as to why the existing exit at 1100 N would need to be moved slightly to the east. Is there a reason the existing exit road could not be used (or upgraded)?
Katie Sexton	NSL/Woods Cross	Option A: Diamond	I am in support of restricting vehicle access to 1100 N at Onion Street. This exit has always been dangerous and confusing for those turning right off of the exit with Onion traffic. I would like to propose that pedestrian and bicycle access to 1100 N be preserved.
Katie Sexton	NSL/Woods Cross	Option A: Diamond	I would be in favor of making sure that Village Center Drive is accessible from the proposed bicycle pathway.
Katie Sexton	Salt Lake	Option A: CD	During times of high congestion, this area becomes incredibly confusing for vehicles trying to take the Highway 89 "shortcut" off of I-15. I would like more information on why no road markings are proposed at this juncture.
Katie Sexton	Salt Lake	Option A: CD	I am in support of a bike path connecting SLC at 800 N to North Salt Lake. I am tenatively in support of a walking path, though I feel the speed of 300 W would make it potentially hazardous to pedestrians. I would like more information about what type of physical barrier (if any) would separate vehicles from other traffic on this new shared use pathway.
Katie Sexton	Salt Lake	Option A: CD	This exit at 600 N was redone very recently. From my perspective, this rendering does not improve what has already been done (again, within the last year) and seems unnecessary.
Katie Sexton	Salt Lake	Option A: CD	I would be in support of pedestrian access under I-15 at 200 N. Is there a reason why under-freeway access was not included at this point (in addition to the additional access at 400 & 500 N)?
Katie Sexton	Salt Lake	Option A: CD	I am concerned by this potential area of impact as it cuts through the west wall of my garage. There is only 11'8" between my home and the existing retaining wall of I-15. Access to the top of the retaining wall from 300 N is up a very steep grade (does not look accessible for vehicles; I have only seen people in hardhats using the handrail to scale the ramp, never a vehicle). A short barrier as well as a larger wall are atop this retaining wall. If it is necessary to access anything to the east of I-15 in this area, I am concerned this map does not take these specifics into account and the potential area of impact may be much further to the east.

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Katie Sexton	Salt Lake	Option A: CD	I am strongly in favor of a new roadway connection beneath I-15 on 400 N. I would be curious in an alternative that includes a dedicated bike path (is this possible in the 6' sidewalk space?).
Katie Sexton	Salt Lake	Option A: CD	I am strongly in favor of a pedestrian-only permeation at 500 N, but would be curious if there is an option that is less destructive on the 700 W side.
Katie Sexton	Salt Lake	Option A: CD	I am concerned about the adjustment of the 300 N southbound on ramp. What is the purpose of expanding/rerouting to the west side of the freeway and impacting homes on 700 W?
Matt Gray	Salt Lake	Option A: CD	Would double tracking and electrifying FrontRunner be a better return on investment for Utah than widening I-15? I think it would be wise to explore the benefits of making FrontRunner faster, more frequent, and more reliable. Have you considered transit investment as part of this project?
	Farmington	Option B: Glovers SPUI	The High school is on the north side of the street. Your diagram shows the sidewalk on the south side of the street. You are going to make the teenagers cross this really busy road in order to get to the school. This is a bad idea. Option B is a bad idea all around. The entrance/exit area to the north that already exists should have enough room to support north/south entrances and exits. Lagoon doesn't need their own on-ramp, reuse the space to make it better for everyone, especially those that live near this mess.
	Farmington	Option B: Glovers SPUI	Glovers lane is not a highway. It doesn't need to be this wide at the bottom. Put in a round about at the bottom and don't take away my neighbors house!
	Farmington	Option B: Glovers SPUI	Option B is terrible! There is not that much traffic in the area to justify it. Have you even considered the school district boundaries? This area is the far south east corner of the high school boundary. There is not that much traffic that needs to cross here. Just put in a round about and make the overpass consistent all the way across. Keep the freeway access away from the school and residential areas. Pedestrian access to get to the high school looks to be significantly impacted. It takes my kids long enough to get over this overpass already. It's already scary and I worry about their safety. Adding this much traffic to the area is not safe!
	Farmington	Option C: 200 W Full	When there are events at the High school people end up parking on the overpass in the bike lane. Any action should keep it wide enough for both cars to park and bikes to pass.
	Farmington	Option C: 200 W Full	This intersection really should be converted into a round-about. When the high school gets out the traffic backs up over the overpass, but a round about would allow the traffic to move continuously. Most of the time the traffic going north/south is minimal when there is lots of traffic going east/west. Put in a round-about.
	Farmington	Option C: 200 W Full	I like how this street is not forcing you to get on I-15 south like it does now. The current street is very poorly labled and I know many people that didn't know they were getting on the freeway upset that they ended up in Centerville. Option C really is the one that gives the best improvements, allows for widening the freeway and still keeps the residential areas residential.
	Farmington	Option C: 200 W Full	Adding the northbound onramp here is most needed. I really like it, please don't do anything without adding north bound and south bound offramps here.

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Brian	Farmington	Option C: 200 W Full	This will put lagoon traffic through an intersection that will cause traffic jams. There needs to be a straight to lagoon option
	Farmington	Option C: 200 W Full	I support option C and expanding this on and off ramp. It would not negatively impact as many families and homes.
	Farmington	Option B: Glovers SPUI	Option B is not a good option, especially for the Families who live close to the freeway on Glover's Lane. It would make it unsafe for my children to visit their grandparents.
Adam Cook	Salt Lake	Option A: CD	Is the highway overlay map layer inaccurately georeferenced, or does the proposed freeway expansion really overhang the existing freeway boundary by over 100 feet to the east? The existing I-15 facility is already expansive and uses space inefficiently. That this proposal not only adds lanes but also inexplicably widens the median is downright disrespectful to the many people whose lives will be impacted by this project. More consideration should be given to the colossal land use demands of this project.
Adam Cook	Salt Lake	Option A: CD	Why does the plan necessitate the destruction of several buildings for this ramp? Not only does the ramp seem unnecessarily wide at four lanes (one of which seems to serve no purpose other than to re-enter the freeway!), it leaves several lanes of empty space between the ramp and the main freeway. Why can't the ramp directly adjoin the freeway boundary, or even undercut it? It seems like land use was not properly considered in drawing these plans.
Adam Cook	Salt Lake	Option A: CD	I really don't understand the point of this collector-distributor ramp. It occupies millions of dollars of land alone, and does nothing but superfluously connect two exits. On top of that, it doesn't even follow the freeway boundary closely; this plan leaves 2-3 lanes of empty space between the main freeway and the C-D ramp. As this land is worth 5-15 million dollars on its own- never mind its value as commercial or housing space- I cannot understand the justification for this frivolous addition.
	Farmington	Option C: 200 W Full	This is a much better option than B. What it needs though is a traffic light at this intersection.
	Farmington	Option B: Glovers SPUI	This type of interchange is total overkill for this location. It uproots too many families in our community and would increase traffic through our neighborhoods. Option C would be a much better choice.
	Salt Lake	Option A: CD	Safe bike lane
	Salt Lake	Option A: CD	safer bike lanes
	Salt Lake	Option A: CD	put this below grade and put a cap on top
	Salt Lake	Option A: CD	Please do not widen the Freeway
	Farmington	Option B: Glovers SPUI	What is the feasibility of having UP/UTA agree to a tunnel for this section of the freeway? Then build additional freeway lanes all to the west (over the UP tunnel) so that the impact on moving frontage road and impacting homeowners would be lessened? Or does UP have the ability to relocate the track closer to Legacy and no need for an expensive tunnel?
Greg Sanchez	Salt Lake	Option B: SPUI	Please consider making this over pass similar to 11400 S & Bangerter Highway, which is an overpass that feels less like an overpass. i know that the freeway and tracks control the vertical, but if anything could be done to make

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Name	Section	Alternative	Comment
			this interchange like the comfortable and appealing interchange in South Jordan. please add trees and other amenities to make this horribly long overpass more enjoyable for peds and bikes, and to slow vehicles down.
Greg Sanchez	Salt Lake	Option A: CD	how will NBR vehicles that want to go NB on I15 be able to weave across to make that maneuver? or is this movement only for NBR to go SB on I-15?
Greg Sanchez	Salt Lake	Option A: CD	is this a tight diamond that does not allow queueing in the middle? how efficient will it be during peak hours? what off peak? assuming each approach runs independent of other approaches, what would the delay be for each approach?
Greg Sanchez	Salt Lake	Option B-R: SPUI w/ Reversible	How does this tie in with SLC's plans to reconstruct this section of road to the east?
Greg Sanchez	Salt Lake	Option B-R: SPUI w/ Reversible	this left turn would only be used during PM peak hours? that is an inefficient use of pavement. could something else be done to not have a closed left turn lane during off peak hours? how will vehicles be prevented from queueing here accidentally?
Greg Sanchez	Salt Lake	Option B: SPUI	Are these homes going to be impacted? a lot of single family low income homes, high chance of renters who will be displaced. please consult with tenants, not just homeowners.
Greg Sanchez	Salt Lake	Option B: SPUI	by pushing the ramp from 1000N to 1800 N, how much more traffic would use 900 W to access I-15 SB? it is unreasonable to assume they would go north to go south.
Greg Sanchez	Salt Lake	Option A-R: CD w/ Reversible	Is this adequate for high truck volumes? seems like it is a shorter radius than what's currently out there.
Greg Sanchez	Salt Lake	Option A-R: CD w/ Reversible	Please vet the timing operations with the TOC. this seems intricate. assuming the NB HOV off ramp still exists, this would make the signal very inefficient. how does this impact ramp queueing and E-W queueing? how does this tie in with the city's plan for a bike corridor through here
Greg Sanchez	Salt Lake	Option A: CD	adequate lighting must be included at the interchange for ped bike safety, for conflicts with turning vehicles
Greg Sanchez	Salt Lake	Option A: CD	Has days of 47 or state fair days of year traffic been looked at? will the interchange and west leg of the interchange be accommodated during those peak weeks?
Greg Sanchez	Salt Lake	Option A: CD	A big selling point for this is the truck traffic being diverted to this interchange instead of 600 N. there are still trucks that would use I15 that are near 600 N. I find it hard to believe that this will draw most of the traffic away from 600 N. have land uses been reviewed to confirm that benefit? or OD analysis of the trucks using 600 N today to see where they are coming from or going to? I don't want to be sold on a promise that is not going to actually be a solution.
Greg Sanchez	Salt Lake	Option A: CD	Need some kind of traffic calming implemented. the long bridge invites people to speed. the speeders are not just those coming from the freeway. it is everybody that is traveling and sees a wide open road. narrow lanes, or other traffic calming measures are needed. if you need more data, please collect tube counts to see how high the 85th speed is through this area in both directions.

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Name	Section	Alternative	Comment
Greg Sanchez	Salt Lake	Option A: CD	If there are 2 right turn lanes, that means the volume is high. is this safe for cyclists who will compete against a high number of turning vehicles?
Greg Sanchez	Salt Lake	Option A: CD	I am concerned about the 900 West traffic the would need to be rerouted through communities or quiet 1200 West. the communities have narrow streets that cannot accommodate diverted traffic. 1200 West is a local road that is wide and will cause those diverted trips to speed and cause issues for pedestrians. also, closing this access would conflict with SLC's 600N/700N project that is considering reducing lanes along 600 N. please consult with city transportation planner Kyle Cook to coordinate.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Dead-end Onion street is great, too many cars do not see the sign and cut across traffic to turn right, causing near-misses.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	The ramp under the highway is excellent for students traveling to/from Woods Cross HS.
	Bountiful	Option B-R: 3/4 Diamond w/ Reversible	Adding exit ramp, and removing the POV lane exit, is very necessary! But Option B is the best--keep the north-bound exist on 500 West as it reduces traffic on 400 N.
	Centerville	Option A-R: Diamond w/ Reversible	Concerned about exiting traffic getting stuck here and backing up; could a traffic circle or even a light be considered?
Jordan Sackley	Farmington	Option B: Glovers SPUI	Adding the south-side exists would greatly improve Park and Parrish traffic, however I'm not convinced the north-side exists are needed.
	Farmington	Option A: 200 W Ramps	It is not right to take out these homes. This feels unnecessary.
	Bountiful	Option C: CD	Btfl. Option C. I like this CD here. It makes a lot of sense.
	NSL/Woods Cross	Option A: Diamond	I really like the full access to and from I-215, I-15, and US-89!!!
Adelaide Corey-Disch	Salt Lake	Option B-R: SPUI w/ Reversible	I am a Salt Lake City resident who is appalled at all the options presented here. This is a waste of money- countless studies have proven that road widening leads to more cars and more traffic. We should be investing in public transportation. This is unsustainable and irresponsible.
	NSL/Woods Cross	Option B: SPUI	North Salt Lake/Woods Cross - this is a great improvement from what it currently is.
	NSL/Woods Cross	Option B: SPUI	NSL/WC Option B: I really like the SPUI interchange.
	Salt Lake	Option B: SPUI	SLC Option B - The SPUI seems like a better option for 600 N. and there is already room for it.
	Bountiful	Option C-R: CD w/ Reversible	Bountiful Option C-R: I don't like the Revisable lanes. I don't feel that they will do much good..
	Bountiful	Option C: CD	Bountiful Option C: I really like the CD roadway!
	NSL/Woods Cross	Option B: SPUI	This interchange with I-215 and I-15 is sorely needed.
	NSL/Woods Cross	Option B: SPUI	This SPUI here looks great, and removes some of the odd and dangerous intersections that currently exist.

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Name	Section	Alternative	Comment
	Centerville	Option A: Diamond	This is a nice addition to access the Legacy Parkway.
	NSL/Woods Cross	Option A: Diamond	This straightforward off ramp and interchange at 2600 So. is a great improvement!
	Bountiful	Option C: CD	Is it possible to make this busy 5th South Interchange a SPUI?
Reed Tidwell	Bountiful	Option C: CD	Btfl. Option C. This full interchange at 4th North is what is really needed here.
	Bountiful	Option C: CD	I really like the freeway being straightened out a bit through here. That will be much safer.
	Bountiful	Option C: CD	This straightening out of this curve is a big safety improvement.
	Bountiful	Option C: CD	Bountiful Option C - it makes much more sense to have full interchange. at 400 North.
	Bountiful	Option B: 3/4 Diamond	Bount. Option B does not fix the problem of the wonky 5th west on/off from the north. A full interchange is needed at 4th North
	Bountiful	Option A: Half Diamond	Bount. Option A does not fix the problem of the wonky 5th west on/off from the north. A full interchange is needed at 4th North
	Centerville	Option B: SPUI	The pedestrian crossing here is good, and is about the same as having one at Porter Lane.
	Bountiful	Option A: Half Diamond	Bountiful Option A: Having a southbound right off-ramp at 500 West is a good improvement. I prefer Bountiful Option B more.
Reed Tidwell	Centerville	Option B: SPUI	The SPUI interchange at Centerville is what is needed to handle the traffic volume!
	Centerville	Option B: SPUI	Having 2 lanes that turn left off of Parrish to go northbound on 400 west will help the backlog of traffic.
	Centerville	Option B: SPUI	The expanded turn lanes will be great to help congestion in this section of Parrish Lane and is greatly appreciated.
	Centerville	Option B: SPUI	Having a right turn lane by Chipotle to go north on 400 West will help a lot!
Reed Tidwell	Centerville	Option B: SPUI	This right turn lane is sorely needed, and will help with the back up on Parrish.
Sheri Tidwell	Centerville	Option B: SPUI	Centerville Option B is well thought out. I really like the northbound exit lane that takes you to the frontage road. Great idea!!! I also really like the SPUI interchange!
Reed Tidwell	Centerville	Option B: SPUI	This frontage road underpass is a fantastic idea! It makes the interchange and Parrish Lane so much more safe.
	Centerville	Option A: Diamond	Centerville Option A does not help traffic enough
	Farmington	Option C: 200 W Full	This is not as good as option B because the interchange does not help the situation in Centerville/frontage road. Glover lane is a more optimal location for the interchange.
	Farmington	Option B: Glovers SPUI	I really like this Farmington Option B!!! This would definitely help reduce the traffic off of Parrish Lane and Park Lane which has been needed for a long time. This just makes for the best solution.

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Name	Section	Alternative	Comment
	Farmington	Option A: 200 W Ramps	This option doesn't solve the problem that we need a way to access 1-15 going north.
	Farmington	Option C: 200 W Full	This off ramp would be seldom used because one has to back track so far to get into Farmington that it would be faster to just get off at Park Lane.
Reed Tidwell	Farmington	Option B: Glovers SPUI	The Glovers Lane interchange is ideal because it helps the dangerous situation at the Centerville exit, and gives Farmington residents between Centerville and Park Lane a full access interchange that has been needed for a long time.
Reed Tidwell	Farmington	Option A: 200 W Ramps	This option is not good because it does help the congested and dangerous situation at Centerville getting on the frontage road. Glover Lane needs an interchange for the many Farmington residents in the area in the
Ali Avery	NSL/Woods Cross	Option B: SPUI	This intersection is very dangerous - need two left turns lanes on NB Hwy 89 to turn on WB 2600 S.
Ali Avery	NSL/Woods Cross	Option B: SPUI	Need traffic signal
Ali Avery	NSL/Woods Cross	Option B: SPUI	Lower speed limit to 40mph on all of Highway 89, especially through NSL Town Center
Ali Avery	NSL/Woods Cross	Option B: SPUI	This off-ramp should remain - see my comments on Option A
Ali Avery	NSL/Woods Cross	Option A: Diamond	Consider a separated bike lane rather than a buffered bike lane. Vehicles are traveling at high speeds through these intersections and even a painted buffer is not enough to keep a cyclist safe.
Ali Avery	NSL/Woods Cross	Option A: Diamond	Is this cul de sac really necessary? This will hurt the local businesses.
Ali Avery	NSL/Woods Cross	Option A: Diamond	It is extremely difficult to make a right-turn movement here to get into a left-turn lane to enter I-15 NB. Consider a traffic signal.
Ali Avery	NSL/Woods Cross	Option A: Diamond	A buffered bike lane is unnecessary in this location, as traffic speeds are low and the City's x-section calls for a standard bike lane so that right-of-way won't be an issue south of the overpass.
Ali Avery	NSL/Woods Cross	Option A: Diamond	This off-ramp should remain. I commented previously with my personal e-mail address, so here is a repeat with my City contact information.
Ali Avery	NSL/Woods Cross	Option A: Diamond	The landscaped median should end at the freeway off-ramp (which should remain) so that truck traffic can be accommodated.
Ali Avery	NSL/Woods Cross	Option A: Diamond	Maintain this off-ramp - it is crucial for freight truck traffic accessing the industrial park, as they cannot use the local roads to access it. This is also an entrance into the City's Town Center and Hatch Park. Crucial to keep this, even though it is not a full interchange.
Ali Avery	NSL/Woods Cross	Option A: Diamond	Lower the speed limit to 40mph on Hwy 89
Ali Avery	NSL/Woods Cross	Option A: Diamond	Need a signal light here
Ali Avery	Centerville	Option B-R: SPUI w/ Reversible	I love this option - get the bikes and peds as far away from Parrish as you can while still maintaining good access to homes and businesses.

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Name	Section	Alternative	Comment
Ali Avery	Centerville	Option B: SPUI	This location is already a very dangerous pinchpoint and I believe this exacerbates the issue. NB exiting vehicles need to be able to get in the north left-turn lane onto the Frontage Road more safely and SB exiting vehicles need to be able to get in the south right-turn lane.
Ali Avery	Farmington	Option A: 200 W Ramps	Bike lanes are needed on Glover's Lane, or at least Share The Road markings.
Ali Avery	Farmington	Option A: 200 W Ramps	Lower the speed limit to 35mph. Speeds are far too high on this road. Someone was killed a few years ago in this crosswalk.
Ali Avery	Farmington	Option A: 200 W Ramps	This "yield" is extremely dangerous currently. I'm glad to see this being proposed.
Ali Avery	Farmington	Option B: Glovers SPUI	This (Option B at Glover's Lane) seems totally unnecessary. Too many homes being destroyed.
Ali Avery	Farmington	Option B: Glovers SPUI	Put in pedestrian signal if you're only going to have sidewalk on one side of the bridge.
Ali Avery	Farmington	Option B: Glovers SPUI	Lower the speed limit to 35mph on Main Street - this is a residential road and the speeds are too high.
Ali Avery	Farmington	Option B: Glovers SPUI	Lower the speed limit to 35 on 200 West - this is a local road that has become very dangerous. Someone was killed crossing this road a few years ago in a crosswalk.
	NSL/Woods Cross	Option B: SPUI	The area needs improved access over/under the rail tracks. If there is a train, it increases traffic congestion in all directions.
	NSL/Woods Cross	Option B: SPUI	The area needs improved access over/under the rail tracks. If there is a train, it increases traffic congestion in all directions.
Ali Avery	Farmington	Option B: Glovers SPUI	Seems unnecessary to destroy all these homes for this realignment. Are any of them historic?
Ali Avery	Farmington	Option C: 200 W Full	It seems like there might be low visibility for people stopped on Lagoon Drive here due to the grade of the bridge. This seems like a tricky intersection that could use some adjustments.
Ali Avery	Farmington	Option C: 200 W Full	Glovers Lane should have a bike lane on both sides.
Matt Gray	Salt Lake	Option A: CD	It is not a good idea to make cyclists take an "M" shaped route to cross at 600 North. The interchange in Lehi is not a good example of bicycle-friendly design because loops or zig-zags create distance for cyclists.
David Maughan	Centerville	Option B-R: SPUI w/ Reversible	I would like to see an option for those that came southbound, to cut over to the frontage road access.
David Maughan	Centerville	Option B: SPUI	I would like to see an option for those that came southbound, to cut over to the frontage road access.
David Maughan	Centerville	Option A-R: Diamond w/ Reversible	I would like to see an option for those that came southbound, to cut over to the frontage road access.
David Maughan	Centerville	Option A: Diamond	I would like to see an option for those travelling southbound, to re-enter the northbound lanes and then cut over to the frontage road.

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Name	Section	Alternative	Comment
	Salt Lake	Option A: CD	Teach drivers to use the right lanes!
Steven Meadows	Farmington	Option B: Glovers SPUI	Option B will Displace Families out of their homes. Why choose this when you can select Option A or Option C?
	NSL/Woods Cross	Option B: SPUI	Seem like these spuie interchanges work better.
	NSL/Woods Cross	Option A: Diamond	Need bridge over/under rail crossing and relocate oil loading facility
	NSL/Woods Cross	Option A: Diamond	Need more stacking area for left turn onto Wildcat Way.
	NSL/Woods Cross	Option A: Diamond	Has an 800 West connection to 2600 South been looked at behind Thomas Oil? Sure, there maybe obstacles but it maybe better than the Wldcat connection
	NSL/Woods Cross	Option A: Diamond	Way finding to the hotels and eateries on west side becomes difficult. Also, traffic on 800 planning to go south bound on I-15 will be required to make a very difficult weave on 2600 south over a short distance to make it to the I-15 south bound ramp.
	Bountiful	Option B: 3/4 Diamond	
	Bountiful	Option B: 3/4 Diamond	
	Bountiful	Option B: 3/4 Diamond	
	NSL/Woods Cross	Option A: Diamond	As a longtime South Davis resident, I would love to see access from US 89 and I-15 to I-215. Always seemed like one of the biggest missed opportunities in the local highway network.
	NSL/Woods Cross	Option A: Diamond	
Marty Vowles	Bountiful	Option C: CD	This seems like a fantastically short runway. I'm sure someone has run the numbers, but I can't imagine that metering and this short of a ramp would work to get people to freeway speeds.
Steven Meadows	Farmington	Option A: 200 W Ramps	Again, moving this road makes zero sense as there is plenty of room to make these changes by using the park area and parking lot as the space needed to make changes. You could also move this parking area to the north of Pioneer rd and re-rout the retention pond to the west.
Steven Meadows	Farmington	Option A: 200 W Ramps	This road already exists. Why can't you use the park/parking lot area to widen this road instead of taking down more homes?
Steven Meadows	Farmington	Option A: 200 W Ramps	If the road already exists, 400 West. Why would you need to change this to remove these homes? Couldn't use the park west of 400 West to get the space you would need to make these changes?
	Farmington	Option C: 200 W Full	This would be a big improvement. This intersection is currently dangerous and I've seen several wrecks here. Adding the northbound freeway access here would create a lot of time savings and reduce congestion at park lane. This proposal has the least negative impact to the residential neighborhoods.

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Name	Section	Alternative	Comment
	Farmington	Option B: Glovers SPUI	Noise is already a problem in this residential area, this would make it worse.
	Farmington	Option B: Glovers SPUI	This new traffic pattern would be overkill and create safety issues for this residential area. This intersection and area is currently not busy. It would be nice to have southbound freeway access in this area.
Brian Myers	Salt Lake	Option B-R: SPUI w/ Reversible	i know it is not within the scope of this project, but you need to include a provision to eventually connect to Legacy Parkway from NB I-15. Legacy was sold as an alternative to I-15 if I-15 is blocked, but there is no connection between the two. At least ensure a provision is included
Brian Myers	Salt Lake	Option B-R: SPUI w/ Reversible	there needs to be a near side control light at this location. when driving west bound on 2600 south, this intersection visibility can be blocked by traffic in the eastbound to northbound I-15 turn lane. you don't see the light color until you are almost in the intersection.
Jen Jacobson	Bountiful	Option B: 3/4 Diamond	All of the bountiful 400 N options need to extend to take into account the elementary school and the stop sign just past it. It's a difficult intersection right now and adding traffic from a southbound interchange would definitely make it worse. Also, there has been some new growth in West Bountiful and this interchange moving west could have more interest than one lane can handle (including all of the west bountiful people who are coming back from the shopping just across the freeway). Expanding to two lanes now seems like a good use of funds.
Carol Brown	Bountiful	Option A-R: Half Diamond w/ Reversible	the sound wall behind our house is too low now, we are afraid every winter when the snowplows come by big chunks of ice, tires and parts of many things come over the wall now. I have had broken trees and damage to the yard. Our garage gets hit with slush, rocks , tires you name it. The noise has gotten worse and afraid to be in our back yard at times. It will be unsafe for the wall to be even an inch closer.
	Farmington	Option C: 200 W Full	This option appears to have the best balance of improvements with marginal negative impact to the community
	Farmington	Option B: Glovers SPUI	This option would have negative impact on the community surrounding to propose construction
	Farmington	Option A: 200 W Ramps	I feel this option would impact the community negatively
	Centerville	Option B: SPUI	Dont need all of these lanes, current configurations is sufficient
	Centerville	Option B: SPUI	Eliminate 90 degree turn
	Centerville	Option B: SPUI	Connect to existing road and eliminate 180 degree inclined turn
	Centerville	Option B: SPUI	Eliminate 90 degree turn to make biking far easier.
	Centerville	Option A: Diamond	Keep straight for biker ease of travel. Makes sure intersection is no turn right on red to prevent bikers from getting run over.
	Centerville	Option A: Diamond	Use car standards also for bike lanes. Keep straight and raised platform (level surface) across roadway. Also NO TURN RIGHT ON RED, extremely dangerous for bikers.

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Name	Section	Alternative	Comment
Kevin Carlson	Farmington	Option C: 200 W Full	This is by far the best option. This would relieve congestions on Park Lane and Parrish Lane from residents in South Farmington and North Centerville have a way to go North on I15. Truthfully we don't need more than this (Option B is overkill) because we don't have businesses and commercial traffic in the area. This would be a great solution with minimal impact on residents in the area.
Kevin Carlson	Farmington	Option B: Glovers SPUI	Option B at Glover's Lane would just be really painful and awful for all of the surrounding homes. I've never seen an interchange/highway connection this large and intensive that is not surrounded by commercial/businesses. I live a block away but would immediately feel like i'm in the middle of businesses with increased traffic and noise. It's residential in three directions and high school in the 4th. You can't do that to all of the homeowners in this entire area. Leave huge interchanges to commercial areas. Truthfully option C is fantastic as you are going to accomplish the same objectives but with minimal impact.
	Farmington	Option C: 200 W Full	How is trail access here being improved? If access is off the north side of the street, does the bridge section need to adjust?
	Farmington	Option C: 200 W Full	Best not to add an exit here. That will just create more traffic through the surrounding neighborhoods. Prioritize as a walkable and bikeable route.
	Farmington	Option C: 200 W Full	Option C seems like the best solution for this location. Having a stop light here will make navigating this ramp easier and safer, and it will slow traffic sooner which will be better for people walking and biking.
Roxanne Pope	Farmington	Option C: 200 W Full	This concept seems to be what this area needs and gives a perfect solutions for access to and from I-15. There is no need to build an SPUI on Glovers Lane (OPTION B). That isn't right for this area. It seems OPTION C is much more cost efficient and would give this area of Farmington what they need without making a huge footprint (financially and emotionally).
Roxanne Pope	Farmington	Option B: Glovers SPUI	There is no need for SPUI - Option B is wrong for this area. There is already so many options for accessing I-15 for the residents here. Option C would be the most positive change because no one will loose homes, the areas traffic will still be quite, and the residents would still have access to NB I-15 and SB off ramp.
Roxanne Pope	Farmington	Option B: Glovers SPUI	Loss of multiple homes would be detrimental to this areas that so many love to live.
	Bountiful	Option B: 3/4 Diamond	Love the pedestrian improvements.
	Bountiful	Option C: CD	If this on/off ramp is altered or removed, could you add an underpass connecting 1000 N back together on both sides? Even if it wasnt a street or if the off ramps stayed, you could add a pedestrian and bike connection
	Bountiful	Option A: Half Diamond	If so much is being spent on adding more lanes and widening the barrier of I-15, the least we can do is to push double tracking fronrunner along as well through the same corridor.
	NSL/Woods Cross	Option A: Diamond	Please more advancement on double tracking fronrunner!

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Name	Section	Alternative	Comment
	NSL/Woods Cross	Option A: Diamond	More consideration needs to be placed on double tracking frontrunner and providing safer crossings for all modes of travel here and at other rail crossings.
	NSL/Woods Cross	Option A: Diamond	Fully separated bike lanes. On as many of these underpasses as possible! This seems like a good compromise to remove a singular offramp to make way for a much better ped and bike connection.
	NSL/Woods Cross	Option A: Diamond	this is a great step. Make sure its plenty wide for comfortable walking and biking and well lit.
	NSL/Woods Cross	Option A: Diamond	Dead end not the most ideal for interconnectivity or walkability. Any other configurations?
	NSL/Woods Cross	Option A: Diamond	Option A is MUCH better for pedestrians and cyclists.
	NSL/Woods Cross	Option A: Diamond	Why dead end this when you can integrate this area into the grid?
	Salt Lake	Option B: SPUI	Option B is a better location and better pedestrian and bike connection. I wonder if the interchange could be lined up better for future roadway connections? (IE to 1700 North)
	Salt Lake	Option A: CD	This shared path is excellent. Can there be more of a buffer between the road? Cars travel very fast on this route. Maybe lane width or number of lanes could be reduced or a planted median to help slow traffic. Development will eventually work its way through this area and a nice welcoming street would encourage that.
	Salt Lake	Option B: SPUI	Can you do option A intersection layout AND Option B pedestrian and bike route?
	Salt Lake	Option A: CD	Option A seems like the much better solution for walking and biking. Be sure that landscaping and buffers are included.
	Salt Lake	Option A: CD	Underpass added here? See Rio Grande Plan
	Salt Lake	Option A: CD	Pedestrian and bike underpass here? See Rio Grande Plan
	Salt Lake	Option A: CD	Can an underpass be added here?
	Salt Lake	Option A: CD	More pedestrian and bike connections under and over the freeway. The more connections we can make east and west, the less of a barrier the freeway becomes and we can hopefully start to restitch the communities it tore through when it was built.
Cameron Blakely	Salt Lake	Option A: CD	These sort of interventions are great. More connections between east and west for all users.
	Salt Lake	Option B-R: SPUI w/ Reversible	This is a terrible idea that will displace many low-income and vulnerable families. Instead of constantly needing to add another lane to I-15 every 5-10 years, the city should be investing in developing a robust public transit network
	Salt Lake	Option B: SPUI	It doesn't make sense to force people to go all the way north to enter the freeway to just have them basically turn around and come back on the freeway to head South. the neighborhood intersections leading to 600 N can

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Name	Section	Alternative	Comment
			not handle the congestion the 600 N on ramp already creates. Let alone forcing more people through them.
	Salt Lake	Option A: CD	People use the left turn here to get home removing it put more unnecessary pressure on 600 N that SLC is planning on reducing to one lane each direction.
	Centerville	Option A: Diamond	This won't work. Before the right lanes were set up to flow straight onto parrish lane the exit backed up onto I-15 during rush hour. Getting rid of those and making people stop at the light will recreate that dangerous situation.
	Salt Lake	Option B-R: SPUI w/ Reversible	Will my house be demolished under these plans?
Barbara Sheffield	Salt Lake	Option A: CD	Please add northbound entrance at center street n NSL
	Salt Lake	Option A: CD	
	Farmington	Option C: 200 W Full	An interchange at Glovers would be awesome as it is currently quite difficult to get to much of the southern parts of Farmington
Larry Shepherd	Farmington	Option A: 200 W Ramps	Farmington Option A does nothing to help relieve congestion on Park Lane. Widening State Street bridge over I15 will allow for increased traffic along 200 W and State Street in Farmington as those headed to west Farmington use these local roadways to avoid Clark Lane. Options B and C provide better vehicle access on an off of I15, decreasing load on Clark Lane, while not encouraging increased traffic on 200W (between elementary and Jr High). My home is near Farmington Elementary. A plan that still requires south Farmington and north Centerville residents to use Clark Lane for NB I15 access is unsustainable.
Mitch Stephens	Farmington	Option B: Glovers SPUI	It looks like the expansion near Farmington 1600 south would go past the current sound wall. Will the options maintain soundwalls in this area?
Chadwick L Greenhalgh	Farmington	Option B: Glovers SPUI	I assume this is a biking/walking bridge. I love this. So many kids cross the freeway to get to school. And joggers and cyclists will use this all the time.
	Salt Lake	Option A: CD	Appreciate the addition of the separated bike lane in this plan. The existing Infrastructure needs to be upgraded to promote Active Transportation Between Salt Lake & Davis Counties.
	Salt Lake	Option A: CD	A real estate search will reveal that most single family homes under 450K are located in this west side neighborhood and many residents would be priced out of in SLC housing if they were displaced, so I am concerned about the footprint of the interstate and how far into the west side neighborhood this new interstate will expand relative to the affordable housing crisis.
	Salt Lake	Option A: CD	The idea of SUP is terrific but, again, SLC needs to make this a path to somewhere and not into the rail lines; to adequately connect the west side and promote alternative transport for in town travel, there has to be infrastructure allowing folks to cross all the barriers - a larger I-15 but also the rail lines that would still cut off this new path from downtown.
	Salt Lake	Option A: CD	How will SLC address increased use of 600N for interstate access for neighboring streets and pedestrian crossings? If the goal is to promote community connection, then the city needs to also be involved in infrastructure

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Name	Section	Alternative	Comment
			improvements to facilitate neighborhood safety and ability to cross (adequate time for crosswalks, protection from increased traffic with physical barriers, signage/paint etc). The requirement of a "hard" right is better than a ramp as that is a huge problem in SLC - many parts of downtown are like an extension of the interstate when people exit. When they are commuters, it can be even worse as there isn't as much perception of those areas as neighborhoods because they don't look like the suburbs.
Traci Peterson	NSL/Woods Cross	Option B: SPUI	Please don't take this exit away!
Traci Peterson	NSL/Woods Cross	Option B: SPUI	Any chance for a northbound ramp here?
Traci Peterson	NSL/Woods Cross	Option B: SPUI	Any chance to have one southbound exit lane veer to the left for 800 W access still?
Traci Peterson	NSL/Woods Cross	Option A: Diamond	Is a signal light a feasible option here? If we can make Onion street more accessible off of the freeway and then maybe a light here at the intersection of 89, it would help funnel traffic off of the intersection at 2600 S and 89. It would be beneficial going the other direction too. I'm assuming they couldn't safely turn left from onion street onto 2600 S, but most drivers turn onto 1000 N already to turn left at the light there. Sometimes northbound people on 89 trying to turn west, are stuck at the light for eons. Having another way to do the same thing without waiting at the traffic light would help tremendously.
Traci Peterson	NSL/Woods Cross	Option A: Diamond	Is it possible to have one of the eastbound lanes on 2600 S also be a left "turn" lane that allows people to turn south onto Onion Street? So many people already turn there despite the no turn signs, but if there was a designated safer way to do that that would be helpful.
Traci Peterson	NSL/Woods Cross	Option A: Diamond	Is it possible to move the exit lanes closer to the freeway so that there is enough space for a right turn clover leaf lane to veer off and join 800 W? Almost like where the signal light currently is. The rest of the lanes continue on as indicated.
Traci Peterson	Farmington	Option B: Glovers SPUI	While I think a full-access exit at Glover Ln is ultimately the best option for the area, if it begins taking out too many homes, is there another street like 620 S or Kimbouris Ln or Rawl that could suitably do the same thing impacting less homes?
	Salt Lake	Option A: CD	
	Centerville	Option A: Diamond	This map is confusing, but the way it looks, there is only one lane for going right off the northbound exit? There needs to be more lanes turning right rather than left. Far more traffic is going into centerville than across the freeway when exiting northbound.
	Centerville	Option A-R: Diamond w/ Reversible	North bound traffic at the top of this ramp should be required to stop. As currently structured, traffic traveling east from the bridge regularly encounters northbound existing traffic trying to get to the left turning lane to N Market Place. North bound traffic from I-15 seeking to go north on Market Place and is crossing south bound traffic from south bound I-15 seeking to go south on Marketplace, all within less than a block.

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Name	Section	Alternative	Comment
Brandon Teeples	Farmington	Option B: Glovers SPUI	I live on [REDACTED] in Kestrel Bay (neighborhood to east of this marker). There is significant traffic traveling through the neighborhood every day from the neighborhoods east (hundreds of vehicles every day). The roads in Kestrel Bay are very narrow and are not well marked for pedestrian crossings. Many times every day, traffic existing the freeway and turning into the neighborhood from the frontage road, and leaving the neighborhood to the east, continue at higher than posted rates of speed on the frontage road and into the neighborhood, and ignore the stop signs throughout the neighborhood. There are many small children living in this neighborhood, and the east exit to the neighborhood is used by many elementary and junior high children walking to and from school from surrounding neighborhoods. The failure to stop and excessive speed by drivers using the neighborhood as a thoroughfare to the neighborhoods to the east poses a serious risk at both the east and west exits to the neighborhood. I have personally narrowly missed being struck by cars failing to stop at the stop sign while crossing the road in the unmarked crosswalk. I expect this problem to increase as land to the east continues to be developed. In my opinion, Option B would help to relieve the traffic through not just Kestrel Bay, but the surrounding neighborhoods, whose roadways are not meant to accommodate the amount of through traffic encountered every day. An exit directly onto E Glover would allow better flow along a wider roadway, better suited for safe travel by vehicles, pedestrians and others. Thank you for your consideration.
Skyler Fleming	NSL/Woods Cross	Option A: Diamond	Please make this bike lane protected by more than just paint. Curbs and barriers help protect bikers, paint doesn't
	Farmington	Option B: Glovers SPUI	Adding an intersection at Glovers within two blocks of a newly constructed access to the Davis Corridor provides too much traffic for a residential zoned area. This type of traffic is better suited for a high-density, or mixed used area. I truly don't see a need for an I-15 intersection at Glovers Lane
David Scheer	Salt Lake	Option A-R: CD w/ Reversible	How many homes will be demolished for the expansion? We have a severe affordable housing shortage and can't afford to lose any homes here.
David Scheer	Salt Lake	Option A-R: CD w/ Reversible	Very badly needed! Better if positioned south of Staker-Parson entrance to avoid LH turn to enter overpass.
David Scheer	Salt Lake	Option A-R: CD w/ Reversible	Allow LH turns from Victory onto Beck. This would make Victory an alternate routes to 600 N. Interchange and take traffic off of Marmalade neighborhood streets.
David Scheer	Salt Lake	Option A-R: CD w/ Reversible	Impacted area actually continues much further north. Traffic from Staker-Parson and refineries use Beck St. / 300 W, creating terrible nuisance for residents and danger at intersections along the way, especially at 600 N.
	Centerville	Option A: Diamond	Making this a left turn will only increase backup. If new off feeds directly into the frontage road and Marketplace Drive T's into the frontage road, only a right turn onto frontage.
Chadwick L Greenhalgh	Farmington	Option C: 200 W Full	Have we considered saving these houses by just eliminating the connection of 400 west to State Street? Make it a dead end...
Chadwick L Greenhalgh	Farmington	Option C: 200 W Full	If UDOT puts in a south interchange, I wonder if 400 West even needs to connect to State Street. What if we dead-ended the "jug handle" here and eliminated the intersection with State Street?

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Name	Section	Alternative	Comment
Chadwick L Greenhalgh	Farmington	Option C: 200 W Full	The intersection here in Option C is confusing and inconvenient. It will delay southbound access to I-15 with substantial backups in the morning, and the exit from southbound I-15 here is almost useless as traffic is forced to backtrack for over a mile before being able to go east or west.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	This option does NOT reduce traffic at this intersection and in the Clark Lane National Historic District. Option B does.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	This option does NOT reduce traffic in these school zones. Option B does.
Chadwick L Greenhalgh	Farmington	Option B: Glovers SPUI	I believe this SPUI is the best option because it improves access to I-15 for residents who live in southwest Farmington. Currently these residents must drive past two schools and through a historic district to get to/from I-15 from their homes. This new design will greatly improve safety in these neighborhoods.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	I love the new design for State Street in all Farmington options, thank you. It will greatly improve safety for pedestrians and bicycles trying to get to Station Park and the Front Runner station.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	This option does not improve access to I-15 for southwest Farmington, the area of highest residential growth in the city.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	This is a very dangerous intersection today with the potential for serious high-speed accidents. This option does not improve the safety of this intersection.
Chadwick L Greenhalgh	Farmington	Option A: 200 W Ramps	This is a very dangerous merge currently with many near miss accidents every day. This option does not eliminate this dangerous intersection
Zach	Bountiful	Option B: 3/4 Diamond	We were told that UDOT and Utah Legislature were building a second track for Frontrunner here. This option would not allow any space for that track. We must invest in rail as well as roads.
	NSL/Woods Cross	Option A: Diamond	NSL Residents need this exit. Our city is limited in our access to I5 and this is the only access many of us have to the main NSL city center. Other alternatives would add a substantial amount of time to our commutes. Keeping this exit will only be beneficial as it will reduce traffic to 2600 S. Removing this exit will only add congestion to 2600 S, now and in the future, regardless of whatever changes occur there.
	Salt Lake	Option B-R: SPUI w/ Reversible	Expanding the freeway into a residential neighborhood, bringing more fumes and noise closer to residential homes is not acceptable. This is going to decrease air quality and hurt property values in an already struggling neighborhood. This money could be better spent on public transportation, specifically, increasing Front Runner trains, and making ridership free across all UTA services.
	Salt Lake	Option A: CD	Expanding the freeway into a residential neighborhood, bringing more fumes and noise closer to residential homes is not acceptable. This is going to decrease air quality and hurt property values in an already struggling neighborhood. This money could be better spent on public transportation, specifically, increasing Front Runner trains, and making ridership free across all UTA services.
	Salt Lake	Option A-R: CD w/ Reversible	Expanding the freeway into a residential neighborhood, bringing more fumes and noise closer to residential homes is not acceptable. This is going to

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Name	Section	Alternative	Comment
			decrease air quality and hurt property values in an already struggling neighborhood. This money could be better spent on public transportation, specifically, increasing Front Runner trains, and making ridership free across all UTA services.
	Salt Lake	Option B: SPUI	Expanding the freeway into a residential neighborhood, bringing more fumes and noise closer to residential homes is not acceptable. This is going to decrease air quality and hurt property values in an already struggling neighborhood. This money could be better spent on public transportation, specifically, increasing Front Runner trains, and making ridership free across all UTA services.
Brandon J Tucker	NSL/Woods Cross	Option B: SPUI	The staggered lane additions through each intersection on WB 2600 S are very awkward. Please just line up the through lanes and provide an auxiliary lane for right turns into Smiths and onto Wildcat Way.
Brandon J Tucker	NSL/Woods Cross	Option B: SPUI	Please add a right turn lane here. It is needed much more than the dual lefts onto SB 89.
Brandon J Tucker	NSL/Woods Cross	Option B: SPUI	Thank you for acknowledging the mistake you made with the DDI here, especially with the SB exit ramp to the 800 W. The SPUI looks like a huge improvement.
Ralph Becker	Salt Lake	Option A: CD	Please add soundwalls along I15 along this residential area.
Ralph Becker	Salt Lake	Option A: CD	Please add soundwalls along I15 along this residential area.
Ralph Becker	Salt Lake	Option A: CD	Please add soundwalls along I15 along this residential area.
Ralph Becker	Salt Lake	Option A: CD	Please add soundwalls along I15 along this residential area.
Ralph Becker	Salt Lake	Option A: CD	Please add soundwalls along I15 along this residential area.
Brandon J Tucker	NSL/Woods Cross	Option A: Diamond	An aux lane to provide right turns into Smiths and onto Wildcat Way is needed here more than a bike lane.
Ralph Becker	Salt Lake	Option A: CD	Please add sound wall to your redevelopment of I15 in Salt Lake City along the increasingly residential area.
Brandon J Tucker	NSL/Woods Cross	Option A: Diamond	There should have never been dual lefts here. A WB right turn lane onto NB 89 is needed so much more.
Matt Carlisle	Farmington	Option C: 200 W Full	I recommend adding this interchange concept to Option B. Glover lane needs the overpass concept in Option B and this interchange in Option C is needed for traffic improvement going to Lagoon.
Brandon J Tucker	NSL/Woods Cross	Option A: Diamond	Please consider adding truck accel/decel lanes for all the pit accesses on Beck St.
Brandon J Tucker	Salt Lake	Option A: CD	Is this interchange really needed? The NB ramp currently causes weaving problems with the 89 exit. Please consider removing this interchange.
Brandon J Tucker	NSL/Woods Cross	Option A: Diamond	Sorry, please remove my dumb comment. I see how to use the map now.

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Name	Section	Alternative	Comment
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	Please consider a bridge here as part of this project.
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	Please consider grade separating the rail crossing here, per the RTP, especially with the UTA double tracking project coming. If the exist ramp must be eliminated, a bridge here would really help with East-West mobility.
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	This intersection will put three signals close to each other (with signals at Eagleridge and Eaglegate also). Please look at ways to grade separate the turning movements to eliminate the signal.
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	With the new interchange north of here, will this access to 89 stay intact?
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	These ramps are not needed. They add conflicts to the weaving for the US-89 exit. Please consider removing these ramps.
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	This doesn't tie into anything. What is happening between here and 600 North?
Brandon Tucker	NSL/Woods Cross	Option A: Diamond	On 4/26/22, Shane Marshall gave a project presentation to the NSL Planning Commission. In the meeting minutes it states that he "talked to the City about a new interchange and more access not less." Removing this ramp definitely reduces access. I use this off ramp every day to avoid the mess of an interchange at 2600 S. The city is divided already, with limited East-West mobility across I-15. Removing this ramp would limit that mobility even more. There has got to be a way to keep this ramp and still provide the connection to I-215.
Tegan Spangrude	Salt Lake	Option B: SPUI	I support having a separate bike and pedestrian path across 600 N. I often travel from 1000 W to 300 N by bike. Right now, the road is often polluted with glass, trash, gravel, and other debris, creating safety issues while traveling by bike. While a buffered bike lane increases the distance between bikes and cars, it does not necessarily reduce the above-mentioned safety concerns. I think a physical barrier between auto travel and bike/pedestrian paths would reduce this kind of safety concern. While 500 N path is present in either plan, I like using 600 N because it gives the most direct access to resources on 300 N.
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	
	NSL/Woods Cross	Option A-R: Diamond w/ Reversible	
	Farmington	Option B: Glovers SPUI	This interchange at Glover is ridiculous. This creates three south bound onramps in a very small area with 200W and West Davis. Option C has much better flow for adding southbound off ramp and north bound on ramp access to the mainline.
	Farmington	Option C: 200 W Full	If we can't keep 200W how it is now, then connecting the south frontage road to Lagoon drive is a nice benefit of the changes offered by option C.

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Name	Section	Alternative	Comment
	Farmington	Option B: Glovers SPUI	Option B has too many negative impacts to adjacent properties. Option C address the SB exit NB onramp issue with far less impact. Options A and C are the only realistic options for Farmington.
Ginger Cannon	NSL/Woods Cross	Option A: Diamond	Make the buffered lane fully protected - separate the bike lane from vehicular lane completely for full protection
Ginger Cannon	Salt Lake	Option A: CD	Where are the Active Transportation Improvements?
	NSL/Woods Cross	Option B: SPUI	Add a right turn lane / dedicated lane for Northbound I-15 here on westbound 2600 S. Where 800 W would connect to Wildcat Way, much more traffic will turn right on Wildcat to access 800 W. Traffic will also need to be in the right lane for the I-15 on-ramp. The right lane here today already backs up for I-15.
	NSL/Woods Cross	Option A: Diamond	I agree with another comment, need to avoid a lane merge here. The existing Beck St. on ramp is eliminated in all design options so many cars will use this new on-ramp causing the same back up as today, even if it's metered. Keep this on-ramp lane open through the I-215 merge then merge one of the new lanes coming from I-215 about 1/2 mile farther down. Where there are two more lanes in that area, merging there seems less impactful.
	NSL/Woods Cross	Option A: Diamond	I like 800 W relocated to connect with Wildcat way but would also still like it to connect to the 2600 S and Overland Dr. intersection for westbound travel on 2600 or northbound travel on Overland. Otherwise we're going up to Wildcat to 2600 S then under I-15 through multiple signals and congestion to get back.
	Bountiful	Option C: CD	Full access at 400 N would cause more congestion for traffic turning left onto I-15 in the morning and traffic heading eastbound at 400 N / 500 W in the evening. Best to keep the southbound right off-ramp at 500 West in option A but also include the collector ramps in option C.
	Bountiful	Option A: Half Diamond	Option A with the Southbound right off-ramp at 500 west is best. Moving the Southbound exit to 400 N will cause too much congestion on westbound 400 N at 500 W.
Ben Thompson	Bountiful	Option C-R: CD w/ Reversible	Add an access point from NB I-15 to reversible HOT lanes here
Ben Thompson	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Add an access point from SB I-15 to reversible HOT lanes here
Ben Thompson	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Add an access point from NB I-15 to reversible HOT lanes here
Ben Thompson	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Add an access point from SB I-15 to the reversible HOT lanes here.
	Farmington	Option B: Glovers SPUI	I would love to see one of these designed where it was actually user friendly. Sharp angled ramps are terrible for mobility, plus the noise of the freeway?
	Farmington	Option B: Glovers SPUI	Gotta love designs by people who've never crossed on bike/foot one of these. 4 crosswalks, across slip lanes, really?
	Farmington	Option A: 200 W Ramps	Does this give enough room for cars to pull forward enough where they aren't blocking the crosswalk?

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Name	Section	Alternative	Comment
Julianne Zollinger	Centerville	Option A: Diamond	"Future bike/ped improvements"?? Does that mean we wouldn't get them with the I15 improvements? Like this because we need a bridge here to get over the tracks both for cars and pets
Julianne Zollinger	Centerville	Option A: Diamond	Loving this but is there anyway we could get a vehicle crossing here too. The only way Centerville residents can drive to the businesses on the West side is over Parrish Lane that is our only access point and it is already so crowded. This would relieve traffic on Parrish and additionally better connect West and East Centerville.
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	This is the intersection that needs to be addressed with it narrowing too quickly we need the two left turn lanes but it is all so tight. Any way we could expand Parrish and Main for a bit farther?
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	Sorry this comment should have been on Main Street and Parrish - I was off on my map reading.
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	Sorry I was off on the map. Previous comment should have been moved past 400 West to Walmart/Dick's entrances. Sorry for the confusion
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	This is one of the most dangerous areas on Parrish. You have tons of traffic trying to turn in or out of Walmart and other business here and then traffic trying to turn in the other direction to Dicks and other business across the street. Basically the internal turning lane gets too full of cars and cars can not get out thus start pulling into traffic. Could you add a light here.
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	Locals use this as a shortcut to get to the freeway and it makes it very unsafe for pedestrians trying to cross and traffic backs up along this road. Is there any way you could prevent access to the onramp from this lane so that traffic has to flow back to Market Place Drive?
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	I don't think you can narrow this quickly. Main Street is heavily trafficked and right now it has two turning lanes as you turn left headed North on Main Street. That is super effective in keeping traffic from building up. Narrowing to one lane needs to happen after you've passed through this intersection.
	Centerville	Option A-R: Diamond w/ Reversible	
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	I prefer diamond formation because it is safer for pedestrians to cross however I would still prefer to see the pedestrian bridge built to the south because I think it would be used. Those crossing to head south might prefer the footbridge while those crossing to head north I don't think would use the footbridge but instead choose Parrish to cross. So I think you still need both.
Julianne Zollinger	Centerville	Option A-R: Diamond w/ Reversible	Would there be an exit point from the HOT lanes at Centerville - it doesn't look like it and thus the HOT lanes would be unusable to those traveling from SLC to Centerville which is not ideal.
Julianne Zollinger	Farmington	Option B: Glovers SPUI	Like this option because it would allow another exit point for people getting to businesses (Impression Dance, HIVE volleyball, and Avalanche Soccer and to the High School for games and other events. It would take away traffic from the surface streets

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Name	Section	Alternative	Comment
Skyler Fleming	NSL/Woods Cross	Option B: SPUI	I love the idea of the completely seperate bike and pedestrian path through here. Would it cross the freeway on and off ramps or would there be a bridge over the road? My concern here is if it crosses, is traffic flying through the turn to get onto the freeway and there being a bike or a pedestrian.
Skyler Fleming	NSL/Woods Cross	Option A: Diamond	Buffered bike lands that have traffic crossing over them like this are very scary and will likely lead to nobody wanting to bike through the intersection. I don't think this is a safe route to go for bike planning through this intersection.
Skyler Fleming	NSL/Woods Cross	Option A: Diamond	I love the idea of having this road go under the freeway and be seperate from the freeway intersection. Biking through that freeway intersectin can be very scary and dangerous at times.
Michael Rotter	Salt Lake	Option A: CD	Why should we loose space to more cars in this area? This is a community and I would like to see UDOT think of solutions that dont include taking away neighborhood space for commuter car traffic. I believe this plan would be again UDOTs mission by taking promoting car traffic by their continual enlargement of I-15
	Salt Lake	Option B: SPUI	Option B makes the most sense by using an existing, large intersection to connect with 15 rather than creating a new one. This will also allow the many, many trucks coming out of the gravel pit to have better access to the freeway, preventing them from having to make multiple turns with long loads.
	NSL/Woods Cross	Option A: Diamond	Yes, please. An option to go to 215 from NB I15 would be very excellent..
Brian Bean	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Beck Street is a primary exit from downtown for many people, including myself. I go through this area daily. Every option would require exiting downtown traffic to hit a light, turn left, hit another light, turn right, and proceed NB on 15. How can this be the solution for a route that needs to have such high throughput? Beck currently has streamlined dedicated access to NB 15 and it needs to remain that way. Forcing all that traffic through the maze of any of these options is going to be a very expensive gaggle.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	I STRONGLY encourage you to find a way to make it so these lanes do not have to merge here. Current design also forces a merge. Look at your data and you will see that there are constant slowdowns here because of the merger. Yet, less than a mile North two more lanes come on with the 215 ramp and clears things up. Please find a way to add one of those lanes further south to avoid the same problems we have today.
	NSL/Woods Cross	Option B-R: SPUI w/ Reversible	Generally agree with eliminating the offramp here on all options. If you can't do a full interchange, don't half-ass one.
	NSL/Woods Cross	Option B: SPUI	Option B or BR please. This intersection really needs to bank with the flow of traffic. Option A is too rigid and 90 degree.
	NSL/Woods Cross	Option A: Diamond	Much improved off ramp. Thanks for giving me adequate room to decelerate without a 90 degree banking turn.
	NSL/Woods Cross	Option A: Diamond	I like the innovative drop under the freeway here on all options.
	NSL/Woods Cross	Option A: Diamond	I take this intersection every day. Option A is a step back. Option B is the right way forward. Before UDOT reconfigures this intersection 5 or 6 years ago, the poor road design led to us being sideswiped by a semi. Option A is a

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			step back to those old times by having two traditional intersections on each side of the freeway. It looks like Parish Lane does today, which is 100% nonfunctional. Ease do not send us back in time with option A.
	Bountiful	Option C: CD	Wondering if the overpass in option C would help facilitate an above-grad crossing of the union Pacific line later on. If so, good choice.
	Bountiful	Option C: CD	Option C makes the most sense here. I use one or both of these intersections multiple times a week and the lane changing with inbound and outbound traffic mixing is dangerous. A small collector here makes all the sense in the world to future proof this area.
	Centerville	Option B-R: SPUI w/ Reversible	Oooo! Yes please on a multi-directional center HOV. More difficult to violate and makes HOV traffic move faster. Two HOV lanes is such a good idea so I can pass or be passed without having to leave HOV.
	Bountiful	Option B-R: 3/4 Diamond w/ Reversible	I love the idea of a center 2-lane HOV that can change direction. This is what they do in DC and it works well, having used it personally.
	Bountiful	Option B: 3/4 Diamond	Option B dispatches with the current divergent diamond and goes backward to what we used to have. I don't understand this reasoning.
	Bountiful	Option B: 3/4 Diamond	Just build a functional NB ontamp here and dispense with the silliness that is the 500 w onramp.
	Bountiful	Option A: Half Diamond	It's a shame we aren't just continuing with an above grade railroad crossing here. Perhaps it is outside the scope of this project, but it will be more cost effective to plan for and build it as a part of this project.
	Bountiful	Option A: Half Diamond	Option A is even worse than status quo. At least with the most recent upgrades you gave us a divergent diamond here. This plan is regressing to what it used to be.
	Bountiful	Option A: Half Diamond	Please just build a SB offramp here and dispense with the silly step child of an interchange at 500W.
	Bountiful	Option A: Half Diamond	Close this off. It's too close to 400 s to be practical or useful.
Brian Bean	Bountiful	Option A: Half Diamond	I am astounded any option retains a left exit here. It is absurd and unnecessary. Just close this entire ontamp/offramp and build a proper multi-directional interchange at 400 South. Dispense with this silliness, do not perpetuate it!
	Centerville	Option B-R: SPUI w/ Reversible	Just close off this intersection between the frontage and Parish. Anyone who uses this road can get there using Marketplace. Having Marketplace and the frontage dump into Parish so close to the interchange really screws things up. It is unnecessary.
	Centerville	Option B: SPUI	Neither option fixes how dangerouse it is for cars exiting the freeway NB to cut several lanes of traffic o go North on Marketplace. Same issue with cars coming from legacy trying to cut several lanes of traffic to go South on marketplace. Any plans must stop the crazy lane changes people have to engage going both directions. It slows traffic considerably and is dangerouse.
	Centerville	Option B: SPUI	Option B vastly improves over status quo and is superior to option A. Please, please control the entire interchange through a single light system.

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Name	Section	Alternative	Comment
	Centerville	Option A: Diamond	Option A retains what is worst about the current intersection. When exiting the freeway NB, It is nearly impossible to cut across three lanes of traffic to get to go north on the frontage. I expect more innovative design here than more of what we currently have. These plans are virtually the same as stays quo.
	Centerville	Option A: Diamond	Option A retains too many elements of the current design that are totally dysfunctional. Namely a stoplight on both sides of the bridge with multiple ins and outs at each light. The whole area needs to be consolidated into a single controlled intersection.
	Farmington	Option A: 200 W Ramps	Missed opportunity for an interchange.
Brian Bean	Farmington	Option A: 200 W Ramps	Missed opportunity to fix this wonky bridge and frontage road.
	Farmington	Option A: 200 W Ramps	
	Salt Lake	Option A-R: CD w/ Reversible	Off peak (for roughly 21-22 hours each day) this road is utterly vacant, deserted, and empty... The exaggerated width and lack of other normal traffic causes excessive and reckless speeding by drivers with no enforcement or deterrence. Reduce the number of lanes and lane widths... I encourage you to perform a study on how few cars actually travel this road compared to other much narrower roads downtown with far fewer lanes. This is not practical and not pleasant for community members patronizing nearby businesses or out recreating.
	Salt Lake	Option A: CD	painted bike lanes on a street with this many lanes is a great way to kill cyclists
	Salt Lake	Option A: CD	Adding new traffic lanes will not reduce traffic. My father has asthma and had to move out of SLC because the smog is getting so bad that he could not breath. Widening freeways makes this worse, not better, as it incites more car traffic (induced demand). UDOT should invest in things that actually reduce traffic instead of useless monuments to the automobile.
	Salt Lake	Option A-R: CD w/ Reversible	Please install a legitimate pedestrian crossing here, with signal or HAWK or something... People cross here regardless. Cars are coming fast from Beck around that bend...
	Salt Lake	Option B: SPUI	Off-peak (for roughly 21-22 hours each day) this road is utterly vacant, deserted, and empty... The exaggerated width and lack of other normal traffic causes excessive and reckless speeding by drivers with no enforcement or deterrence. Reduce the number of lanes and lane widths... I encourage you to perform a study on how few cars actually travel this road compared to other much narrower roads downtown with far fewer lanes. This is not efficient, not pleasant, and even dangerous for community members patronizing businesses or out recreating here. Try and cross 300 W just north of here to get to Warm Springs Park... Not fun.
	Salt Lake	Option B: SPUI	Double turn lane here is extremely unnecessary and dangerous for pedestrians; this is a residential area with businesses that generate foot traffic across this intersection. You should keep this intersection to one forward lane

Table 2. I-15 EIS Draft Alternatives Comments Submitted through the GIS Tool during the Public Comment Period

Name	Section	Alternative	Comment
			with a (single) protected left and (single) right (maximum). Widen sidewalk and add protected cycle lane.
Mike Porcelli	Salt Lake	Option A-R: CD w/ Reversible	Double turn lane here is extremely unnecessary and dangerous for pedestrians; this is a residential area with businesses that generate foot traffic across this intersection. You should reduce this intersection to two lanes each way (maximum) with a single protected left. Widen sidewalk and add protected cycle lane.
	Salt Lake	Option A-R: CD w/ Reversible	TOO WIDE. This is dangerous for pedestrians an unnecessary.
	Salt Lake	Option A: CD	This is absolute insanity. I live here, there is hardly ever congestion and it's already too wide—this would be doubling it!
Spencer Riehl	Salt Lake	Option A-R: CD w/ Reversible	Just don't. Extra road capacity here will just overload other streets, necessitating more expense and widening roads. How do you all not understand that adding more lanes to what is already a monstrous highway is just not the solution. Ridiculous.
	NSL/Woods Cross	Option A: Diamond	THANK YOU for putting a 215 to South I-15 ramp. Having to go down to I-80 and deal with that T intersection freeway ends stuff just to turn North on I-15 to downtown has been a nightmare.
	Salt Lake	Option A: CD	Vote for SLC Option A: Faster access to the freeway for industrial and Warm Springs area traffic
	NSL/Woods Cross	Option A: Diamond	The EIS needs to take into account the impact that train crossings has on Center street users. Traffic regularly backs up to Hwy 89 to the east and towards Redwood road to the west. Double-tracking Front Runner needs to include an overpass over Center Street, which would make additional overpasses for tracks to the west easier to build.

3.0 I-15 EIS Draft Alternatives Comments Submitted in Writing

The second public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held November 10, 2022, through January 13, 2023. This appendix includes the 34 handwritten public comments received by the project team. Handwritten comments were typed by the project team for inclusion in this appendix. Personal address and contact information were redacted.

Table 3. I-15 EIS Draft Alternatives Handwritten Comments Submitted during the Public Comment Period

Date	Name	Comment
	Gary Cunningham	If you had enclosed a print-out of the alternatives we could have indicated a preference. I'm not going out for a covid exchange. Good Luck.
11/15/2022	CJ Hellige	I'm not convinced the reversible lanes will be an effective enough tool to justify the space needs. Between option A and B, I didn't see much difference since the presentation material didn't cover my primary concern, which is projected increases to pollution, our neighborhoods on the westside of Salt Lake are the first and worst hit by our valley's poor, at times toxic, air quality. There will also need to be significant effort to minimize the impact to homeowner's property when considering widening. There will be severe pushback if the project further displaces and degrades our neighborhoods with the deepest histories of redlining, "Urban renewal," and underinvestment.
		*Has UDOT investigated implications of the EIS I-15 expansion in terms of environmental justice? What inequities exist or are anticipated and how will they be addressed? *Are there opportunities to use funding to strengthen our public transportation options (provided by UTA) upfront + substantially and return to this EIS at a later time? Has UDOT explored investing in alternative transportation options in holistic ways that address traffic congestion (e.g. more commuter trains) *How will UDOT ensure better communication about the project/EIS to the public? (None of my neighbors knew it was underway) *Would UDOT consider meetings, partnership, involvement of Sweet Streets SLC in this process?
	Cindy Cromer	UDOT is tone deaf. To contribute to the urban heat island, promote the use of cars, compound our air quality problems, and remove/degrade housing are obscene. Live where you work; work where you live. The location of the I-15 corridor where it is was the worst land use decision affecting housing in the past 15 years. Comply with section 106 which UDOT, UTA, and the city failed to do in 1999.
11/15/2022	Nicholas Parent	The options that I support and prefer: I-15 option B, Farmington option B, Centerville/Parrish option A, Bountiful/West Bountiful option C, North Salt Lake/Woods Cross option B, Salt Lake option B. Personally I think priority should be given to improvements of accessibility to rail and ease of use. Expanding the rail system would be an even greater reduction in travel time and be a much better alternative to improve quality of life along the Wasatch Front. If there is such a projected increase in traffic we should divert from personal automobile infrastructure to mass transit. If we had rail lines linked like a web network throughout the front with stations no more than a five mile radius from each then bus routes could be a short connection from a neighborhood to a train station then out to place of employment & occupation. Groceries and all other essential services would still be easily accessible and productivity could increase because active involved travel time would transform to passive passenger travel time. The saying goes if you build it they will come. Expanding rail and bus options rather than personal automobile infrastructure would be a tenfold promise and reinvestment

Table 3. I-15 EIS Draft Alternatives Handwritten Comments Submitted during the Public Comment Period

Date	Name	Comment
		in the community & connectivity, increasing consumer spending, allowing for denser population centers, a cleaner environment, and a stronger local economy. The automobile is terribly inefficient to be focus of planning for the future & going towards 2050.
11/15/2022	Cyrus Elias	The first "quality of life category" on the EIS screening criteria is "improve safety." This category, along with the associated criterion, makes it clear not a necessary part of this project is not only to meet current safety standards (as required), but also to IMPROVE safety beyond the status quo. The measures proposed do not address a comparative approach and therefore are not adequate for determining if the proposed changes actually meet the required criterion. I suspect that wider highways, which carry more cars at higher speeds, are more dangerous than smaller ones. I suspect that the meeting of modern safety protocols such as horizontal radii and increased shoulder width will have a minimal effect on the safety of the road and the real safety of the road will decrease. The measure associated with this safety criteria should be adjusted so it actually projects what the criterion is supposed to address: "is the road that is proposed in each example more safe than the road that currently exists." Without this analysis it is unreasonable to assume that the criterion has been met. Do not widen the highway.
11/15/2022	Eric Valchuis	I have concerns about the project's expansion of I-15. *Pollution. Increasing the car throughput of I-15 will increase the auto emissions in SL Valley. As a community that experiences inversions and knowing the health impacts of pollution, especially for marginalized communities, I would like to not increase pollution. *Impact on communities and businesses. Highway expansion will require displacement of homes and businesses. Research on past highway expansion shows the disproportionate impacts on surrounding communities. It also further divides communities who are on both sides of the freeway. As a Salt Laker, I'd like to minimize segregation of communities. *Highway expansion induces demand. As per the model developed by the study, highway expansion will not solve congestion issues if highway expansion cannot meet transit needs of Salt Lake Valley, alternative transit options should be developed.
11/15/2022	Koby Elias	It is difficult to see how road widening of I-15 will provide improved connectivity of our communities that are currently separated by I-15. The bike lanes and increased pedestrian access to cross I-15 is great but an extra 40', 50', 80' of freeway will create long dark unpleasant underpasses for bicycle riders and pedestrians. The funds should be used to invest in transit. Solutions that will improve air quality and improve neighborhood connectivity rather than adding significant freeway which will make everything worse. Why not add tolling to discourage driving and boost front runner service to every 10 or even 5 min during peak usage. Add trax and front runner lines to connect communities to transit infrastructure that are now completely reliant on car/highway infrastructure.
11/14/2022	Rebekah Adams	I think the plans need to include barriers between all bike lanes included in the plans, paint is not enough to protect cyclists. I love the idea for the reversible hot lanes and I think it would increase safety greatly.
11/14/2022	Jack Robbins	I like all the bike infrastructure but all the new bike lanes need to be protected by a physical barrier, not just paint. Drivers don't respect paint.
11/15/2022	Wendy Renda	Please do not impact homes on Argyle Court + Rendon Court. Do not remove homes from the Guadalupe Neighborhood. Do like connecting under 400 North and 500 North.
11/15/2022	Clark Cahoon	TLDR: Trainbox and Thoughtful Freeway Upgrades If this project doesn't back up and look at the totality of transportation from Farmington to Salt Lake City including how cars and the freeway interact with the major E <-> W pathways and help connect the communities that are bifurcated by the freeway this plan is already short sighted. This plan with useful and thoughtful items coupled with the opportunity to leverage the train box plan in SLC with the Rio Grande Station & UTA's desire to create a new HQ at the state's intermodal hub

Table 3. I-15 EIS Draft Alternatives Handwritten Comments Submitted during the Public Comment Period

Date	Name	Comment
		has potential to transform our communities. Density in Farmington @ the station, density in Bountiful & Centerville and North Salt Lake down to the state's capitol city can create positive outcomes for generations. Please look with a wider aperture and lens deep into the future, something that pulls back and look with a more collective approach that ties the need of the local communities first, the needs of the state and city second and third and brite, cars, bikes, walking paths, and trains with light and heavy rail. Thank you for the opportunity to share ideas. I'm passionate about my community I live in [REDACTED].
11/15/2022	Benjamin Wood	The marginal gains projected for travel times - if they ever in fact manifest - are not worth the further erosion of Salt Lake's west side neighborhood. The proposed overpass on 600 N is obscene. Making longer what is already an overwhelming crossing to West High School, the Marmalade Library, Riverside Park and so many critical community destinations. This further entrenches the mistakes of the past. If traffic takes longer than the train people will take the train. We should be reducing the amount of paved driving sections. We need transit only lanes. We need so much better than this.
11/15/2022	Truman	The freeway needs to be smaller or just kill cars in general. They kill the planet guys think you money hungry sons of b*i@#es
	Corbaley	Why would you waste money doing a wall way under 5th North if you are going to do one in 4th North. There is not that much traffic to justify both!
11/16/2022	Antonette Burgoyne	I'll start by saying that I am commenting on other subjects than what you have implied you want to hear about. One of my biggest concerns, and things that I think should be considered is: How will people's homes be affected. I'm not close enough that my property would be affected, but I am concerned for those who are. I think that needs more sensitivity. Also, I am frustrated with people being able to pay a toll and as a single rider, use the HOV lane. This undoes the whole purpose of the HOV lane, which is to encourage less cars on the road. I'm not happy about facilitating more traffic. If there are going to be bike paths - they should be more safe than now. I feel that I take my life in my hands whenever I ride on Pages Lane; wouldn't even consider riding on 500 South in Bountiful or on Parrish Lane.
11/15/2022	Vonell Hatch	Prefer option C. Option B would be a terrible mess on Glover/200 West. Glover Lane (going West) stops @ a dead end allowing turning right or left. It is a short distance from the 4way stop signs (where they want to put turning lanes) (about 2 blocks) before you hit 200 West. Homes would be impacted. Option C does not seem like families would be impacted.
11/16/2022	Clint Leary	To whom it may concern: As a property owner of property on Glovers Lane in Farmington, I would like to see no changes done on or near Glovers Lane. If change is approved I would pick option "A" 1st choice. option "C" 2nd choice. I will rally support from neighbors and other property owners and Farmington City to help keep things the way they are or minimal change.
		Very excited for the possibility of the SUP at the community park. That would be a great way to increase ped accessibility to the legacy trails.
11/17/2022	Sheryl Hatch	Of the three options I like option C the best because it would impact less homes and its entrance and outlet would let traffic flow. The option B would negatively impact Glover Lane it ends at 2nd East and is crowded already in the mornings with traffic headed to the high school. A would also be hard to live with Glover Lane with more and traffic must stop at a light or 4way stop sign. So from my perspective C is the best option. Other reasons deer and other wildlife are regularly in and around the catch ponds on Glover Land at the Frontage Road and traffic and deer don't do well together.
11/16/2022	Edward Smith	Please leave the I-15 NSL South Bound Center St off ramp alone. It is needed for local traffic.

Table 3. I-15 EIS Draft Alternatives Handwritten Comments Submitted during the Public Comment Period

Date	Name	Comment
11/16/2022	Kaitlyn Schwalber	<p>I spoke with ____ at length, I am very interested in ALL bike and walk improvements, the more separated bikes are from cars the more accessible the plan is to me as a biker who has been hit before.</p> <p>I take major issue with the widening of the highway. I understand that UDOT is not in charge of public transport - despite their name, but I know that the widening of the highway will not decrease traffic, it will only increase the number of people who have to use it.</p> <p>I feel like the 2 main options for the highway are both not forward thinking enough. Turning more lanes into HOV lanes would be a bare minimum change. There must be the mitigation of those who use it, such as a large number of HOV lanes, promoting the ease of public transport, and promotion of zoning that allows people to work where they live.</p> <p>There also should be mitigation of crashes, such as speed ways for busses on the highway and limited lane switching</p>
11/16/2022	Jeremy Wood	I mostly want email updates and will leave more comments online later. I would like it if we didn't widen I-15 and am all for bike lanes.
	David Tate	<p>First, thank you for the open house, realizing UDOT did not need to have a open house. 1. Get rid of HOV lanes, at least during rush hour. DO NOT SWITCH SIDE TO SIDE. I hear the HOV lanes are working. Not what I see driving the corridor. All it is is a social feel make some people happy and senator Adams pet project. 2. Glovers Lane has enough traffic - no interchange 3. Connect Legacy in North Salt Lake to I-15 via 215 adding bridges and more lanes, add lanes as promised to Legacy, UDOT is a big bully to some, stand up to the small load noise. 4. Widen I-15 Kaysville-Centerville now, don't wait until more traffic from the west really plugs up I-15. 5. Tired of hearing more bike trails. As I walk and bike it is such a small % that even use what we have, done with the feel good promotion</p>
11/16/2022	Robin Jensen	Please, Please, Please (please) use your influence to move Utah away from car culture. Don't widen I-15. Don't focus on building roads. If you build them, they will come. We need to rely more and more on biking, public transportation and our share programs. For Utahns to figure out alternatives to cars. Trains, buses, and bikes are the future. We need to plan for that now. Thanks
	Melissa Layton	Overwhelmingly the response from our citizens in Farmington is wanting an exit for our high school!!!!
12/6/2022	Sara Monroe & Jacob Hawley	Please, Please, Please don't turn my sleepy (safe to walk my dogs) street into a major thoroughfare. I cannot imagine the trouble opening up 400 North would cause to my friends and neighbors who love how safe my street currently feels. NO to changing 400 North!
12/6/2022	Liz Buehler	Guadalupe Neighborhood is a small neighborhood, an expansion of I-15 and 600 N will greatly impact the neighborhood fabric.
12/5/2022	Kendra Bradberry	<p>Do you have any impact studies that illustrate or calculate property values before - during & after construction?</p> <p>I bought the house (400k) as an investment for my retirement in 12 years. I have a very short window to earn enough to retire @ 67. My goal was to sell for at least 1 million. If value drops during construction, I won't have enough time to wait to get the value back.</p>
1/11/2023		<p>Hello</p> <p>I have only one comment about the proposed Option B for Farmington and Glover Lane. During November 2022, this last November, my son, who attends UVUU, was driving through the diamond intersection on University Parkway. He was in the lane where he was supposed to be. But, another car, going in the opposite direction, didn't know which lane he was supposed to be in, and he T-boned my son's car.</p> <p>Fortunately, my son was not injured. The other driver was at fault, but my son's car was totaled.</p> <p>I have a 16 year old son and I do not want him to have to drive through Option B of Glovers Lane</p>

Table 3. I-15 EIS Draft Alternatives Handwritten Comments Submitted during the Public Comment Period

Date	Name	Comment
		and Frontage Road. I do not believe this is a safe solution for Farmington. Children will be killed and/or hurt.
1/9/2023	Afton Stevens	<p>UDOT</p> <p>Please UDOT do not disturb one of Farmington's beautiful charming neighborhood treasures along the Farmington Frontage Road and Glover's Lane.</p> <p>Residences living into these areas reflect the best of the American Dream, they have worked long and hard in their community.</p> <p>The homes are beautiful and well kept. They serve their neighbors and city.</p> <p>It would be a disaster for these home owners and Farmington to destroy the peace and the tranquility of their lives and the area. Please come and see the homes, the area in question and visit with homeowners.</p> <p>The overpass construction is a huge sacrifice for those of us living close by. We can vision the horrific traffic noise soon to come with its completion along with the traffic of the construction UDOT would like to do on Glover's Lane. We fear it will be another "Parrish Lane" with all the businesses to come.</p> <p>Our home values will go down for those living close by.</p> <p>Please listen to our pleas so we can keep our Farmington neighborhood treasure.</p> <p>Sincerely,</p>
1/7/2023	John B Neville	<p>Dear Sir or Madam:</p> <p>This concerns UDOT's recent plan for the I-15 corridor that is published on your web site. I agree in concept with many of the principles as I understand them particularly those that will improve pedestrian, bike and other user safety.</p> <p>However, I would make efforts to refrain from adding too many new lanes or widening the road. As you know, in twenty to thirty years, UDOT will be faced with the same dilemma - widening the same road. Will we just be caught in this infinite loop? As few new lanes as possible should be added in my opinion.</p> <p>As a frequent user of mass transit to commute to and from work for the past thirty two years, please consider creating additional incentives for people to use mass transit including rail or other lines. For example, should the Blue Line for Trax go to Farmington? If not, why not ? I understand Front Runner provides some of this transit but once people are on Trax, they're more likely to use it if they can remain on Trax.</p> <p>Eventually and if we are forward thinking about the next thirty years, expanded rail lines will be needed across the state. It makes more sense to consider this now rather than kick the can down the street with ever expanding freeways. I appreciate your consideration and please contact me if you want to discuss it.</p> <p>Sincerely,</p>
1/9/2023	JoAn Ishimatsu	<p>As you already know if you build it, they will come. So, before a shovel is deployed, please fix/repair all other roadways. Not having to dodge potholes or lumps and bumps would help with the commute. I have read somewhere that this would also improve air quality.</p> <p>Next item to consider - if you remove housing, in todays reality, where do they go?</p> <p>Can you move the refineries? Now another question: why can't you work, in tandem, with UTA? What about the other entities you buck up against.</p> <p>Really - coordinate with UTA & get FrontRunner a second track, increase better bus system. Leave I-15 alone but put out to the side, footpaths and bicycle paths, like on Legacy. Thank you</p>

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4.0 I-15 EIS Draft Alternatives Comments Submitted through UDOT's Comment Tool

The second public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held November 10, 2022, through January 13, 2023. This appendix includes the 11 public comments received by the project team through UDOT's general commenting tool published on the main UDOT Website (<https://udot.utah.gov/connect/public/contact-udot>). Personal address and contact information were redacted.

Table 4. I-15 EIS Draft Alternatives Comments Submitted through UDOT's Comment Tool during the Public Comment Period

Date	Name	Comment
11/18/2022	Claire Phillips	<p>Widening I-15 will not ease traffic congestion, study after study has proven that bigger roads don't lead to less traffic, they actually make it worse.</p> <p>You know what else will get worse? Our air quality. Heaven knows we don't need that! We should not be doubling down on gas guzzling commutes to the tune of 1.3 Billion dollars. The climate crisis is real, Utah's population will grow far faster than you can build roads for, there is only one alternative that actually alleviates traffic: PUBLIC TRANSPORTATION.</p> <p>I want a bus that can get me to work and back. I want a train I can actually access to take me to activities downtown. With a billion dollars, how many bus drivers could you hire? How many routes could you add? How much easier could you make it for people who cannot drive or afford a vehicle to live their lives?</p> <p>The only want to reduce traffic congestion is to reduce the number of vehicles on the road. The only way to do that is to give people reliable, frequent, public transit that actually makes commutes doable.</p> <p>Instead of bulldozing homes and communities with absolutely no benefit, maybe do something that actually benefits Utah's commuters? Like a bus that can get them literally anywhere in under two hours?</p> <p>https://archive.curbed.com/2020/3/6/21166655/highway-traffic-congestion-induced-demand https://www.google.com/amp/s/arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/amp/ https://www.bloomberg.com/news/features/2021-09-28/why-widening-highways-doesn-t-bring-traffic-relief</p>
11/18/2022	Heidi Rathmann	<p>The lane markings for the construction traffic change on the highway are VERY unclear between Farmington and Centerville on southbound I-15. I drive this portion of the highway weekly and the paint/lane markings where the traffic curves back into the normal straight traffic pattern is nearly unrecognizable! The way the asphalt is laid with the lines in the road and the paint can hardly be seen. I have watched myself and MULTI other drivers have no idea of where the "lines" are that we should be in. Semi truck drivers included! I know that UDOT in general does how they please, but please consider better lane markings, as I feel the safety of myself and others are in jeopardy! Thank you</p>
	Elijah Kensler	<p>Widening I-15 is a horrible idea. How many homes and businesses will you destroy and money you will waste before you realize that widening I-15 is not a good solution. Investment should be made in alternate forms of transportation such as FrontRunner forward projects and other rail and bus projects. You can't just keep doing the same highway expansions and expecting it to magically fix everything</p>

Table 4. I-15 EIS Draft Alternatives Comments Submitted through UDOT's Comment Tool during the Public Comment Period

Date	Name	Comment
12/6/2022	Brooke Mangelson	<p>To Whom It May Concern.</p> <p>I am a resident of south Farmington and I am highly opposed to UDOT's Alternative B plan for the new 1-15 on ramps. We really need your help and initiative to have this alternative shut down. This solution is not acceptable. It will affect my daily life in every way. We purposefully purchased our home in a neighborhood off of the frontage road for several reasons. One of which was the close proximity between Farmington High School, Farmington Junior High, and Farmington Elementary and ease of access between the three schools. My husband is employed as a teacher at Farmington High School. We have children at all three schools. We use the frontage road to travel between. My children walk on the frontage road to get from the Junior High to the High School for activities daily. We walk our dogs on the walking trail off of the frontage road. This alternative proposition would destroy that for us. I care about the safety and ease of use of these roads and this plan would destroy both of those for the thousands of children that attend these schools and the adults that work there.</p> <p>Our neighborhood is quiet and has fairly low traffic. Having an off ramp would increase our traffic dramatically not only on the frontage road area, but all of the surrounding roads as well and our residential streets will become a throughway and "short cut" to get to the on ramps. Although our home is not one of the ones on the chopping block, it would put our backyard right at the edge of it. I have lived in a previous neighborhood with the freeway directly in my backyard and it was incredibly loud, I didn't want that when we moved to Farmington and we were told there was little to no chance that area of the freeway would ever change. I can actually get out of my neighborhood during the day and during high commute traffic times. I am currently not as worried about young teen learning drivers right now, but having an on ramp right by my house would scare me. People speed and are not looking for pedestrians when headed toward on and off ramps. This area is a high pedestrian area and I feel like it would be unsafe. Not only that but it will make it less convenient to get to these school. How is it fair that it makes access convenient for all but the people who actually live in the neighborhoods, go to the schools and would have to live with the inconveniences daily.</p> <p>With the traffic comes more crime. Our neighborhood has seen crime over the years, no one is truly exempt from that, BUT on several of these occasions police officers have given condolences of "with our close proximity to the freeway entrance it can be an attraction for theft". There was construction going on in our neighborhood and my neighbor's car was almost stolen with her children INSIDE, thankfully they only took her purse. That is just with one little on ramp, I can only imagine what an entire interchange would do. Not to mention the crime that comes with having constant construction in an area.</p> <p>People have mentioned that our property values would go down and I can see that being the case, but even if that doesn't happen it would definitely make our homes less desirable if the need to sell arose. I would probably find my neighborhood a less desirable place to live as well, which makes me sad. I really do love my neighborhood and the people who live here.</p> <p>I would beg of you that you please discourage UDOT from even entertaining the idea of the Alternative B plan and to completely remove it as an option. As a citizen living directly in the impact area, as I can see that there is potential benefit, all of the negatives that come as a direct result completely negate the positives and we would be worse off as a result. The ripple effect is too large and we will be compensating and trying to fix the problems that it causes to an unknown degree. I would also request that you encourage UDOT to move the proposed off ramp to areas where it is actually needed and encourage UDOT to reengage discussions of a 1500 West Glover offramp.</p>

Table 4. I-15 EIS Draft Alternatives Comments Submitted through UDOT's Comment Tool during the Public Comment Period

Date	Name	Comment
12/5/2022	Alexandra Margaret Wassmer	<p>I am a resident of south Farmington and I have many concerns about the UDOT's Alternative B.</p> <p>We chose our home's location because it was a quiet and peaceful environment to raise our family. I love how after spending time in Centerville on Parrish Lane, I can drive home and not have to deal with the chaos and backed up traffic that Parrish Lane has. I am always grateful that my neighborhood is close enough to the freeway entrance, but not so close that it brings speeding cars, and loud traffic. I was happy to find out that our home value recently increased.</p> <p>However, after learning more about UDOT's Alternative B, I fear that our home values in this area will dip, traffic will become worse and more congested, and it will not be as quiet as it currently is. I worry about children and animals who might be killed or injured by multi-lanes of traffic as they attempt to walk home from school or to a local park.</p> <p>UDOT's Alternative A or C would provide a much better option for a potential freeway interchange, if deemed necessary. I would like to request that the city study and debunk the idea that Alternative B is needed for access for high school students and residents. I would also like to request that the city encourage UDOT to move the proposed offramp to areas where it is most needed.</p> <p>Thank you for taking the time to listen to my concerns.</p>
12/5/2022	Mike Wassmer	<p>I am a Farmington resident and I am writing to voice my support of Option C, on the proposed expansion of I-15 in the Glover's Lane area. This would add a northbound I-15 route to the southbound only entrance we have currently. This option will allow south Farmington residents easy access to northbound travel without having to take side streets to the northern part of our town.</p> <p>In the event option C is not feasible, I would recommend option A as it would have the most minimal impact. Please do not proceed with option B, adding more traffic to Glover's Lane is not only out of character with the neighborhood, but this area is also not well suited for a high traffic interchange.</p> <p>Thank you for your consideration,</p>
12/6/2022	Nicole Barker	<p>I am writing you today concerning UDOT's plan titled "Farmington Option B".</p> <p>As you are aware this plan, would create an on/off ramp on Glover Lane (similar to that found on Parrish Lane.) I am deeply concerned about this plan. My home is only 2 blocks away and I worry about the increased traffic this will bring to my neighborhood. Glover Lane is the main road high school students take to get to Farmington High School. In the mornings, after school, and after any major sporting events, Glover Lane is backed up causing long delays. Glover Lane is one of Farmington's main roads to the High School and I am concerned about high school drivers (my daughter included) driving to the High School if the new on/off ramp is built. Some will say, the high school students will need to take another route to get to school, but this will only cause other traffic issues on Farmington roads.</p> <p>Another concern I have, is "Farmington Option B" will take the homes of my friends who have worked so hard their whole lives to attain. There is also the large "Creekside" neighborhood whose only access in and out of their neighborhood is through Glovers Lane. They would have a difficult time getting out of their neighborhood due to the traffic "Farmington Option B" would bring.</p> <p>And finally, I am deeply concerned about increased crime this could bring so close to my home. I know your family is your biggest concern, so please consider my family and their safety.</p> <p>I plead with you to please chose a different option. Thank you so much for your time.</p>

Table 4. I-15 EIS Draft Alternatives Comments Submitted through UDOT's Comment Tool during the Public Comment Period

Date	Name	Comment
12/6/2022	None	Hi udot I a resident of south Farmington would like to object to option b because I think it causes unnecessary congestion, I also think that if it is for high schoolers it will make it worse because the majority of them already live in Farmington and wouldn't need a freeway entrance, and the students farther north are most likely going to Davis and south they are most likely going to viewmont. Thank you
	None	udot south Farmington residents don't want alternative b we don't want more congestion and high school students sure as hell don't need a new freeway to get to school because majority live in Farmington within a 15 minute radius.south Farmington residents don't want homes to be torn down or there to be more freeway congestion in Farmington!!!
12/9/2022	Alec Petersen	Curious, what is the point of these public meetings if you already have your mind made up? Literally, what is the damn point? Option C clearly displaces the least amount of homes and is far more rational as it empties into an already commercial area. But, I get it, you will always go with what Lagoon tells you to do. So go with option B and enjoy watching the residential area get slowly destroyed over the next decade. Great job.
12/12/2022	Marilyn Aniu	<p>Aloha,</p> <p>My name is Marilyn Aniu. I have been a resident of Farmington for the past year. Describing Farmington as an area for the need of an interchange would insult the integrity of the place. I chose to move to Farmington because of its location: 1) not too from shopping either to Farmington station or Centerville; 2) the tranquility and peacefulness of the place; 3) its community wholesomeness/support; 4) traffic is minimal; and most importantly 5) the children are safe from heavy traffic.</p> <p>Alternative B seems to involve the disturbance of misplacing families and destroying homes for the sake of building a highway that is not a need but a want. My question to the Department of Transportation is, "What purpose does it serve the Farmington community to build an interchange at Glover and Frontage roads? I sit in my dining room and I can watch the not too distant traffic on the freeway and and it's like watching the stock cars racing right from the stands. The children that drive themselves to school don't have to worry about heavy traffic. I don't hear screeching tires or horns beeping, or sirens going off (from police cars, ambulance, or fire trucks). Frontage road is quiet and safe enough for joggers, people walking their dogs, and even bicyclists that utilize both Glover lane and Frontage road.</p> <p>If I may be bold enough to suggest to the UDOT, please try to place the safety of the community and its inhabitants first and foremost. If it is a dire need, I suggest that the 200 west off ramp be shortened. Instead of getting off at 200 west, go under the Glover lane overpass and loop around into that empty property that is vacant and connect it to Glover lane without touching Frontage road and making that off ramp yield into the 4-way stop at Glover lane.</p> <p>Please consider the impact to our community and the effects of the families that will be involved in their displacement and others whose property will be affected if the Department 's plan is implemented.</p> <p>Should that not be enough effect, go further down Glover lane and see what Legacy improvement has done to the backyard of those homes where the road literally took over backyards. The families will now have the traffic constant in their backyard or wondering when a car or truck or even a semi will end up in their yard.</p> <p>You have made your eis. I am asking to reconsider your eis. Aloha with much gratitude, Marilyn Aniu</p>

5.0 I-15 EIS Draft Alternatives Comments Submitted through the Project Website

The second public comment period for the Environmental Impact Statement (EIS) for the Interstate 15 (I-15) Farmington to Salt Lake City Project was held November 10, 2022, through January 13, 2023. This appendix includes the 702 public comments received by the project team through the project website (<https://i15eis.udot.utah.gov>). Personal address and contact information were redacted.

Table5. I-15 EIS Draft Alternatives Comments Submitted through the Project Website during the Public Comment Period

Date	Name	Comment
11/14/2022	Mitchell Larson	Expanding I-15 will have a negative impact on SLC and its community members especially those living on the west side that will be further separated by the increasing size of the freeway. I am not supportive of any options to expand I-15 beyond its current size. I-15 is already plenty big and adding additional lanes will not improve the city's economy or make traveling more convenient for anyone. UDOT resources should be put to use expanding other forms of transportation including cycling infrastructure and helping invest additional funds in UTA for further expansion. Utah needs fewer cars on the road not space for more.
11/14/2022	Ben Peck	Have there been any none widening options studied? for instance by shifting modes of travel from personal vehicles to public transit. It would seem that these additional alternatives should be explored to ensure that the best alternative is picked. What would it take to get alternate option studied that takes a more holistic network approach that could factor in investments in transit that divert trips from I-15 to other higher-capacity modes of travel.
11/14/2022	Kevin Bell	I think U DOT needs to seriously consider a two-level/two-layer freeway system from Farmington to SLC, like in LA or New York. We can only widen so much. Also going underground with tunnels might be another option that needs to be seriously considered. Traffic in Utah in 2050 is going to be terrible. We have to plan and get ready now.
11/14/2022	Nathan Strain	This should all be second priority for funding after a complete double track of Frontrunner. Taxpayers spend so much money just expanding and "improving" I15, why can't we just increase transit offerings. Salt Lake is becoming like Los Angeles. More people take the train you won't need to expand the road.
11/14/2022	Neil Thompson	Please do not widen I-15. Not only would this displace many families (sometimes necessary, but still tragic), it would move Utah in the opposite direction than is good and sustainable for the future. A prosperous future for Utah does not include an even wider unlivable danger and pollution zone - more lanes of traffic will just encourage more people to drive (induced demand, look it up). More lanes is NOT the solution, instead let's invest in other ways to get people to work that don't harm lives and livelihood
11/14/2022	Eric Petersen	Widen roads will not improve traffic, in many cases it makes it worse. Please do not turn our beautiful state into Houston. Please consider greatly increasing UTA solutions and options. Cars are traffic. Making more space for cars will make more traffic. Improving public transportation so that it is actually useful will reduce costs for expanding roads, maintaining those roads and purchasing land for those roads. It's also good to consider the environmental and economic impacts. Reducing cars on the road will improve air quality. Studies have shown that car emissions are as deadly as second hand smoke. Public transportation will improve economic activity as it improves the land value nearby and increases tax revenue for local areas. Please double track front runner and consider expanding trax services to

Table5. I-15 EIS Draft Alternatives Comments Submitted through the Project Website during the Public Comment Period

Date	Name	Comment
		Ogden and Provo area as well as SLC. Please do not make our beautiful valley a paved 13+ lane hellscape that divides neighborhoods, stifles economic growth, costs billions of dollars, and pollutes our air and harms our children.
11/15/2022	Rebecca Hernandez	Option B in Farmington appears it would knock down my home and several of my neighbors. It seems odd that we learned this on a website! How were we not contacted first about this being an option? My address: [REDACTED], Farmington. This is unbelievable.
11/15/2022	Rachel Quis	As a historic property listed on the NRHP, the Wasatch Plunge (aka Warm Springs) building in SLC must be treated with special care, including the surrounding grounds (now a park). The grounds surrounding the historic building likely contain subsurface historic and possibly prehistoric cultural deposits. Oral history indicates the Shoshone people were users of the springs and the now-extinct Warm Springs Lake and historic newspapers describe Native American human remains found in the area. The historic remains of several iterations of Warm Springs developments also likely remain. An archaeological monitor and a NAGPRA plan should be in place for any ground-disturbing activity in the area. Additionally, the Warm Springs building itself should not be encroached upon by transportation infrastructure further than is already in place. Any further expansion of the road/sidewalk to the east will adversely affect the historic integrity of the historic property. The open space between the building and the road has already been squeezed to any defendable maximum. Noise impacts should also be a consideration for this historic property, especially as it relates to future SLC plans for the area; in other words, the building should be considered a public event space and an often-used public park space (as future plans indicate) and not an abandoned building when considering impacts to the building and grounds. In addition to the usual SHPO, Tribal government, SLC government, and City Council groups, UDOT should also consult with the citizen group Warm Springs Alliance and Preservation Utah.
11/15/2022	Landon Kraczek	Please don't expand I15. As a west side Salt Lake resident, I already feel the freeway cuts me off from the rest of the city. I have east side friends that tell me that the freeway is the edge of where the travel in the city. And it is clear to me why. When I travel under, over or near the freeway it feels uncomfortable, noisy and dirty. Increasing the size of the freeway, requiring more bridges, will compound the problems that make me feel cut off from the rest of the city. if you do expand the freeway expand it as little as possible
11/15/2022	Aes Viole	Stop widening the roadways. Spend the money elsewhere, like on better public transportation.
11/15/2022	Clayton Booth	When I think about a place I would like to live, it includes quiet, walkable streets with easily accessible amenities without having to get in a car. I would much rather use the billions of dollars for this project on adding an additional dedicated rail line to UTA Frontrunner, expanding bus services, and creating transit oriented development. More lanes will induce more traffic and more traffic will worsen the air quality in the valley. No one wants this. No one wants more concrete and asphalt. I agree we need to address the growing population, but UDOT needs to start thinking outside of cars. Cars are not the only means of transportation, and they are actually, a very inefficient means of transportation. Lets spend our tax dollars on making our community a more enjoyable place to walk and play with our children. Less lanes equals less cars, equals less traffic deaths, equals a safer place for people to live. Build cities for people, not cars.
11/15/2022	Brandon Mille	I am very opposed to adding new car lanes to I-15. Study after study has shown that widening freeways does not alleviate traffic, but only induces additional demand that worsens traffic and air

Table5. I-15 EIS Draft Alternatives Comments Submitted through the Project Website during the Public Comment Period

Date	Name	Comment
		<p>quality in our city.</p> <p>The only way to alleviate traffic is to invest in public transit options such as increasing bus and rail service. Currently, the FrontRunner does not run on Sundays! It is egregious that we are even considering this expensive I-15 expansion project that will bulldoze many local homes and businesses, when we refuse to invest in trivial improvements to our transit systems that would actually help alleviate traffic and reduce commute times.</p> <p>Please, do not turn our beautiful city into another Los Angeles. We should learn from the mistakes of other cities, and we deserve better than this.</p>
11/15/2022	Anthony Teramana	This is sick... Where is the option to double track and electrify frontrunner? How can this freeway be perpetually widened???
11/15/2022	Jacob Klopfenstein	This is a terrible plan. Widening a highway is extremely foolish and irresponsible, and as an agency the Utah Department of Transportation should be ashamed of itself if it decides to widen the freeway. You claim that widening the freeway will improve safety, connect communities and strengthen the economy, but there is a wide body of evidence showing that building more highways does the opposite of all that. A wider highway also means more emissions due to more car traffic. If UDOT wants to force Utahns to breathe even more poison, they should certainly go ahead and widen the freeway. Investing in transit and smart growth is a much better use for \$1.6 billion than this idiotic freeway widening plan. Stop ruining Utah by paving over the entire state!
11/15/2022	Noah	<p>Please don't widen I-15, please invest in public transit.</p> <p>This will add to our pollution, it harms any business/residence that lives next to the proposed highway expansion.</p> <p>It will be yet another case of induced demand.</p> <p>Adding more lanes will never help, the only thing that helps is better public transit.</p> <p>Stop investing in car-centric infrastructure and invest in public transit.</p> <p>When will DOT's ever lean that widening highways never work!</p> <p>How are the only two options very similar forms of highway widening?</p> <p>How can you claim it enhances health????? When it will only add more pollution and less infrastructure for walking, cycling, and transit?</p> <p>Connected communities???? Time and time again, building and widening highways ONLY rips apart communities.</p>
11/15/2022	Sam Gordon	Upgrading public transportation services would be much more beneficial than this. Increasing the service of the Frontrunner trains and lowering the ticket price would do more to help I-15 than anything else.
11/15/2022	Bree	Adding a new lane to help with traffic is the dumbest thing ever. Why don't you expand the frontrunner and have better public transportation so we can ease traffic? Adding another lane will do nothing. Wtf kind of studies are you doing where adding more lanes is the correct solution?

Table5. I-15 EIS Draft Alternatives Comments Submitted through the Project Website during the Public Comment Period

Date	Name	Comment
11/15/2022	John Unterhalter	<p>"When highway options expand, people take trips at peak hours that they may have delayed until a different time. They shift away from public transit or go to a restaurant that's an additional five miles away. They head out on the highway when they otherwise may have stayed home or walked to a neighborhood bar."</p> <p>Do not widen the road. Money should be spent on increasing public transportation services along the corridor with improved Front Runner service and convenient ways to allow people to commute the last few miles to their office and home on either end of their ride. Heck, make the digital signs say you could have saved x amount of time by taking the front runner when there is bad traffic.</p> <p>If you proceed with any of the current alternatives, the clearing of snow from lanes during the winter months will be more difficult with any alternative that includes additional highway divisions. Although the reversible lanes are a nice concept consider the frequency of exits needed in case of accidents and emergency responder access to these divided areas.</p> <p>I think option a should be modified to include two HOT lanes. From experience, utilization and following the law regarding the two white lines breaks down due to the desire to pass a slower-moving vehicle. Having two HOT lanes in either direction may result in an increase in the utilization of these lanes.</p>
11/15/2022	Andy Hulka	It would be great if all the new bike lanes on these plans were separated from traffic with physical barriers.
11/15/2022	Jack Robbins	<p>Why are we spending over a billion dollars to add yet another lane to the freeway? How does the department of transportation not know about induced demand? It's already irresponsible to focus on car-centric solution to transportation when we already have air quality problems but to throw a billion dollars down the drain when we could be expanding TRAX or the Frontrunner line is even worse. I live four blocks from the 600 North interchange and I can hear the freeway at basically all hours of the day, I can only imagine what it's like for the people who live closer and now you want to make it even noisier??? Cars are not sustainable.</p> <p>You guys are gonna do whatever you want regardless of public feedback like you always do anyway but the longer you kick this can down the road, the harder that inevitable transition will be.</p>
11/15/2022	Matt Crane	I feel like we do not need to expand the freeway. We need to work on alternatives that are better for the environment which include public transit and bicycle infrastructure. More and more people are riding Ebikes which makes bike commuting more feasible. We do not have safe ways to get between the north and south on bikes, every road does not need a car, and we need more public transit options with incentives.
11/15/2022	Jon Guble	I think instead of spending a boatload to widen I-15, we should institute congestion charging, which will reduce traffic and won't cost anywhere close to \$1.6 billion.
11/15/2022	Matt	Please don't widen the lanes. Everyone knows it's ineffective. Rather, use the money to build alternate routes, give more opportunities to avoid car traffic, such as encouraging work from home, cycling, and transit.
11/15/2022	Sam	Widening the freeway will not reduce traffic or travel times. Induced traffic will fill the added capacity within weeks and only increase accidents, smog, and maintenance costs. The 1.6 billion dollars should be spent on something proven to reduce traffic and pollution: public transit. Expand the frontrunner, Trax, and local bus systems. Keep the train running on Sunday and work towards electrification. Add more bicycle infrastructure including protected bike lanes and covered, secure bike parking.

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Date	Name	Comment
		Adding an additional lane is taking another step into an unsustainable future. Please reconsider.
11/15/2022	Erica Seery	<p>I would like to see a greater focus on other modes of transportation, such as trains, biking, and walking. By expanding highways, we are likely to only encourage more drivers, rather than improve any way of life, impacts of emissions, or the local economy. This is short sighted.</p> <p>Trains and even biking provide better accessibility opportunities for people who cannot drive because of physical ability or economics. Trains and bike paths provide fewer emissions - emissions which disproportionately affect disadvantaged populations such as people of color and lower income. We should be incentivizing people to avoid driving (to lower emissions, create more density by lowering parking needs, etc...). Adding to the highway only encourages driving - and doesn't make the long term situation any better. There will continue to be air pollution and congested streets with any of these alternatives.</p> <p>Invest in the future that the growing area needs - more density and ability to travel without a car.</p>
11/15/2022	Erik Fronberg	<p>I am a lifelong Davis Co. resident. I grew up in Farmington and now live in Bountiful. I have commuted to Downtown SLC and the U of U throughout my life and today travel through the study area daily. I am particularly concerned that both alternatives do not provide a greater emphasis on transit - particularly improving pedestrian access to the Farmington FrontRunner Station and providing a detailed plan to integrate with the proposed Davis-SLC Community Connector BRT line. I am specifically concerned that the plan doesn't include plans for bike / pedestrian improvements along Park Ln in Farmington. This is the closest pass over I-15 to the FrontRunner Station yet is essentially inaccessible by bike or by walking. I have a background in urban planning with experience in transportation planning and housing and am find adding any additional lanes to the I-15 to be wildly misguided. I am disappointed that UDOT failed to consider alternatives beyond things as they are that did not include widening the freeway. I feel that the reversable lanes are confusing and would do more harm than good. Overall, I prefer alternative alternative A over alternative B. In Farmington, I feel that Option B is the best alternative, although I am still concerned that none of the alternatives include improvements to Park Ln and access to Farmington Station. I do not feel that the interchange at 200 W included in Option C would be beneficial to the neighborhood and would bring traffic related to Station Park to an area that is currently protected from it. I am also concerned with safety if there is an interchanged added at Glovers Ln because of its proximity to Farmington High School.</p>
11/15/2022	Harrison Ziter	<p>This expansion is reckless, shortsighted, a waste of taxpayer money, and is going to negatively impact people along its corridor. It's time to improve our rail transit, electrify and double track Frontrunner, expand and improve tracks. This corridor could be better served with alternatives.</p>
11/15/2022	Tilli Buchanan	<p>Develop public transit. Move people not cars.</p>
11/15/2022	Lucas Matelich	<p>I understand the issue at hand, however, study after study has showed that lane expansions are Band-Aids are deeper rooted issues. The idea of induced demand highlights that this lane expansion will help with traffic for three years until we are back to the same (if not worse) traffic issues. I do not support this lane expansion. I appreciate that you all are thinking of pedestrian travel with the different pedestrian byways, however, this seems like a spritz of cream cheese on top of a sh*% cake. I am a teacher and I see first hand how our community is divided (racially) by the wall of I-15. Why would we continue to develop this divisive wall? We need a paradigm shift. Away from more lanes, and towards, more infrastructure for pedestrian travel. I understand that frontrunner expansion is in the background, but this needs to be in the foreground. Our air quality is toxic and the Great Salt Lake is drying up, quite literally. More lanes will help with travel times for three years but then what? Perhaps it's time we hit our "pain point" in which we realize that public, human centered, options are our future. Why wait?</p>

Table5. I-15 EIS Draft Alternatives Comments Submitted through the Project Website during the Public Comment Period

Date	Name	Comment
		Do we want to end up like Houston or California with 75 lane highways? Does that actually support our community? The answer is no. No it does not. I do not support this lane expansion and I will, and am, actively fighting against it and for more human centered alternatives.
11/15/2022	Catherine Mortimer	Expanding I-15 is a perfect example of perpetuating a cyclical issue by pouring money, and creating an induced demand, into a broken system and withholding that money from a perfectly viable alternative solution, public transport, that could so desperately use the funds to become far more beneficial economically, environmentally, and for the community than this car-centric culture. Frontrunner is only in its infancy and has so much more to give. We have an opportunity here to become a symbol to the nation and to the world by saying we recognize that our beautiful mountains and valley cannot help but trap in the pollution we already have and cannot sustain anymore, that we cannot afford to be ranked so low in worldwide air quality studies any longer. We also must acknowledge the history of the east and west divide and avoid denying the fact that expanding I-15 will drive this divide even deeper, on top of exacerbating the environmental degradation at the cost of the west side. This is only the beginning and doesn't fix anything, it will only create further need for the same "fix" forevermore. We need a sustainable solution for our population growth. This is NOT it. Anyone unfamiliar with the citizens proposal The Rio Grande Plan should look it up. It speaks for itself and is only the start.
11/15/2022	Ryan Barker	The plan to shift the frontage road in Centerville east will cover a lot of the water retention areas for storm-water and cause severe noise pollution while sound walls are removed for expansion of the high way, relocation of utilities, paving of the road, etc. Not to mention the fact that it will make that high traffic road very difficult to traverse while the work is being done. Not a fan of the high impact on the area when the most traffic jams don't occur until the Kaysville area (which will be resolved by the westbound corridor). Please consider double tracking and electrifying the Frontrunner, increasing the frequency of trains, and offering better bus options to get to the front runner in the surrounding communities instead.
11/15/2022	Tom Seeley	After looking through all the posters I come away with questions about how all these separate government agencies are going to work together to make this project work? UDOT, State, SLC, Railroad all need to come together. Putting pedestrian access under the freeway to connect neighborhoods sounds great, but what happens outside of the freeway corridor? Is it feasible to actually use these routes or will you just run into a massive railroad crossing? How will increased pedestrian traffic be handled coming off of 600 N overpass? How will Frontrunner play a role in this project? Why not offer incentives to get people on public transit and increase transit service to these outlying areas? Finally, there is no one here who can address the impact to the actual people of these freeway border communities. What will happen to their homes if you displace them for this development? Where will they go? You must address this issue immediately.
11/15/2022	Bryson Oar	<u>I think this is a terrible use of taxpayer dollars. Expanding the number of lanes simply does not work (Ex: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/). We need to make public transit more efficient, as that will be much more likely to reduce air pollution in the valley.</u>
11/15/2022	Jennifer Sweatman	I think my main concerns are 1) why are we not seeing anything about enhanced frontrunner and trax/bus service for commuters? 2) what will be done about the rail lines that will render the SUP and new road with bike lanes at 400/500 less useful and efficient?

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Date	Name	Comment
		<p>3) how will streets immediately around 600N and Beck Street and other main corridors for I-15 access be improved for safety and neighborhood quality of life</p> <p>4) what kind of sound barriers will be installed ?</p> <p>5) how much land will be taken and people and community institutions be displaced (esp given that west side is the only place where you can buy a single family home for less than 475K currently). Affordability of housing is an issue for both losing affordable housing stock with expansion and displacing people at market rates that prevent them from being able to relocate within the city.</p>
11/15/2022	Justin Forth	<p>My general concerns include the following:</p> <ul style="list-style-type: none"> - Is this project actually reducing the demand for drivers to be on I-15 in the long run? - Are these funds being used for truly innovative expansion of multi-modal transportation? - Is this going to turn Salt Lake City into a world class destination, or move closer to the horrors of Houston's transportation network? <p>Whenever possible, bicycle lanes should be fully separated from vehicular traffic. I'm happy to see many shared-use pathways and dedicated bikeways in some of the proposals. UDOT should use the time and these funds to be visionary with their bicycle infrastructure goals, and make SLC a destination and leading example where people feel safe getting around without cars. When creating bike paths, think about continuity - there is a path in Sandy that is a terrible example of how a bike path should be used - better than nothing, but not made with bikes in mind.</p> <p>Whenever bike lanes need to be on the same road (e.g. not a separate/standalone bike path) - PLEASE use physical barriers to separate the bikes from the cars. Painted bike lanes do NOT stop vehicles from killing bicyclists.</p> <p>I'm concerned about the environmental impact of this project. We've seen from Houston's freeway system that adding more lanes does not solve traffic problems. Why isn't UDOT and UTA working to incentivize drivers to take the train, increasing train frequency, increasing regional rail access, etc?</p>
11/15/2022	Kyle Deans	<p>My concern is that UDOT always says "we just need this one more expansion to meet demand" but due to Induced Demand congestion worsens within 3-5 years and travel times increase over the previous pre-expansion travel times. Adding lanes and capacity does not reduce congestion. While I like many of the connectivity aspects of this plan and I understand that I-15 in this section most likely needs to be rebuilt.</p> <p>The current width and number of lanes should be kept, and only widened in areas where there are not proper shoulders, however the shoulders that were built along the expansion in northern Utah County are much to wide, the speed that stretch of I-15 was designed for is much higher than posted speed limits. Shoulder should not be that wide along the SLC - Farmington section of I-15. Within the existing right of way that this stretch occupies the current number of lanes should be retained and the existing HOV lane width should be converted to the reversible HOT lanes. This can do a lot to accommodate existing traffic and new traffic from the West Davis Corridor. Minneapolis has had reversible commuter lanes since the early 90's, the existing HOV lanes do hardly anything to help with congestion.</p> <p>There needs to be a thinking paradigm shift along the entire Wasatch Front. Most people only change habits, including commuting pattern, when a pain point is involved. The State, including UDOT, and UTA need to realize that that paradigm shift pain point is coming, that pain point needs to happen sooner rather than later, this expansion is simply pushing that pain point into the future another 5 -10 years. The shift I am referring to is a shift to more sustainable living including our modes of</p>

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Date	Name	Comment
		<p>transportation. FrontRunner needs to be the first priority of the State, the double tracking and electrification of FrontRunner needs to happen before a rebuild or expansion. The pain point that is the I-15 commute is what can begin to shift peoples habits, away from single car commutes towards transit.</p> <p>The perfect example of Induced Demand is the Katy Freeway in Houston Texas. A 2018 Bloomberg report pointed out that when the completion of that road, to 28 lanes at its widest, within 3 years of completion morning travel times increased 30 percent, and evening travel times increased by 55 percent. ADDING LANES AND CAPACITY DOES NOT REDUCE CONGESTION!!!!!!</p> <p>Embrace the pain point now, shift the paradigm to Transit. Transit is much easier to add capacity to along a double tracked FrontRunner line. It is time for Utah to address our pollution problem and adding more cars and more pollution to I-15 will not address that and will only make the problem worse. As our air continues to be some of the worst in the nation, economic development will halt as nobody will want to move here.</p> <p>EMBACE THE PAIN POINT THAT IS I-15 NOW RATHER THAN LATER!!!!!!</p>
11/15/2022	Becky Benavidez	<p>Although you may be looking at the future for commuting, I believe you severally don't understand the impact it has on the neighborhood you will be destroying. As a longtime resident, 3rd generation, it is sad to see how our community that we have built up and come to love has been overlooked by the city. You will not only be destroying homes, but you will also be destroying the community, dreams, and the beautiful neighborhood we have built. I can understand widening from 600 North exit up to bountiful but as a person who has been in traffic day in and day out in this area I don't see the need for widening any other part, aside from adding a 2 lane exit at 400 South. I really believe that UDOT needs to reconsider this plan so it will not affect the community that we built by destroying our homes and business.</p>
11/15/2022	Rayleen Greathouse	<p>Farmington B is not a good option. I live near Glover lane and this is a quiet neighborhood. The feel of the neighborhood would be disrupted and homes destroyed. This is not a commercial area like Parrish and the large interchange would negate the peace and safety of the area. That is one of the reasons I bought my house. Please consider the other options more, option B would not be good for the community.</p>
11/15/2022	Robert Goodman	<p>I would like to know the following: has there been a case study on how many houses will need to be demolished in order to implement this project? Similarly, has there been a case study regarding public health. In particular, the negative health impacts to people living proximal to highway I15? Additionally, I'm curious - would this project disproportionately impact working class communities, as well as communities of color? I think UDOT must coordinated with the DEQ in order to study these issues in greater detail. In a region where the air quality is the worst in the world, these issues must be considered before breaking ground. Lastly, has there been a cost comparison analysis with investing in Fronrunner and working with UTA instead of moving forward with a financially and environmentally costly project like a highway expansion. I look forward to receiving answers. A concerned homeowner in SLC.</p>
11/15/2022	William Purdy	<p>Ive lived here all my life. One of the biggest problems UDOT faces is people in the far left and middle lanes all of a sudden realizing they need to hit the next exit. Drivers don't care about anyone but themselves when faced with this situation. Exits and onramps are a huge problem in the expansion debate. I applaud UDOT for the I 215 northbound solution in Sandy.</p>
11/15/2022	Sonya Martinez-Ortiz	<p>I live on 600 West between [REDACTED]. I'm extremely concerned about the following:</p>

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Date	Name	Comment
		<p>Economic - this proposal would negatively impact a large section of affordable homeownership within Argyle, Rendon and Hodges blocks as well as parts of 700 West. These neighbors would be unlikely to see the full value of their homes and there is no where for them to relocate.</p> <p>Safety - The Guadalupe Neighborhood is essentially boxed in, we also have parking issues due to the large nearby apartment complexes and event center. Construction as noted in the maps would impact safety concerns. 300 North under pass lighting is consistently broken, it will be challenging to maintain two additional under passes to ensure they are safe entrances and exits through the neighborhood. Through streets will increase traffic.</p> <p>Better connect communities - adding underpasses will do little to connect neighboring communities as Guadalupe Neighborhood is Gerrymandered in a way that will not be fixed by creating more opportunities for traffic and decrease safety.</p> <p>In addition to the more long term impacts, I'm extremely concerned about the impacts to residents during the construction process.</p>
11/15/2022	Alex Garoffolo	<p>The best plan is one that doesn't worsen our air quality, further enable even more car traffic, and cause the demolition of current structures. That's the Rio Grande Plan, which is all about revitalizing the city's public transit options, especially in the central and western neighborhoods.</p> <p>Both of the maps and plans here simply allow more polluting traffic on the freeway, further degrading SLC's air quality. Having 20 lanes doesn't do anything to improve safety on the roads in any way, which is already a massive problem in the valley. Not to mention, these plans do nothing to address the transportation inequality, since those in poverty and homelessness cannot afford personal vehicles in the first place, but they CAN benefit from improved public transit and a more walkable city.</p> <p>Instead, UTA should receive the funds to improve the Trax coverage, electrify the FrontRunner, and upgrade SLC Central so it's not an open air plaza in which passengers must walk across active train tracks just to reach their trains. And to any Amtrak customer working their way across the country, the view at SLC Central's waiting room is awful and completely unworthy of how modern of a city SLC is.</p>
11/15/2022	John Warnock	<p>I am happy to see UDOT considering other forms of transportation alongside cars, though I think the proposed expansion of I-15 works backwards from a solution to find the problem it fixes. Rising cost of fuel, increased density, and potential environmental concerns should justify expansion of alternative transport, rather than planning road expansions that continue to divide communities. Also, it is a highly fragile system, as one car accident can leave the valley with almost no recourse to get around it. I would like to see further implementation of the bike network, with synergy across other networks.</p>
11/15/2022	Jacob Moser	<p>The two main alternatives seem to show little improvements for green infrastructure to make up for the additional areas being paved over and pollution produced by the additional cars. Once in the city it looks like a lot of business and houses will need to be displaced due to the freeway widening, will anything be done for the people who live and work there? Also I think putting an emphasis on adding additional mass transit to the area would be more effective at reducing traffic than adding an additional lane. Just adding freeway space induces more traffic in just a few years while mass transit will reduce traffic and improve safety on both I-15 and surrounding streets. To me, it seems like a waste of billions of dollars to end up with the same situation or worse than we're currently in.</p>
11/15/2022	Peter Schutz	<p>Please consider public transit as an alternative. More highways and car dependency is not the solution. We need a better mass transit system to reduce congestion and clean our air.</p>

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Date	Name	Comment
11/15/2022	Jim Nguyen	<p>Lane widening will always experience induced demand. The solution for congestion is to provide alternative modes of transportation besides just car based transportation. Houston, Los Angeles, many cities upgraded their freeways only to encounter congestion and gridlock traffic again. Please do not go ahead with this project.</p> <p>Transportation is moving people, just not cars. Please consider investing in updated transportation practices. A car-centric planning will ALWAYS see gridlock traffic, see California, Texas, New York. We will not be the exception to the rule. The i15 is as wide as it needs to be. Even if we make it wider, a single accident or bad driver maneuver will tie up traffic for hours, whether it is 6 or 20 lanes.</p>
11/15/2022	Philip Ayres	<p>Adding more lanes to I-15 is not the answer here. More lanes leads to more traffic (dangerous), which leads to a slower flow (dangerous), and thus leading to more pollution in our air (deathly dangerous). We should be focusing all of our attention on public transit. I rode the Frontrunner daily from Ogden to Salt Lake City for work until schedule changes by UTA--as well as my company--made this no longer a viable option for my commute. We need faster and more frequent trains as well as express routes that avoid the minor city stops.</p>
11/15/2022	Maria Haberle	<p>Instead of spending this money to widen this interstate even further, it would be great to see it used instead for better mass transit (with barrier to entry for safety of paying commuters). Maybe even spend a little of this fund to figure out a way to make driving much more safe in wet and dark conditions since we can't see lane divider lines. Another lane to I-15 in this area is unnecessary.</p>
11/15/2022	Justin Monell	<p>I love that Utah is looking at solutions for this. Instead of having more freeway construction, I would prefer more public transit infrastructure.</p>
11/15/2022	Bryce Garner	<p>Instead of expanding I-15 further, UDOT should expend funds to double track and electrify frontrunner so that it runs on 15 minute intervals 7 days a week and runs at 120 mph. Also cover the cost of frontrunner for all. This will make our air better, and will not destroy our neighborhoods both physically by demolition but also killing us more quickly with worse pollution near our homes. It will also lower congestion on I-15 in the long run. UDOT sees roads as the only solution to all problems. Open your eYes and expand mass transit solutions!</p>
11/15/2022	Heather Buck	<p>I don't like the idea of expansion at all. It will lead to excess traffic and pollution which will affect me if you don't demolish my house. Then if you do decide to demolish our house, we have no say in how much money we get and no reassurance that we will be able to find a home of equal value in terms of convenient downtown location or private neighborhood. (We live in Guadalupe.) The market right now is not buyer friendly at all. Our good investment goes down the drain. Not to mention the huge expense of the thing. Also, why would you spend so much money on making a bridge over 300 North only to demolish the homes of those that the bridge would serve? This is beyond tacky. There are other ways to deal with traffic.</p>
11/15/2022	Sarah schissler	<p>As a resident of Farmington, looking over the three options I believe option B is a horrible option. It would require homes to be knocked down, and would increase traffic significantly in neighborhoods where many children reside. We already deal with a significant amount of traffic and speeding through the neighborhoods with Farmington station.</p>
11/15/2022	Katerina Bolliger	<p>Please please please just implement better public transportation and bike lanes. Please do not expand the interstate. As an environmental public health professional and citizen I can tell you no amount of additional lanes will fix traffic. We need more public transit.</p>
11/15/2022	Cole Thorpe	<p>I urge the powers that be to reconsider expanding the freeway. I will admit I am not a civil engineer or an expert on these matters, but greater investment in public transit and other people-focused initiatives over car-centric infrastructure would be so much better for the community, the environment, and the wellbeing of Utahns. A \$1.6 billion investment in public transit would be an amazing boost that</p>

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Date	Name	Comment
		could really put Utah on the map as an example to other states. I plead with you (UDOT?) to shift the focus to other option. Don't let Salt Lake, and by extension the valley, become an ugly, congested, concrete nightmare of traffic and pollution.
11/15/2022	Andrew	How about improving Front Runner and other public transit opportunities as an alternative??
11/15/2022	Aidan Williams	I wanted to voice my concerns with the above plan. I believe we should be investing in public transportation. Not only is it better for the environment, it will help reduce traffic.
11/16/2022	Elizabeth Buehler	FYI, the interactive alternatives map doesn't allow you to drop a comment on the detailed sections if you're on a mobile iOS device.
11/16/2022	Elizabeth Buehler	I'd like to see the proposed footprint of expansion before being asked to comment on the alternatives. Besides travel times, what are the projected number of vehicles, noise levels and pollution generation of the alternatives? How much property is being acquired? I'd prefer to not have the proposed improved pedestrian and bikeway connections if it means you take away parts of our neighborhood and increase noise and pollution in this area so long distance travelers have unobstructed express access.
11/16/2022	Ana	Hi! I realize it might take inter-department work, but I would love to see more consideration for public transport before this moves forward. Our need is to move people around the area, not necessarily to move cars. Taking a train or other system is a much safer and more environmentally friendly way to get around, and would reduce the need for parking in city areas that are already congested.
11/16/2022	Meg Pack	Do not widen I15 and instead focus on the double tracking and electrification of Frontrunner. Not only is that better for the environment, but a robust public transit system would be economically competitive with other major cities. We need expanded options like more accessible hours of operation.
11/16/2022	Marc Warren	I think it would be great to look at successful communities around the world. I can't find any successful car based infrastructures. They all require eternal band-aids that always fail. But I do see many successful railway systems that move people around really well. It would really benefit the people living here to have more and more railways. Please form solutions that allow the UTA to make more railways. Spend some money on recessed lane reflectors, then give the rest to the UTA.
11/16/2022	Ben Otte	Instead of adding additional lanes on I-15 through SLC and the SL valley we should be exploring alternative options as more lanes will always be needed (even as soon as the work is completed). Should work with the city to ensure public transportation is expanded and decrease sprawl.
11/16/2022	Nigel Swaby	I appreciate the safety measures being made for pedestrians and cyclists on 600 North as well as improving connectivity between the Fairpark and Guadalupe neighborhoods by opening up 400 and 500 North. I also like the idea of diverting westbound trucks from I-15 before they reach the city. But the clear takeaway from this "environmental impact" study is its clear intent to create an express line from Farmington to Salt Lake City. To do this at the expense of homes and businesses currently next to the highway is unconscionable. Those neighborhoods are already marginalized and to destroy housing for the benefit of Davis county commuters is wrong. Where UDOT can truly make an impact is to support the Rio Grande plan which would remove many of the rail based barriers on Salt Lake's Westside while adding housing affordable enough to reduce the number of commuters from Davis County each day. I also recognize the life cycle issues of the freeway and understand many of these repairs will need to be made anyway, but I can't support any plan to widen the freeway at the expense of current property owners and the expense of housing units in Salt Lake.
11/16/2022	Anne charles	I'm urging you not to invest in more freeway lanes and instead spend that money on Public transport. Studies show adding more lanes does not reduce traffic. With our rapidly expanding city we need to be investing in ideas that will ease traffic, congestion and pollution. This solution will do the opposite.

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Date	Name	Comment
		Please listen to what Residents and constituents want for this and invest in the frontrunner, Trax expansion and bus lane expansion.
11/16/2022	Isaac Atencio	This proposal is unacceptable. It will further negatively impact quality of life for SLC's westside residents as we already bear the brunt of our city's bad air quality. Not to mention the homes that would be displaced as a result. Focus on building a true commuter oriented experience within our state. Make our north/south train experience more robust, invest in public transportation.
11/16/2022	Thomas	STOP THE INSANITY. I'm sure your construction buds are happy lining their pockets, but it's time for real public transit in the valley.
11/16/2022	Braydon Tiffany	I think that instead of widening a highway that will not really help with traffic at all (look up induced demand. Scientifically proven to almost never work), we should instead make efforts to improve public transit and other modes of transportation. You'd save more space and if people see the public transit as good enough, it'll divert traffic from the highway. This is what the people actually want. I don't want to see Salt Lake turning into Houston with their awful highways.
11/16/2022	Jay Jordan	Why are you not coordinating more with UTA?? I understand that you're two different agencies, but it CANNOT be this hard. The state has a large budget surplus, and expanding 15 will not handle anywhere NEAR all the car traffic that you're assuming anyway. Plus, there MUST be more incentives for shared transit/public transit options given local air quality, not to mention climate change. Or do you just not care?
11/16/2022	Mike Lee	Take literally all of the money you have planned for highway changes and give it to public transportation alternatives. Widening road causes induced demand. It's insane that you want to further solidify how car-centric this city is. We're going to choke to death in traffic on our own smog if we keep this plan.
11/16/2022	Nick Jensen	Do NOT turn us into the mess that is known as the Houston Freeways. Look into the Rio Grande Plan, and then partner with them and UTA to make this the bulk of the project instead. Yes, redo the parts of the freeway that are out of shape and need repair. MAYBE add one lane. But to make a giant concrete barrier that only serves for more cars to idle and sit in traffic will do nothing to the long term goal of supporting additional future commuters. PROVIDE THEM WITH MORE OPTIONS OTHER THAN CARS.
11/16/2022	Kersti Markey	I have a flexible work schedule and would love to use public transport to get myself and my spouse to and from work. The thing is, public transport does not go where we need to go in any reasonable amount of time. Sure, I can get there in 3 hours, one way, with a mile of walking and 3 transfers but that's not really feasible. I feel like the same amount of money proposed for the widening of I15, if spent on public transport, would be a much better investment in long term Salt Lake Valley transportation needs. Make the valley truly accessible via public transport for working people, not just tourism and downtown. People need to be able to get out to some of the major industrial parks that employ hundreds and hundreds of lower income workers. The schedule needs to be timely and it needs to accommodate the times that these businesses have designated for their shift work. For example, start times at 4AM and end times at 2AM.

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Date	Name	Comment
		I would urge a study of manufacturing and assembly work hub locations and their shift schedules with the results compared to available public transport available. I think you will see that the options are not viable for thousands of workers.
11/16/2022	Matthew	Investing in more freeway lanes isn't the way to go. The money should instead go to improved public transportation with trains more frequently going from Ogden to Salt Lake.
11/16/2022	Stacey Luna	1000 N 900 W SLC is a very busy on ramp in the morning for those heading into the City or south. It doesn't make any sense to force all that traffic onto 600 N (S and E bound 600 N 900 W can't handle that traffic congestion even now, nor can the onramp because you A- won't turn on the meter since traffic has no where to stage. and B- have to hurry and get over or you are taken on to 1-80 West or the 400 S exit creating congestion.) or for people to travel farther north just to basically flip a U turn to get on the freeway to come back south. Those same folks use the 600 N exit to north 900 W and West on 1000 N in the evenings to come home. They are the most direct routes with traffic that actually flows and doesn't take any extra incurred time. None of the options given allow for this same movement. We either lose 1000 N on ramp or we lose a left/west turn from 900 W to 1000 N. We are already segregated from the rest of the city being on the west side of the freeway. Now lets make it even harder to get to jobs in the City or to get home. Great Thanks (completely sarcastic)!
11/16/2022	Earl Leeman	<p>I would like to comment on the Glovers Lane Options. I live Glovers Lane and [REDACTED]. I am very familiar with the area and what currently exists in terms of current development and potential for future development.</p> <p>My first preference would be to not have exit or entrance off of I-15 at Glovers lane but rather have you direct your attention to improving the Glovers Lane bridgework across I-15, the railroad tracks and Legacy Highway. That said, it is my understanding that you are desiring improved access to I-15 and relieving the congestion at Parrish Lane exits and entrances.</p> <p>Should the need for entrance and exits off of Glovers Lane be required, I would plead with you to minimize the size increases of Glovers Lane and the Frontage road. Recognize that Glovers Lane, with the exception of the Farmington High School, is primarily bounded by residential properties. The likelihood of commercial development similar to Parrish Lane, 4th North, 5th South, etc. will not occur. Given the residential composition of Glovers Lane both east and west and the Frontage Road north and south, I would plead with you to not create enlarged multi-lane changes to either roadway. Two lane roadways with sidewalks and bike paths would markedly reduce environmental impacts, preserve green space, and remove the threat for adjacent homeowners losing their properties or having them altered.</p> <p>In summary, should a freeway interchange be deemed necessary, please minimize the need for enlarging the adjacent Glovers Land and Frontage Road. Two lanes with sidewalks and bike paths will more than meet the needs for this primarily residential area of Farmington City.</p> <p>Thank you for your consideration.</p>
11/16/2022	Steven N Peterson	How can i see a recording of the virtual meeting you held Monday evening?
11/16/2022	Summer Stevens Hughes	If it is impossible to make a pedestrian/bike pathway directly between Farmington Station and Lagoon, there should at least be signage at the station that provides directions to Lagoon from the station (by shuttle or by walking across the proposed pedestrian crossing nearby). Because the shuttles are subject to traffic, they are often late and very off-schedule, which makes getting to the last train after a

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Date	Name	Comment
		day at Lagoon stressful and miserable. This makes it so that fewer people ride the train to Lagoon, thus crowding the parking lot and the nearby roads.
11/16/2022	Jordan Lewis	<p>I understand the concern in addressing projected demands and how adding more lanes to the freeway seems like a good option. There are numerous studies about induced demand and how limited the impact of adding more lanes is on congestion. However, that is definitely the easiest option, but far from the best.</p> <p>Unfortunately the best option is the hard option and that is to vastly increase and improve the public transportation system. This will take much more work and time and will not have benefits seen immediately for each step. Utah, however, is the beehive state and we are not afraid of hardwork. We should take this harder path and instead fund improved public transit. This option becomes harder to do with every investment made to roads and private vehicle transportation. Move this funding towards public transit along this same corridor. Bit the bullet, rip off the bandaid, it's time to stop kicking the can down the road and tackle this head on NOW with an effective solution.</p>
11/16/2022	Zack	Adding traffic lanes doesn't improve mobility. You need to invest in public transit and active transit. Double-track Frontrunner, connect and add multi-use paths and increase bus service.
11/16/2022	Ambreen Khan	Hi, I do not support this expansion because it mainly affects the west side communities, furthering dividing the east and west side, and creating more industrial and less walkable areas, not to mention increase in noise and sound pollution in the area. The money instead should be used for increasing public transport routes, making streets more walkable and cleaning the area on the west side so it's more accessible.
11/16/2022	Troy Ribao	Bike lanes should be protected/separated by metal bollards or concrete barriers or be grade separated (like the shared use paths). This will allow greater safety which in turn will increase usage.
11/16/2022	Megan	This use of funds is irresponsible and abhorrent. We need to invest in public transportation and clean energy solutions not larger highways which are already too large and unsafe.
11/16/2022	Nicholas Lee	The Farmington Glovers Ln alternatives that include demolition of houses should be an option, people have lived in these homes and purchased them during better economic times, being forced to sell and move with interest rates and home prices where they are would be devastating.
11/16/2022	Eric Steele	<p>Spending 1.6 Billion to increase the number of lanes on i15 is a misuse of UDOT and Utah General Funds. The impact of these 1.6 Billion will likely be lower than anticipated and having spent two years in Houston, TX, I can assure you that more lanes does not strictly mean a better commute.</p> <p>I was driving on i80 Yesterday and saw a UDOT sign that said "Consider Remote Work" in an effort to reduce the amount of traffic on the roads. What good does this sign actually do? Workers typically don't have the choice about whether or not they can work remotely. Has UDOT or the State had conversations or provided any incentives to allow employees in Utah to work remotely? This seems like even offering incentives to local companies to allow their employees to work remotely a couple days a week would do a better job at reducing the traffic on i15, rather than just building more lanes.</p> <p>Building more lanes further hurts the air quality in the valley, and it strikes me as very two faced for UDOT to choose spending our money on this non-solution rather than to even consider an alternative method that has more bang for its buck.</p> <p>I support increasing public transportation, especially with the double-tracking, expansion, and electrification of the Frontrunner. I have used the Frontrunner to commute from my home in SLC to my job in Lehi numerous times over two years and I felt that the service was often delayed and the 30</p>

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Date	Name	Comment
		minute way between trains often had me wondering why I'm even taking the train. Increasing reliability and frequency would go a long ways in gaining ridership trust again.
11/16/2022	Jeffrey M Stevens	As a lifelong Centerville resident, I'm very much in favor of option B as it would reduce traffic in the most congested area during the busiest times, and allow for pedestrian and bike access in safer locations along Porter, Pages, and by the Community park. Those are much more advantageous locations for biking (which as a father of four is a favorite activity of our family). The current patch we have to take to access Legacy is much more dangerous, and by pushing the access points north and south of the busy city center of Parrish, you would actually make it shorter for most people while alleviating traffic and making it safer.
11/16/2022	Joani Stevens	<p>I live in Centerville and would greatly prefer Option B with a pedestrian/bike crossing at Centerville Community Park. As a family we love biking on the legacy trail but dread having to go near Parrish Lane to access the trail. It was add so much value to our community to have a ped/bike crossing at the park.</p> <p>Option B also seems like the most effective way to reduce traffic congestion. This would be a win/win solution. We don't need bike/ped access near the freeway access at Parrish Lane. Thank you for all the work you do to make our communities great!</p>
11/16/2022	Eric Montenegro	<p>I grew up here in Utah, and I've spent considerable time in other cities around the country and I have some comments.</p> <p>First, I want to acknowledge the efforts to improve pedestrian and bike access that go along with this project.</p> <p>Second, I don't want the Wasatch Front to become Los Angeles. Los Angeles bet everything on cars and freeways, and the result is significant congestion, pollution, and fractured and fragmented communities. Today, Los Angeles is investing billions into public transit and rail transit. If we want to preserve our communities and save money, we cannot fall into the trap that Los Angeles did. The Wasatch Front's air quality is already among the worst in the country during inversions, adding lanes and increasing car use will bring the smog that choked Los Angeles. Congestion will only improve for a matter of years if we widen I-15 before population growth and induced demand consume the new capacity. I call upon UDOT to instead invest in high quality bus and rail transit in and around South Davis, encouraging people to take advantage of the soon-to-be double tracked FrontRunner. The Utah I see in our future chooses to protect its communities from the plague of car-centric design. Assuming this project cost per mile is comparable to the US-89 project in North Davis, the funds could create 60+ miles of BRT through, in, and around South Davis. I am, of course, aware BRT is coming to South Davis in the near future, but I fear it will be left to dry like the FrontRunner. That is to say, it will lack sufficient supporting bus lines to connect riders to the line, both in South Davis, and in Salt Lake County. Buses, particularly those with dedicated right of ways, can solve our congestion issues. There is no advantage to continuing down this path of car centrism, and those of us who hope to spend another 60 years in the area cannot allow this project to move forward.</p> <p>In sum, I reject all I-15 expansions and projects through South Davis, and instead support the development of high quality, community oriented, bus and rail transit. Anything else is fiscally irresponsible, as Los Angeles has shown, and can only result in damage to the communities in South Davis that will lose yards and homes, as well as suffer from increased air, water, noise, and light pollution.</p>
11/16/2022	Andrew Stevens	I really like and support Farmington option B (glovers lane freeway exit), and parish lane option b with the I-15 crossing method. I think that these will decrease traffic significantly by providing residents with

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Date	Name	Comment
		better freeway access and more straightforward access to where they are trying to go. I like the idea of the freeway crossing by the park because it allows for people to cross right next to legacy and avoid parish which most pedestrians would prefer. The adding of a gloves lane exit, the underpass through the parish exit onto the frontage road, and the spui exits are all incredible ideas and will help to stop the congestion of the current model. I strongly support these options and believe they hold the best outcome for everyone.
11/16/2022	Austin O'Shura	More lanes equate to the same traffic patterns at taxpayer expense and private party profits. Fearful drivers tend to hover in the fast lane and the rightmost lane which creates the problem. Drivers that feel comfortable driving the speed limit or above are forced to pass people on the right and folks merging onto the highway have nowhere to merge because it is blocked with cars, god forbid someone lets a driver merge into traffic. Educated, alert, and defensive drivers create less traffic because they understand driving ethics and freeway flow. UDOT needs to spend more money on education, it is no secret that Utah drivers are terrible. The only expansion that I feel would be beneficial to the I15 corridor would be a transportation byway for truckers and folks that are driving through the valley (maybe offer 3 exits). Elderly folk should be required to take frequent drivers test for driving competency (60, every 3yrs; 70, every yr). There are numerous incidents of elderly drivers driving the wrong way on the freeway resulting in a deadly accidents. Heavy-duty transportation vehicles should be required to pay more in taxes, they degrade the roadway 20x more than your average vehicle.
11/16/2022	Rick Earnshaw	Does your plan include widening I-15 in Woods Cross around 1500 South. I know your going to upgrade under the overpass with better sidewalks and bike trails, but nothing is said about the widening of I-15 itself to add more lanes.
11/16/2022	Brian Callister	Farmington interchange at State Street/Glover's Lane review: Option C appears far superior in providing increased service and mobility while minimizing impacts on the residential communities. Excellent layout and configuration (likely most cost effective as well, aside from doing nothing). Option B could have major negative impacts on the local community and the currently quiet neighborhoods surrounding Glover's, don't like the layout and only increases traffic and hinders pedestrian mobility (it is a more traditional interchange, but likely very expensive with massive negative impacts). Strongly urge against such upheaval of local community.
11/16/2022	Cameron Wood	I think the best Farmington option is option 3
11/16/2022	Aleisha Baker	This project is unfair to the Rose Park community. We do not need a 20 lane highway. It is reprehensible to displace people from our already marginalized community. I will fight this pollution causing nonsense meant to support Davis county. I will only support measures to reduce air pollution. The freeway is only ever crowded during rush hour. Find a smarter solution.
11/16/2022	Abraham butler	In Farmington I think option C is the best, giving north and south access in an area that is already set up for south bound I-15 access. Option B is the worst idea. The houses that face south on gloves lane would have great difficulty getting in and out of their driveways. And this would add congestion in front of the high school and make drop off and pickup more difficult.
11/16/2022	Kristiana Matthes	I am writing to you as a Farmington homeowner of 8 years who lives one block from your Glover lane proposal. I have seen the neighborhood change and grow and the building of Farmington High School. I viewing Farmington proposal B and I am strongly AGAINST it! It takes away the homes of several of my neighbors and they don't want to move. It is excessive and extreme and we don't need such a wide road in Glover. People already drive down Glover much faster than the posted speed limit and

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		<p>traffic has increased a lot, especially at peak school times. Keeping the road more narrow will encourage and force traffic to move at a reasonable speed when so close to homes where vulnerable children and pets live. I regularly ride my bike and the walking biking sections of proposal A and C have ample room for foot and bike traffic to cross the freeway. Thank you for your time and consideration and for listening to longtime homeowners who will be greatly affected by this!</p> <p>Kristiana Matthes 8 year Homeowner of [REDACTED] one block from Glover</p>
11/16/2022	Erika Lusk	<p>For Farmington</p> <p>I don't like alternative B as I think it adds to much traffic in the Glover's Lane area and potentially removes some residential properties and would add to noise in a very residential area.</p> <p>I really like alternative C which adds a northbound on ramp to access freeway at 200 W and already has southbound access. I think northbound access to the freeway would be great for the area which seems directly in the middle of Park Lane and Parish Lane.</p> <p>I believe people in my neighborhood would feel option c is close enough access to the freeway without adding excessive traffic in a residential area. I also think the 200 w ramp is sufficiently close to Farmington High and Glover's Lane.</p> <p>My address is [REDACTED], Farmington.</p>
11/16/2022	Kyle Holland	<p>As someone who bikes around the Salt Lake area as a means of transportation, I would like to express my support for new shared-use paths as well as for the grade-separated shared-use path crossings of I-15 and the railroad tracks. Having I-15 crossings that are fully separated, as opposed to a sidewalk with several crosswalks at the on- and off-ramps, makes a world of difference for safety and comfort. For me, it makes the difference between having a nice ride somewhere and being too afraid for my own mortal existence to ride at all.</p>
11/16/2022	Erika Lusk	<p>I think if it is cost effective to do the reversible hot lanes then that makes more sense to add an extra lane in the direction of traffic. Also, the projected time savings seems worth it.</p>
11/16/2022	Steve Woodall	<p>How much longer can we just keep widening I-15? Doesn't it just perpetuate the problem by encouraging people to live far from where they work? What if, instead, we expanded public transit--making it more accessible and more affordable. This would have the added advantage of improving our air quality.</p>
11/16/2022	Ernest Sanchez	<p>I'm concerned about the "public domain" udot will exercise on property the deem to annex and use as part of this project. Since I'm a home owner on [REDACTED] in salt lake, I'd like to have an idea what the plans are for this area? Please</p>
11/16/2022	Chris Hendry	<p>I'm in favor of this project Option 2 is amazing but either is better than what we have now.</p>
11/17/2022	Daniel Argueta	<p>why does the proposals include having to demolish homes when the project could be moved west and avoid impacting families? There is open fiend west of 400 W/State Street that can be used where it doesn't impact people's homes.</p>
11/17/2022	Matt Trump	<p>Absolutely do not tear homes down that are already established. Find another way. It is an Absolute joke and waste of money to purchase and tear down an existing home.</p>
11/17/2022	Don Johnson	<p>I took a look at some of the option maps, but they do not seem to do anything when trying to click on the comment tabs, so I am just going to add my input here.</p>

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		<p>1. There needs to be an I-15 northbound on-ramp from North Salt Lake Center street onto North bound I-15. There is already a southbound off ramp at this location, but no northbound on-ramp. This would allow not having to travel through all of the intersections and traffic lights to get on the freeway at 2600 South in Bountiful. It may have to be configured as a center street west bound only on-ramp, as the eastbound center street traffic may back up over the railroad tracks trying to left turn onto the ramp, as there are a lot of semi trucks that use the area. A Jersey barrier to prevent left turns would send semi's some other way. Regardless, the northbound on-ramp would be a great addition to have. There is space to add the on-ramp and good merge lanes already where it would enter I-15.</p> <p>2. I-215 in North Salt Lake needs ramps to access I-15 southbound. Currently there is no way for cars on I-215 to get onto I-15 southbound without making local exits and a lot of turning around on local streets. Also, in connection with this change, it would be nice if as one enters the I-215 I-15 interchange, if there was a way there to get off onto highway 89 in North Salt Lake. Currently to do this one has to travel all the way to 2600 South in Bountiful to get off and take local streets back south, or get off on Redwood Road and use local streets to feed into the South Bountiful/North Salt Lake area. Just adding an off-ramp on the I-215 to connect to Hwy89 would be a good addition.</p> <p>I see on the maps some different ideas are being looked at regarding part of the above, but here is where I will leave my 2 cents of input.</p>
11/17/2022	David Maughan	At the Parish lane intersection, there is an abundance of congestion, and I am happy to see that it is being addressed by this proposal. I often travel to the Centerpoint theater, and getting there prior to showtimes is chaos. It would be nice to have an alternate route, as the congestion overwhelms the traffic lights. If an additional path were added to the frontage road from the north bound on ramp, it could provide a third alternative that could lower the traffic at the stop lights, increasing throughput into the restaurants/gas stations, and services located along frontage road. Turning right onto the frontage road also increases the safety those travelling. While this still requires a left turn into the shared parking lot, it allows a third option for those wanting to access those resources along the frontage road.
11/17/2022	David Kluger	No proposal even touches the well documented fact that widening roads does not improve traffic outcomes. A much superior option to consider is a light/heavy rail improvement to improve traffic in the corridor
11/17/2022	Ben	Widening the i15 is not a long term solution. Please consider better public transit— like more Frontrunner service. Larger station parking lots. That will reduce traffic along the corridor, and is scalable. We can't keep spending tax money every year on freeway construction. Imagine a 15 lane highway like something out of Beijing— Complete nightmare fuel.
11/17/2022	Rayleen Greathouse	I like option C the best for Farmington. I live just [REDACTED] of glovers lane. I feel this option gives the community easier access going north while maintaining the smaller quiet feel of the community here on the east side of the freeway. The other major freeway exits and entrances on the freeway do not happen in the middle of a residential community. I could see where more traffic in commercial areas could be a benefit but not to a residential area, it will only ruin the feel of our area. Please focus you attention on the good plan and smaller footprint in option C. Thank you. And another idea, if you feel that another freeway entrance or exit is needed in this area, why not add it onto the the western corridor entrance and exit that is already being worked on that is very close.
11/17/2022	Philip Curll	There is so many alternatives to adding highway lanes. Widening highways has proven to induce more traffic, divide communities, with little return on each \$1 spent. Money spent on public transport, bike lanes, ect. has been proven to return many multiples on each dollar spent, in addition to life

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		improvement of citizens. Lets explore options for public transport/bike lanes, get good return on our tax dollars, and make salt lake a more habitable valley!
11/17/2022	Alec Petersen	<p>I appreciate the time and effort you all have given to meticulously examine these options. Personally, however, I don't see how this is incredibly controversial. I understand people outside of the Glovers lane area would want whatever is most convenient for them, but you have an option to empty out directly into a residential neighborhood (right at the entrance point to a neighborhood that has no other exit mind you) or to a more commercial area, a minute or two further down the road.</p> <p>Most of the community, does not live at where Option B would be located, so you will most likely get a lot of feedback from people who just want what is easiest for themselves. Please, consider the lives and livelihoods you are affecting and how incredibly uncharacteristic it would be to even have an option like B? How many others along I-15 empty out directly into a neighborhood? And do you honestly think that is a good idea? If your home was right there, would you want this? How would you feel? Would you feel unsafe? Would you feel like you could no longer trust your kids to be out front, or to cross the street? Would you be able to get out of your driveway in the morning without fear?</p> <p>A residential area, vs a commercial area. This is clear, and simple. Please don't let convenience entirely color your decision.</p> <p>Thanks again, I appreciate the work you are doing.</p>
11/18/2022	Vanessa Brown	Whatever is done the result cannot be exiting into residential neighborhoods. Please do not funnel traffic into our neighborhoods.
11/18/2022	Alec Petersen	An additional observation, hope I'm not being annoying. We can all recognize that while a lot of traffic (in addition to the traffic already coming down gloves in the morning and afternoons and evenings due to the high school) will go left or right on the frontage road, I'd argue the majority of those using this will be people coming down or going up to 200 east. Just want to nail down, this is going to create a substantial increase in traffic on gloves, and you may as well skip to the chase and widen gloves and remove all houses on the lane because that is where this is going.
11/18/2022	Kyle Fiala	<p>Thank you for listening to the public for feedback on these proposed solutions. Overall, I like that both bike and foot traffic seem to be prioritized in the proposed options. However, I would like there be much more focus on enhancing public transportation infrastructure, such as electrifying a high speed UTA front runner train. Widening I-15 will only exacerbate the existing traffic issues in the long run.</p> <p>When people are given better options than driving on I-15, only then will automobile traffic decrease. I realize UDOT and UTA are separate entities, but I would love to see collaborative efforts between the two on this issue. Thank you!</p>
11/18/2022	Art Gallegos	<p>Do not implement widening i15 through the neighborhoods of the Fairpark residential areas, please leave their backyards alone!</p> <p>Usage of i215 was solely built for the heavy traffic flow and by lifting the large truck restrictions was very clever UDOT!</p> <p>Keep up the excellent work.....</p>
11/18/2022	Will Henshaw	I would like to see better public transportation along this route. I'm an avid trax rider and would love to be able to take trax out to places like lagoon. Studies have shown that more freeway lanes don't significantly reduce congestion. Instead of tearing up the roads to add more lanes. Let's add transportation infrastructure for more trains or dedicated bus lanes along with big park and rides to make commuting to downtown easier.

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11/18/2022	Johanna	Why are we widening all the way up to Farmington? Traffic is never backed up and the traffic models used to compute always overstates traffic by at least 10%. This seems like a waste of taxpayer funds.
11/18/2022	Kevin Staples	<p>Population growth is inevitable, therefore highway growth is inevitable. I appreciate you reaching out to the public so far in advance and utilizing the property EIS protocol. I am currently a resident of Farmington, so I will focus my comments on this area. I believe with the WDC, that Alternative B is not a good selection due to the tight residential zoning that would be created in this with this alternative. I think Alternative A and even C would be good options. I would like to see some further planning with UTA in terms of possible TRAX corridors, additionally if we are making these dramatic alterations should we be looking at electric infrastructure in our highways for passive charging of vehicles as well.</p> <p>The biggest issue in the Farmington area at this time is noise and air pollution. It is well documented that noise walls do not work since they are reflective in nature. UDOT should invest in research and construction of absorptive noise barriers to diminish sound waves instead of reflective the noise further over the walls. This will obviously be an issue with the WDC on the elevated roadway system as the sound travels further distances.</p> <p>Thank you again and please consider our comments.</p>
11/18/2022	Alison Dunn	<p>Please for Glover Lane. Option C.</p> <p>Option B puts too much pressure on the existing roads through residential areas. There is no commercial in this area and it is already significantly over run with existing traffic. A better option would have been an interchange from legacy onto glovers to help facilitate the amount of traffic headed to the high school. But 500 west and 1100 west are already seeing excessive speeding and congestion. Adding an interchange at Glovers Ln. will increase Station Park traffic through these same residential areas which already see too much traffic.</p>
11/18/2022	Dennis Hooper	<p>Thank you for the opportunity to comment on the I-15 Salt Lake to Farmington project.</p> <p>For the Farmington proposal, I favor Option B.</p> <p>For Centerville/Parrish Lane, I favor Option B</p> <p>For Bountiful/West Bountiful, I favor Option A however I feel the "CD" needs to be added to this option. The current entrance and exit between 500 south and 400 North weaves traffic is a dangerous way and the CD would help. The Southbound exit on 500 west is a must keep. The businesses on 500 west depend on it for customers.</p> <p>For North Salt Lake/Woods Cross I favor Option B</p> <p>For Salt Lake, I favor option B</p> <p>For the main line of I-15 I favor Option A. I like the fact that the freeway would be wider, but the Reversible HOT lanes would be too wide and take out to many homes and businesses. This would allow use of the HOT lane by South Davis residence and not just be a bypass of the area. The HOT lane can be used for other times and days of the week not just at rush hour.</p> <p>UDOT has done a great job with the proposals. I am looking forward to the finished product. I have been waiting 30 years for this to happen.</p> <p>Thank you again.</p>
11/18/2022	Aleece Bean	<p>I live at [REDACTED] in Farmington, and I request a conversation with someone who will really talk to me about the possibility of losing my home. That's the least you can do in this situation. Please reach out to me and hear what I have to say as you threaten to demolish my residence. I look forward to hearing from you shortly.</p>
11/19/2022	Ruth R Brown	Just some comments about this proposed I-15 interchange at Glovers Lane in Farmington.

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		<p>Plan "B" will make an already busy and dangerous road even worse. There is already too much traffic and speed on Glovers lane. This would greatly increase the dangerous conditions that we, as residents, already live with. The top of Glovers lane cannot handle the increased traffic that Plan "B" will make. When traveling northbound on 200 east, just south of Glovers lane. There is a blind hill, giving the drivers only a 300 to 400 feet before visualization of Glovers lane, as they top the hill. This has always been a dangerous situation. I believe a traffic light would even make it worse. A traffic light would stop traffic and create even more issues. The increased traffic from Plan "B" will likely kill someone here. A bicyclist has already been hit here a few years ago, due to heavy traffic, that would increase with Plan "B". Plan "B" also takes out to many homes. PLAN "B" IS A TERRIBLE OPTION. CREATING MORE PROBLEMS THEN IT SOLVES.</p> <p>However, Plan "C", is a great option. Its cheaper, safer and causes less impact to current home owners. It takes out No residents and I believe that it will decrease traffic through my area, as well as my traffic through other residential areas. I will no longer need to travel through other residential areas west of I-15 to reach a northern bound freeway. PLAN "C" IS A MUCH BETTER OPTION.</p> <p>I hope this comment helps understand my concerns, Thank You, Ruth R. Brown HAVE A NICE DAY</p>
11/19/2022	Jason Rogers	I'm a Farmington resident and I love option B it gives better I-15 access and pedestrian safety. The cost benefits for the future of Farmington and Utah on option b is the best compared to the other options that will need to be upgraded in a couple years. Thank you
11/19/2022	Jared Bunch	Reversible HOT lane is the way to go.
11/19/2022	Christopher Barker	Hi I have lived in the Avenues for 10 years and developed asthma as a middle aged adult. My wife and son also have asthma, so air quality really matters to us. Historically, more lanes does not lead to better traffic flow, and we should be taking concrete steps to reduce car trips. I'm disturbed there is not a no-build alternative. I urge a no vote on both alternatives and responsible government action to address the public health crisis in our airshed. Sincerely, Chris Barker
11/19/2022	Connor	Don't widen I-15.
11/19/2022	chris weinand	<p>This project strives to better connect communities, improve safety, improve mobility, and strengthen the economy, but i do not think this project will do any other those as well as the alternatives like the rio grande project. Improve safety: putting a bike line without any protection but paint on a 3 lane stroad is NOT safe. People in cars will go 10-15+ mph over the posted speed limit with those wide lanes. Bikers will not feel safe to use this lane, and they won't use it. This will not improve mobility for non car users, furthering the default car use and lead to increased traffic. Improving mobility is next. Because everyone needs to travel by car or bus, it will lead to increased congestion on the roadway. While having a double track front runner is a plus, a majority of people will still travel by car because of a lack of biker/bus infrastructure and slim time tables the public transit operates. If you don't own a car you will not benefit much from this expensive project. Owning a car is very expensive and eats into people's discretionary income. Also this project only moderately increases mobility for car users because of the induced demand to drive, but totally ignores many other types of transit and mobility options. (the bike lane next to cars going 50mph doesnt count because its unsafe). Increased economic growth. While investing in infrastructure is a great way to boost the local economy, the later impacts of a wider highway is subpar to increased public transit like buses and trains that run late at night, and bike infrastructure. A city that does not require the use of cars to get everywhere frees up money for its inhabitants to spend on other things, instead of spending it on gas/car repairs and maintenance. This will boost the local economy more than the government's investment in infrastructure because it frees up money for all the citizens who suddenly spend less time in their cars, it also leads to less people in cars/ in traffic. Connected communities. It is known that highways have</p>

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Date	Name	Comment
		been used to divide communities. A bigger highway is a bigger divider between west and east side of the wasatch front. a better connected community has fast, reliable transportation that people of all income levels can use to travel between communities. This is what leads to less division, not a giant concrete barrier between the nice and not nice parts of town. I hope someone reads this unlike the gondola comments. thank you.
11/19/2022	Dellis Hatch	Many cities facing similar problems have gone to double decker freeways. Have they been considered?
11/20/2022	Lara Crandall	I feel the best option to ease congestion at the Parrish lane exit is to create an exit at Glover Lane. I don't like the idea of making the frontage road basically an extension of the freeway by adding extra lanes!
11/20/2022	Jerron Ames	I am a Farmington resident and option B in Farmington makes the most sense for every need.
11/21/2022	Taylor Fugate	Do NOT make I-15 larger. This is the opposite of what our society needs. Please turn your efforts and funding to more and better public transportation. Like trains and new stations and new lines. Destroying homes to accommodate for larger freeway systems is not what we need. Please create more, and better, public transportation.
11/21/2022	James	Widening I-15 will destroy our kids future by accelerating global warming and the drying up of snowpack we rely on for water. The best alternative is to invest in public transit and bike infrastructure. The 1.6 billion dollars for this project could double track frontrunner, could add an east to west frontrunner to tooele, could fund a cog railway up little cottonwood, and thousands of other better alternatives
11/21/2022	Jeffrey T Dunn	In favor of: I-15 reversible lanes Farmington option B Centerville Parish option A Centerville I-15 crossing Community bridge Bountiful option B North Salt Lake Option A Salt Lake Option B
11/21/2022	Justice Morath	This project is misguided, ineffective, racist, and environmentally irresponsible. I am a homeowner in the Rose Park neighborhood and drive, cycle, and ride Trax to commute to work and run errands both in downtown SLC and north in Davis County. Research is fairly clear that highway expansion only induces more traffic. This multiple year long project will cause undue congestion during years of construction for only a small benefit once completed before that disappears within years. The reason for this is it does nothing to create better traffic flow to Legacy Parkway, a highway we were promised was very much needed but to this day is still underutilized. I don't see any effort to better utilize that already preexisting infrastructure. By simply making Legacy and I-215 easier to access, much pressure will be relieved off I-15, especially with semis which are now allowed on legacy. I think this point is best driven home by the employee I spoke with at the Rose Park open house. When I asked him why Legacy was underutilized and why they don't funnel traffic over there, he replied that once the new I-15 project lost its usefulness after few years, people would probably use that. That right there is an admittance of how short lived the benefit of this project would actually be.

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		<p>With pollution being the number one threat to quality of life in Utah, especially on the west side of the valleys, to encourage traffic is misguided. While there are small efforts to connect Frontrunner, there is no clear evidence of any collaboration between UDOT and UTA here. We must share a common vision and must support UTA Frontrunner and TRAX.</p> <p>We also know that the interstate system was a perfect example of systematic racism in action, cutting through and destroying minority and poor neighborhoods. This would be pulling those scabs off and pouring salt in those wounds; further damaging west side neighborhoods for the assumed need of wealthier, whiter suburbs up north in Davis County.</p>
11/21/2022	Zachary S Pinnau	<p>There have been studies that show that adding more capacity doesn't actually reduce traffic. Why do we keep insisting on making traffic worse. Why do we not use some of our money to provide better city planning and a more robust public transportation. A better public transit would also help with the horrible air quality we have in the Wasatch front. I would like to see a option proposed by UDOT that didn't require removing houses that are already in place and didn't require more construction.</p>
11/22/2022	Tyler Hardy	<p>Widening freeways has always proved to bring more traffic. If we want to alleviate traffic we need to focus on getting cars off the road and more people riding transit. The money would be better spent expanding transit to make the services more useable and convenient than it would be on expanding the freeway. We would reduce air pollution, provide jobs (permanent jobs not just temporary construction jobs) provide more community connection and alleviate traffic all at the same time.</p> <p>Please do not expand the freeway. It will only make things worse as it has always proven to do when a freeway has been expanded anywhere in the world. It also takes land that could be used for people instead of cars.</p>
11/22/2022	Kate Wheeler	<p>Please stop immediately moving to widen the freeways and fund public transit instead. It has been proven time and time again that increasing road space just leads to more cars. That is the last thing this valley needs. This is bad for our communities and our air.</p> <p>Widening I-15 lanes is an unsustainable idea (not solution because this is NOT one). It's a relatively short-term strategy that will not meet the demands of increased growth in this area. After all, we can't keep adding lanes as traffic grows. Widening lanes does not reduce traffic and creates more bottlenecking. Displacing local businesses and homes will have adverse consequences for our communities. We want MORE housing, not less.</p> <p>This is ridiculous. We already have terrible air quality. We should focus on investing in more frequent and expansive public transportation options, as well as free fares to encourage people to utilize our existing infrastructure. We need to plan for and ensure that there are less personal vehicles on the roads! The best way to combat traffic is to get rid of it, not encourage it. Neither of these alternatives serve me or my community. Widening lanes makes us worse off.</p>
11/22/2022	Sandra Luo	<p>Widening I-15 lanes is an unsustainable idea (not solution because this is NOT one). It's a relatively short-term strategy that will not meet the demands of increased growth in this area. After all, we can't keep adding lanes as traffic grows. Widening lanes does not reduce traffic and creates more bottlenecking. Displacing local businesses and homes will have adverse consequences for our communities. We want MORE housing, not less.</p> <p>This is ridiculous. We already have terrible air quality. We should focus on investing in more frequent and expansive public transportation options, as well as free fares to encourage people to utilize our existing infrastructure. We need to plan for and ensure that there are less personal vehicles on the</p>

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		roads! The best way to combat traffic is to get rid of it, not encourage it. Neither of these alternatives serve me or my community. Widening lanes makes us worse off.
11/22/2022	Hong-Yen Hoang	I oppose widening I-15. Please give the city more public transportation options. It is better for our terrible air quality, and provides more equitable transportation options to all the people in the city, not just car owners.
11/22/2022	Britt Hohn	Since we already live in a state with terrible air quality, expanding the freeway seems like a terrible idea. The money would be better spent expanding transit to make the services more useable and convenient. Also widening freeways is proven to bring more traffic rather than alleviate it. We should turn the focus on getting cars off the road and more people riding transit. We could reduce air pollution and add jobs and not just temporary construction jobs. Please do not expand the freeway. It will only make things worse.
11/22/2022	Chris Hedrick	I want to to very clear - do not widen the highway.
11/22/2022	Krystal Leaaetoea	I oppose tearing down houses to make more road space. Particularly worried about impact in Centerville as I live closely to the east of the freeway. Why not expand west and leave houses alone? How many houses total will be impacted by this project?
11/22/2022	Marshall Thompson	I would like to add this comment anywhere I can so that it is brought up in the appropriate forums or passed on to those decision makers. It is long over due for a "TRUCK" corridor from North Ogden to Payson (I-15) and (I-80) from Magna to east, mouth of Canyon. Not simply a truck lane or its own freeway system, but more so the fact that All types of Semi-truck hauling large loads (especially dump trucks), need to be slowed down 10 miles/hour lower than the posted speed limit!! This has bee needed for years. Allowing cars to move past truck drivers easier (saving our windshields) Also, this will help with emissions, as well, especially in the larger valleys with inversion problems. Please and Thank You!
11/22/2022	Emily Hales	I think Option C allows better access for Farmington/N Centerville citizens (who don't see as many benefits from the new corridor going in their backyards) without putting all the pressure on Glovers Lane. Option C will split the flow of traffic to W Farmington between Glovers and State while Option B puts all street traffic going through a high school zone and the elevated round about next to an elementary school. Putting all the cars on one street, even if improved, is too much. However I do believe we need more access to I-15 than currently as use of Parrish and Park Lane are at max capacity and the current 200 W southbound ramp is insufficient. As someone who drives these routes daily I think option C is the safest and best use of our resources.
11/22/2022	Emily Hales	I would like to comment that Option C spreads car traffic between Glover and State while Option B that keeps most cars on Glover lane. I know bike lanes will be added as part of the west Davis corridor but Glover lane is constantly used by bikers heading to the bird refuge and the less cars on Glovers, the less likely bikers are to get hurt.
11/22/2022	Annie Paluso	I'm a Farmington resident. I've been here for over 25 years. The growth is incredible and not in a good way. I live in the west wide so I have to access park lane. With all of the apt/townhomes going in it's going to be an absolute nightmare getting home. I'm all for option B on and off Ramps at Grover. This is needed in my opinion. If not I'm putting the house up for sale.
11/23/2022	Jeff VanDrimmele n	I am in favor of Option B. With Farmington High School off of glovers traffic is just increasing in this area (where I live) there the neighborhoods. This would reduce the traffic significantly and provide an alternative to the very congested Park Lane. Huge win. Thank you for your efforts!

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11/23/2022	John Dickey	Please don't widen I-15. We need better public transit options and this money would be better spent there. Widening the freeway is only a temporary, disruptive solution. We need alternatives to driving cars everywhere.
11/23/2022	Ray White	B is the best for all alternatives!
11/23/2022	Sarah Stringham	There are many ways this could be better. Widening the freeway is not one of them. Make transit, biking, and walking better. People will use whichever one you make better. You don't need to widen the freeway.
11/23/2022	Margaret Holloway	As a resident of RosePark that drives 1000 north everyday to get to I 15. The line of rush hour traffic going the same way has increased tremendously. If you take this alternative off the choices yiu are shoving all the more onto 600 north.
11/23/2022	Paul Sherrill	<p>As a resident of Salt Lake City, I ask UDOT to reconsider the planned widening of I-15. Given our region's air quality and housing affordability woes, it seems irresponsible to go out of our way-- spending vast sums of money--to do something that will make both problems measurably worse. Although I appreciate the concerns about population growth in the region causing travel times on the current highway to increase, frankly that's what should happen. If the region is going to grow in population, it should grow in a way that increases useful land use and minimizes negative environmental effects. In short, UDOT should be using the proposed funds to improve public transit in the region, not to invest in car infrastructure that is bad for us fiscally, biologically, and socially.</p> <p>(Regarding the proposed pedestrian and bike infrastructure, I appreciate the proposed shared-use paths. Painted bike lanes on such major streets are not adequate bicycle accommodations: only physically separated bike lanes provide an acceptable level of safety and comfort for cyclists, so please don't rely solely on painted lanes--even if buffered--at any locations in the project.)</p>
11/23/2022	Sarah Phillips	No more expansion all proposals redline the west side more public transportation walking and biking options do more freeways!!
11/23/2022	Alex Lambson	Do not expand the freeway. This is madness. One more lane will never improve traffic. Use this money to double-track and start electrifying the frontrunner instead. That way we don't need to bulldoze a bunch of peoples' homes in the middle of a housing crises.
11/23/2022	Alex	Widening the freeway would cause more harm than it would help. Dividing communities creates hosts of problems not easy to undue. Wide freeways such as I-15 are less preferable to smaller ones such as Bangerter and 215. In addition, the limited restricted funds available in the general fund could be spent on projects with much higher ROI. Spending a small portion of the funds on multi-use trails, and safety infrastructure (such as roundabouts and traffic calming measures) would be much better. Projects such as these would strengthen the economy more, save more lives, and decrease pollution rather than increase it.
11/23/2022	Dave Brach	I am a resident of the west side of salt lake city and I oppose any expansion of I-15 corridor whatsoever. Let's use the money to give people vouchers for electric bikes.
11/23/2022	Jacob Skob	<p>I don't believe any of the alternatives adequately address the transportation issues facing the area now and in the future. Widening highways in other places has not solved traffic problems. There should be some alternative that takes a radical approach to transit and other forms of non-automobile transport. Leaving out these out of your alternatives shows just how deep the car-first bias goes at this agency.</p> <p>If you will not propose another alternative, I believe you should fully respond to the criticism with reasons why you are expressly ignoring transit and other forms of transportation.</p>

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Date	Name	Comment
11/23/2022	Rachel Adams	Instead of demolishing homes to widen I-15, the 1+ billion dollars should be invested into public transportation including expanding frontrunner, adding bus routes, and considering express bus lanes. I-15 cannot continue to grow with our population -we need another solution.
11/24/2022	Pacha Kutiq	<p>I would not like any more lanes, and few people probably would. Have you seen "Field of Dreams?" Is this not taught in engineering school / planning school? "If you build it, they will come?"</p> <p>No more lanes.</p> <p>Please return the money so the state can help worthwhile ventures. We can improve mass transit so that the populous finds it safe, convenient, and clean. Let us bring UDOT in on the fun. Can UDOT change? Can it change from car-supporting to community-supporting? Can UDOT help transportation, public transportation?</p> <p>Alternatively, UDOT could return the money to the legislature, request less for future fiscal years, and all with the caveat: legislature / governor, put the money towards MITIGATING and not ACCELERATING the climate crisis.</p>
11/24/2022	Corey Wilkey	We don't want a widened I-15. We want a buried I-15, and we want the rio grande plan. Build the rio grand plan first, and it can handle a lot of the traffic than an expansion would IF YOU DO IT RIGHT! Don't cheap it out.
11/24/2022	Anthony Teramana	Please no widening. There is no reason to encourage increased traffic along the I-15 corridor before exploring frontrunner and trax expansions (like double-tracking and electrification)... How can you endlessly expand the freeway and further divide our community?
11/24/2022	Von Brown	<p>I am a long term Farmington resident, 60 years. I have some comments about the proposed expansion plans for I-15 in Farmington Utah.</p> <p>Plan "B" is a terrible plan. It would put to much traffic up an already busy and dangerous Glovers Lane. It impacts and removes to many residents for any possible benefit it creates. Glovers lane and 200 east at the top of Glovers lane, cannot handle the increase in traffic. Northbound traffic on 200 east, just south of Glovers lane have a blind hill just before Glovers lane. This northbound traffic, on 200 east, only has 200 to 300 feet of visualization before getting to Glovers Lane. Increasing traffic at this intersection will increase chances to deadly accidents. Putting a traffic light here will only shorten the blind spot area, creating even a bigger problem. A few months ago, I carried a dog that had been hit by a car on Glovers lane, back to his home. I worry that with this increased traffic on Glovers lane. I will be helping a biker, jogger or a child next. PLAN "B" IS TO DANGEROUS, TO EXPENSIVE AND HAS TO MUCH NEGATIVE IMPACT ON THIS COMMUNITY.</p> <p>However, Plan "C" looks like a great plan. It's negative impact to the community is minimal and its benefits are great. Plan "C" would decrease traffic in my area, as well as decrease my traffic through others communities. PLAN "C" IS THE BEST OF ANY PLANS SUBMITTED. LESS DANGEROUS, LESS EXPENSIVE AND LESS NEGATIVE IMPACT ON THE COMMUNITY. PLAN "C" ALL THE WAY</p> <p>Thanks for listening, Von Brown</p>
11/24/2022	Taleechia Gates	I don't trust drivers to *signal*. There's no way I trust Utah drivers to use a reversible HOV lane properly. I'd probably quit using the HOV lane at all for safety reasons.
11/25/2022	Jane Doe	What are the increased noise and pollution levels for neighborhoods surrounding this expansion? It concerns me neither are addressed in this EIS.

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Date	Name	Comment
11/25/2022	Joseph Garner	<p>This project should not come to fruition. Believe it or not, widening actually makes congestion worse. Instead, we should scrap this project all together in favor of other ideas.</p> <p>One example would be funding for an acommunter highway, with mixed use development. Eventually developing new bus and train routes that diverge from the Frontrunner. If we just continue to allow residential and urban regions to be separate, car dependency will only increase.</p> <p>We can't keep going like this. The United States is overall too dependent on cars. In fact, Amsterdam used to be this way before changing to walkability. But we can still fix the old standard.</p> <p>I strongly recommend watching these videos on city design. I understand that you might be in favor of the new project, but it's important to listen to the other side of the coin.</p>
11/25/2022	Trent Larson	I oppose any options that keep our taxes high -- or, worse, increase them.
11/26/2022	Ernie Kuhn	<p>I'm in favor of leaving everything alone that is not critical. The only improvement I see as necessary are the addition of the two lanes. I favor one on each side of the freeway so as to not confuse drivers (especially the impaired ones) as to the two designated lanes in rush traffic in the morning versus the lanes in rush traffic in the evening. Let's keep the costs down for any non-critical changes.</p> <p>By the way, is this part of the \$1.5 trillion the government is allocating for national infrastructure repairs and improvements? That will keep our costs down.</p>
11/26/2022	Corey Wilkey	<p>A much wiser investment would be to spend the money on the rio grande plan and double tracking front runner. Adding lanes to I-15 destroys communities, peoples homes, and induces demand for more traffic. We find ourself in the same problem only a few years later with no real solution to the problem.</p> <p>Increasing our city's capacity for trains, is a real solution that encourages people to use alternate solutions to the problem. Taking cars OFF the road. You cannot just build lanes to fix the problem forever. And destroying homes for the sake of freeways is a lesson we should have already learned decades ago. Stop destroying communities and put the money into solutions that actually help to rectify the problems that building freeways created in the first place! Put the money into the RIO GRANDE PLAN</p>
11/27/2022	Mark Foster	<p>Regardless of which Farmington options are selected, UDOT needs to repair the damage done by overweight gravel trucks during the past 3+ years for West Legacy construction, on all existing access roads, especially 200 W Frontage Road from the north junction with the I-15 northbound exit ramp, south at least 1.5 miles to Centerville Park.</p> <p>And FINALLY complete the curb, gutter and sidewalk on the overlooked lots between Glover Lane, north to 620 S. Farmington HS students have no safe sidewalk on east side of Frontage Rd, especially on snow days. The residents without curb/gutter have been maintaining the UDOT right of wsy for over 50 years and still get clipped by fast-driving HS students while setting out trash barrels. Don't follow past UDOT policy of waiting til someone is killed putting out trash barrels.... be pro-active and save some lives!</p>
11/27/2022	Christopher Lallatin	I read through the plans and I'm very excited about the proposals for improving the bike access to the frontrunner station in Woods Cross. I prefer the CD option for the Bountiful exits, and I would personally use the 400 N or 500 S SUP paths to get to the frontrunner station. I love the frontrunner but I don't feel like there's a safe way for me to get across the freeway right now and adding these SUP paths to the crossings would be a big game changer.

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		<p>I'm also in favor of the right angle crossings at the freeway exits/entrances. As someone who has actually biked across these, it is terrifying for cars to be coming at you at 50-60 mph and hope that they see you.</p> <p>I'm also very much in favor of adding the SUP path from the 500 S to the frontrunner. It's short, there's plenty of space and it would make the journey so much safer since you currently need to bike on the wrong side of the road right after the freeway when going from 500 S to the frontrunner. I would love if this was extended along into Bountiful as 500 S currently has very poor bike access. (Alongside or over Mill Creek perhaps if going along 500 S itself isn't an option)</p> <p>I prefer the 5 + 1 option over the reversible lanes option, for what it counts :)</p> <p>Thank you so much! I'm excited about the new freeway</p>
11/27/2022	Luis Diaz-Mendoza	Frontrunner expansion and Rio Grande Plan are better than widening.
11/27/2022	Shayla	<p>I think this plan ignores many of the other infrastructure changes that would be a better investment for our state. We as a state need to find alternatives to the I-15 bloat. We should be investing in the projects that will reduce our emissions, not increase them. Expanding the frontrunner to use a two track system and running it on Sundays would be a far wiser use of our limited resources and tax dollars. It would allow those who rely on public transportation to get to their jobs to work weekend shifts easier. The Rio Grande plan that has been proposed would also be a better candidate for our investment. At least that project would actually contribute something to our identity as a state other than the terrible experience of driving on I-15. It would also benefit more than just those who own personal vehicles and allow more direct access to downtown businesses. Our world doesn't have to revolve around cars. Other cities have functional train systems that reduce traffic accidents and emissions, and allow those who cannot afford a personal vehicle equal access to opportunities in employment and recreation. We need to stop throwing money at I-15 expansion and stop excluding those Utah citizens without vehicles.</p>
11/27/2022	Jesse Plautz	We must use this opportunity to invest in the Rio Grand Plan. It will have more impact on culture and economic activity than widening the road. Please seriously consider the rio grande plan.
11/27/2022	Nick Dunn	Highway widening is an incredibly short-sighted, wasteful and damaging proposal that will ultimately result in more traffic and congestion. Committing to the Rio Grand plan and double-tracking the Front Runner would be much better investments in mobility along the Wasatch front and the livability of our communities.
11/27/2022	Max Ahlander	<p>I believe expanding the Frontrunner and implementing the Rio Grande plan would be more helpful for transportation than widening I-15.</p> <p>Providing more alternatives to cars would mean less crowded highways. Very simple solution in my eYes!</p>
11/27/2022	Brian Fox	<p>While some of the upgrades are a good idea, adding lanes in the long term will only increase traffic and therefore air pollution. If you want to reduce traffic long term you need to stop adding more suburban sprawl, reduce lanes on I-15 and Legacy, and increase commuter and light rail throughout Davis and Weber counties. Imagine if you spent this money on public rail instead? You would almost certainly reduce traffic and air pollution long term along the Wasatch Front. Name me a metropolitan area in the US where they increased the lanes of major highways and the traffic and travel times were better than before 5 to 10 years later. Spoiler alert: it is zero!</p>

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11/27/2022	Lilah Rosenfield	<p>I'm Lilah Rosenfield, I'm a lifelong Utah resident and have a B.S. of Urban and Regional studies from Cornell University. I urge UDOT to abandon the mid-century modernist approach of "just adding one more lane" to fix traffic. No additional lanes should be added to I-15. Instead, UDOT should work with the Utah Transit Authority (UTA) and other regional partners to expand and improve Frontrunner service (including electrification), build a northbound TRAX route, and improve bus service. In addition UDOT should consider plans for running Frontrunner through an improved downtown mobility hub (such as the proposed Rio Grande rail box).</p> <p>In addition to the environmental and social harms of highway expansion (increased pollution, social isolation, subsidization of car-centric development), the harm of widening I-15 in this particular corridor is also notable, for the ways in which it will reduce housing stock, and devalue housing in marginalized communities such as Rose Park. All proposals considered should be scoped to minimize negative impact on the housing supply, and proposals that increase the amount of land for residential building should be prioritized.</p> <p>As one final note: I regularly use Frontrunner to access Lagoon, and have been consistently frustrated by the indirect pedestrian route to access the park from the Frontrunner station. As part of any changes to transit to the I-15 corridor through Farmington, I'd urge UDOT to consider a pedestrian underpass (or another mobility approach, such as a chairlift) to transmit riders directly from the Frontrunner station to Lagoon's front gate, without having to walk south or take the bus.</p>
11/27/2022	Nona	Making the I15 bridges earthquake safe is important, but it would be far better to not add lanes to the freeway and, instead, use that money to double-track FrontRunner for the entire length of the corridor and to implement the Rio Grande plan
11/27/2022	Shane	Invest in other options and stop creating bigger problems. More lanes are not the answer, they're the problem.
11/27/2022	Steve DeBois	In general I am supportive of infrastructure improvements and expansions, and it may end up necessary to follow through with this project. However it is concerning that we are defaulting to lane widening as the only solution, which has proven time and time again (in our city and many others) to be counterproductive in actually decreasing traffic. I would much rather see us first pursue unique projects such as the Rio Grande Plan and Frontrunner expansion before defaulting to freeway expansion. With these lane widening projects, we are simply left with more asphalt that will quickly become gridlocked again as the population expands. With the Rio Grande Plan and improved Frontrunner/Trax service, we not only have an option that can increase along with the population to ease traffic needs, but we have a flagship civic symbol that reflects well on our city and state to increase our standing on the world stage. Along with a new airport, potential ski area gondola, and desire to host a future Olympics, it seems that dedicating a relatively small amount of resources to projects like the Rio Grande Plan and improved Trax/Frontrunner would do far more good than a wider freeway system.
11/27/2022	Jean Kuhn	No reversible lanes - confusing. On/off ramp changes unnecessary and expensive. Update bridges good.
11/27/2022	J.J. Thompson	The widening of I-15 is a short-sighted short-term project that will lead Utah in the wrong direction. By incorporating the RIO GRANDE PLAN into the future of Utah transportation we can make a safer, more reliable, more direct transit system which in turn will help eliminate car dependency in Utah's urban areas and create a better traveling experience for visitors and residents alike. Not only is the RIO GRANDE PLAN worth incorporating, but the billions spent on adding a few lanes to an already extremely divisive freeway is better spent on double-tracking Frontrunner infrastructure. This will allow for higher speeds and greater frequency that will allow FRONTRUNNER to be a more attractive option

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		for riders. A reliable transit system is what will get people out of their cars. More transit ridership will decrease the amount of vehicles on the road, and will reduce heavy traffic and harmful vehicle emissions, overall creating an enviable transit system and clean air. Visitors and residents alike want to be able to see the mountains without a thick haze. We don't want to see an increasingly wide strip of concrete slicing through the metro catering to the very root of the valley's pollution. Please reconsider; the money is better spent on the RIO GRANDE PLAN and FRONTRUNNER. These are worthy investments to a better long-term solution to traffic issues by reducing car-dependency. This will make our wonderful state even better and we can serve as a catalyst to other metros worldwide. Please focus on the RIO GRANDE PLAN and FRONTRUNNER.
11/28/2022	Tameron Williams	In nearly every instance nationwide when new lanes are added to the free way traffic does not improve. It gets worse. Rather than spending millions on a freeway expansion that will just increase danger as folks attempt to cross six lanes of traffic, perhaps we could invest in our public transit to make it a viable alternative to driving for more people.
11/28/2022	Marvin R Gardner	I see the need for the expansion and kudos to those making it happen. There is one connection that has gone uncompleted for too long. That is the completion of I-215 that would connect / cross I-15 near NSL. The traffic from the north to the U of U / University Hospital complex is huge and the discussions for completing the I-215 route around SLC gets shut down. It needs to happen!
11/29/2022	Amy Rowland	With the exception of the enhanced pedestrian and bicycle crossing and underpass plans, I wholeheartedly OPPOSE any of the proposed options. There is no data to support the need for or viability of this extremely expensive work, and any expansion of the freeway will negatively impact adjacent neighborhoods, further reduce air quality and cost the state's taxpayers billions. The project supports additional car-dependent suburban sprawl in Davis and Weber counties, while Salt Lake City is stuck with the burden of additional cars that will need to circulate into the city and additional need to provide parking. Any state transportation funding should be directed to increasing the functionality and affordability of mass transit systems into and out of the Salt Lake metro area.
11/29/2022	Tim Matthews	I prefer Option B for Farmington Glovers Lane. Freeway off and on in South Farmington is very mixed up and does not provide for a clean same exit on and off freeway. Glovers Lane is the most southern Farmington overpass and would provide straight access to the West and East portions of Farmington. Seems like the best option for traffic flow off and on freeway and neighboring streets and that would provide the most long-term benefits.
11/29/2022	Zeke Peters	These are the worst ideas I have ever seen. We have known for years that adding extra lanes DOES NOT HELP TRAFFIC in the long run. Yes, this will have tremendous short-term positives. However, it will quickly create more problems with traffic, quality of life, and air quality in the long term. We both know that traffic estimates are wildly inflated and that this demand will probably never happen; traffic is not an ever-expanding gas; it is a liquid and will fill up the container you give it. People will find other ways to get to and from where they need to go. Take money towards the Rio Grande Plan or even fund free transit for years. This wastes money and makes planners, engineers, and designers look stupid, incompetent, and downright evil. Federal funding is dropping quickly for projects like these. Why don't you eliminate the current HOV lanes and the shoulders on the inside and create the one-direction speed lane????? You have more than enough ROW right now, and more roads do not and never equals less traffic. IT IS ALWAYS THE OPPOSITE, AND YOU KNOW THIS! WE ALL HAVE KNOWN THIS FOR YEARS!!! So WHY DO YOU KEEP PRETENDING to have MORE LANES? WILL IT SOLVE THE PROBLEM? NO!!!!!!!!!!!!!!!!!!!!!! Honestly, this is almost as bad as the double-stack I-15 proposal from years back. Really though UDOT was changing their tune clearly they do not care about the well-being of Utah, only setting records for being the absolute worst at everything.
	Hirineo Ibarra	When will this project start? I need to prepare my family to be displaced. I would rather know so we can prepare. Public comment is a waste of time when no one will even listen.

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11/30/2022	Kristin Matney	<p>I am wondering about and wanting to share some comments on the shared use paths proposed from 500 S to the Frontrunner station in Bountiful/Woods Cross area. From the maps, it appears that my house/land will be the only private home affected by this addition of a shared use path, so I had a few questions:</p> <p>First, will the land needed for this shared use path be purchased from us, or how does that work? How will UDOT handle the construction of said pathway in terms of our existing sprinkler lines, fence, etc? Second, if this path is put in where it affects our land, does UDOT then become responsible for keeping the path cleared of snow, weeds, etc? If someone is hurt on this path that is/was our property, is UDOT then the responsible party (it would not still fall under our homeowners insurance, I assume)? Finally, what will this shared use pathway look like? Would adding these pathways include cutting down all of the beautiful trees that already line the road between the Frontrunner station and 500 S, or incorporate them into the pathways? Will there be garbage cans along the pathway? We have a huge issue with people walking between Frontrunner and 500 S littering and throwing trash over our fence into our yard. I am concerned for my kids and pets what an increase in foot traffic in this area will cause in terms of our property being disrespected and unsafe items being thrown into our yard. Will UDOT be installing streetlights along this pathway? There are not currently any streetlights at the corner of our property where the crosswalks to Frontrunner are located, or around the bend in the road here and I am concerned about increased foot traffic at this very dark corner/intersection. While I would love to see more usage of our public transit systems, I also feel that there needs to be some consideration for the concerns and needs of the properties and neighborhoods that are affected by and near these transit stations that are looking to increase their daily use.</p>
12/1/2022	Amy Plaizier	A full interchange in Farmington would be great but PLEASE do not do it on Glover. 200 west would be better. For people to have to lose their houses would be awful. Plus 200 east would be significantly more busy and not able to handle that traffic. 200 west is already busy and built for traffic.
12/2/2022	Aaron Boyce	Unless we're actually willing to enforce HOV / toll lanes, not much will change in terms of encouraging car pooling. Drivers *frequently* use the HOV lane as a passing lane, crossing the double lines frequently. We need to create a rumble strip in between the passing lane and the HOV lane when there's a double-white line. It would at least a.) discourage crossing the lines and b.) help notify unsuspecting drivers in the "normal" lanes that someone is crossing over / has crossed over. Between the 2 options on I-15, I'm partial to the reversible model (option B) because it will better encourage people to carpool, giving them priority. It's also more "closed off," which would discourage people using those lanes illegally.
12/3/2022	Madi Leyba	Farmington's Option B is a bad choice. Too much negative impact to the surrounding homes. Find another route. Thanks!
12/4/2022	Alan Portzline	Farmington Interchange: I do not like option B for the Farmington interchange because it is so invasive to those living on or near Glovers Lane. It does make sense to provide full access to I-15, so option C makes the most sense to me. If I understand the map correctly, this option also opens up the frontage road to traffic north of 200 W. which only makes sense since the road is already there. This would also have the positive effect of diverting unnecessary traffic away from downtown and Farmington Junior High. The proposal does not indicate if a traffic light would be added at the interchange, but I would not be in favor of that since it seems unnecessary, and it would potentially back traffic up onto the northbound highway. If option A were selected, I would at least encourage you to connect to the frontage road at 200 W. since the road is already there, and this would give easier northbound access to the highway at Park Lane.
12/5/2022	Isaac	I would like to comment on the safety of the road widening and the parish lane interchange. I live in Centerville and commute to SLC on I-15 every day.

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		<p>I went to college in Washington D.C. and had to commute in and out often. The 6-lane configuration that UDOT is similar to D.C.'s beltway system and I hope to warn UDOT of the horrible mistakes D.C. made by widening the road. This system does not relieve congestion it only makes the system far more dangerous. DC's system is a 6-8 lane highway with separated express and HOV and it creates far more opportunities for deadly human error. This configuration will result in a system where at every on-ramp traffic the two right lanes will slow and slower traffic will try merging into the left lanes which are traveling at high speeds. Creating a domino effect that forces drivers to go from high speed to a complete stop. We should not mimic warmer climate (TX, LA & DC) road systems (6-infinity) because we have snow, and forcing traffic to go from high speed to stop at every on-ramp will create far more deadly accidents than other DOT systems. I do not want Utah to turn into a horrible place to travel. Rather than expanding the highway please consider persuading local drivers and commuters to use bicycles and public transportation. I am one of those people that would much rather use these alternative systems but am terrified of our current transportation system. I live one mile from the grocery store and I have to drive through the parish lane interchange. I would much rather ride my bike to the grocery store but right on red, small sidewalks, and slow pedestrian signs persuade me to drive.</p> <p>This leads me to my secondary comment about the parish lane interchange. Can UDOT please design bicycle/ pedestrian roadways with the same principles that UDOT designs car roadways? Beg buttons suck for bicyclists and can we please install smart signaling similar to those for cars. At the minimum make pressing the beg button IMMEDIATELY allow bicyclists and pedestrians to pass. Secondly, can UDOT please raised crosswalks at each intersection? I do not understand why this is not already the case. Cars do not need to travel at high speeds at red lights, especially where others are crossing. The current bridge along parish lane has bicycles ramping down into traffic and hits a crouch killing jump back onto the sidewalk. It sucks and makes me want to drive. Third, at bicycle passageways please prohibit right-on reds!!!! The same parish lane pedestrian bridge has 3 horrible points of bicycle and car interaction because RIGHT ON RED promotes cars to pull out into the crosswalks. It sucks and makes me want to drive. Lastly, please make all bicycle lanes divided at these high-speed, high-traffic byways. Bicyclists do not have a giant metal frame protecting them from any crazy car traffic behavior. Make it harder for car drivers to kill a bicyclist, and put a curb in between the two modes of traffic. These traffic decisions persuade and punish different modes of traffic parish lane is a great example. Take a bike ride from the Maverick over to Walmart across parish lane during rush hour, make sure you wear a helmet!</p>
11/10/2022	Lydia Ross	<p>I think the reversible HOV lanes are a horrible idea. While I understand that they might improve the commute during rush hour for workers traveling to and from SLC, that is not the only use for the HOV lanes.</p> <p>I have multiple family members who live in Davis county, while I currently live in Utah county. Therefore, this is a drive we take often. As I rarely drive solo for visits, I use the HOV lane regularly. It allows me to avoid other drivers who I feel drive rather recklessly as they switch quickly between lanes at speeds above the speed limit. The timing of my drives varies and will not always correspond with the times for the reversed lanes. Not being able to use the HOV lane as I prefer would make the drive a fair bit more stressful.</p>
11/12/2022	Amy Gefrom	<p>Please add a northbound onramp to I-15 at Center Street in North Salt Lake. The is room at the back of Hatch Park. We are a large and still-growing community with no close north bound access to the freeway. The closest northbound onramp is at 2600 S. in Woods Cross is too far away and too</p>

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		congested. Please also keep the southbound off ramp at Center Street but provide better signage on the freeway.
12/5/2022	Estelle Gettysburg	We should be looking to bolster our public transit. The freeway should not be widened, we should be investing in clean energy alternatives for our transportation needs. Additionally, widening the freeway displaces people and creates broader separation amongst our communities.
11/11/2022	Lori Seppi	m opposed to widening I-15. I believe we should focus on walkable communities, more convenient public transportation, and safer bike lanes. Widening I-15 is a temporary fix that will split North Salt Lake in half and decrease quality of life. Plus, remote work is becoming more and more accepted. It seems like we should focus on making our communities nice places to live rather constructing huge highways. I don't want Utah to be like California and Texas. We have the opportunity to learn from their mistakes. We should focus on quality of life rather than expanding highways.
11/10/2022	Taya	Do not widen the roads, that is just induced demand and will make traffic worse
11/10/2022	Angela Moore	Thank you for allowing comments to be shared. I have a suggestion that I would like to see on all of the roads, but especially any larger more heavily traveled areas. We have moved to Utah a little over a year ago and love it here, but this is one area I really would like to see improved. I do not like to drive at night here because of the low visibility on most every road. It is almost impossible to see where the lanes are. Driving in the rain at night is even harder. My suggestion is some kind of reflective paint or reflectors to help visibility. I know this is used in other states and I would love to see it used here. I know it would help drivers on any roads if it is possible. Again, thank you for allowing us to share our thoughts.
11/10/2022	Ben Jones	Any option that widens the highway to increase private vehicle traffic is bad for public safety because AIR QUALITY IS A PUBLIC SAFETY CONCERN. Building more highways is the exact wrong way to manage a growing population.
11/10/2022	Michael Porcelli	<p>"Your comments will help the study team gain insight into how these alternatives could serve you and your community. "</p> <p>Serve me and my community—are you out of your mind?</p> <p>We, the people who LIVE here, do not benefit, do not gain, from this abusive freeway expansion. The repercussions from I-15—as it exists today—are already devastating to my community, divorcing the east and west sides and spilling excessive speeding traffic into our neighborhoods. Now you attempt to steal more of our lawns, to build excess lanes right through our living rooms? More lanes does not even solve the problem, it makes it worse for everyone! You're absurd.</p> <p>You propose making 600 North eight, nine, even ten lanes wide? So it'll take me a whole minute to cross that street? For Christ's sake, people LIVE here, we WALK here, we SPEND TIME here. That road is already far too wide and dangerous; I was almost hit three times there in just the past two months, trying to cross. It's already so wide, turning drivers don't see me—with the right of way, in the crosswalk—they look right past me, turn into me. You want to expand it thirty MORE feet? For what, for who? You're absurd.</p> <p>You want to study something useful? Study alternatives that ACTUALLY benefit the local communities. Investigate transforming I-215 instead and divert the overwhelming bulk of through-state-traffic out there (or even further) from the city. Build LOCAL-FRIENDLY road access to downtown and surrounding neighborhoods on efficient, but slower moving surface streets. Find solutions that are safer for everyone, especially pedestrians, cyclists, and children, all who actually live here. On the existing freeway, look into implementation and enforcement of a congestion toll to</p>

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Date	Name	Comment
		<p>dissuade excess use and unnecessary trips during peak time, and reduce your deemed traffic problem at the expense of those actually causing it.</p> <p>STOP SUBSIDIZING OUT-OF-STATERS AND EXURBAN DRIVERS AT THE COST OF LOCAL COMMUNITIES.</p> <p>THEIR CONVENIENCE DOES NOT RANK ABOVE OUR QUALITY OF LIFE.</p>
11/11/2022	Hieu Nguyen	<p>"You achieve what you measure." A runner looking to improve his time will measure how fast he runs. A basketball player who practices his free throws counts his accuracy rate.</p> <p>Hello. I am Hieu, and I'm a resident of Salt Lake County. I have looked over the draft report for the i15 mainline alternatives, I find it a bit alarming that the measures do not align with the goals of the project.</p> <p>For example, "improve mobility for all users," the measures are:</p> <ol style="list-style-type: none"> 1. Does the concept decrease through-traffic travel time on I-15 during the AM and PM peak periods? 2. Does the concept improve average speed on I-15 during the AM and PM peak periods? <p>Those measures do not align with the goal of improving mobility for all users. The measures should be, for example:</p> <ol style="list-style-type: none"> 1. Number of bicyclists in parallel roads during commute hours. 2. Percentage of non- car trips by car owners. 3. Time it takes a pedestrian to cross an interchange. 4. Average pedestrians or bicyclists per hour. <p>For "Improve the safety and operations of the I-15 mainline, interchanges, bicyclist and pedestrian crossings, and connected roadway network," measures should be:</p> <ol style="list-style-type: none"> 1. Number of pedestrian injuries and fatalities along the corridor. 2. Number of pedestrians, bicyclists, cars reported interactions. 3. Survey of people who feel that the interchange section is safe to walk. <p>So on and so forth. I hope UDOT can reconsider the measures. What we measure directly affects the results we want to achieve. I wish for a safe environment that everyone can participate in. Cities are for humans, and UDOT's goal is to move people, not just cars.</p>
11/11/2022	David K	<p>All this highway money should be going to Frontrunner rail frequency and capacity. This provides safety, connectivity, and ability for our families who may not have a drivers license due to disability or finances. By investing heavily in alternative modes, the congestion on I15 will go down naturally, people would choose the Frontrunner that emits less pollution than the alternatives, is safer and connects the community far better than a highway. Please do not split SLC apart with another highway widening. Take the option that the affected community wants. If you have to, reset the rails so the rio grande terminal is the the new SLC central.</p>
11/11/2022	Benjamin Wood	<p>Widening Interstate 15 is a mistake that will lock us into another generation of dangerous and destructive car dependency. Utahns deserve more transportation options, particularly trains, that invite participation and connection within the community rather than cutting deeper scars into our landscape to facilitate more cars. A slightly shorter commute time is not worth the devastation these plans wreak on the residents unfortunate enough to find themselves in the way of this perpetually-expanding corridor. Our city can of sustain this. Our state cannot sustain this. When will it be enough before we try new approaches?</p>

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11/11/2022	Chris West	<p>I appreciate the thoughtful time and care that has been put into to preparing this report. I like all of the ideas about improving bike and ped access. The only concern I had in regard to that section is that there was no alternative for the I-215/US-89 intersection that included a safe way for people on to travel North/South. A buffered bike lane was mentioned, but that is not a safe way to travel on a bike next to multiple lanes after traffic. Putting a buffered bike lane is asking a distracted driver to kill someone. The same configuration could however safely be maintained if jersey barriers—not flexposts or similar—were placed between the bike lane and the road.</p> <p>In regards to the traffic issues on I-15 north of Salt Lake, both of the proposed alternatives are financially irresponsible. As shown in the numbers, neither will improve the situation in the long term with the average speed expected to decrease in all cases at peak times. Instead, money should be put into the front runner and connecting transit to make it easier for people to not drive. If we can decrease headways at connections and make the frontrunner more frequent, transit will become a more viable option and the existing traffic will encourage people to switch. If traffic continues to worsen, then congestion pricing on I-15 during peak times should be considered to help people to commute by different means or different times.</p> <p>Induced demand is a well understood concept. In 2022, we cannot still think that adding one or two more lanes is going to fix traffic. We know it won't—have you been to California? It's a waste of money. The only way to actually reduce traffic is make alternative modes of transportation viable for more people, i.e., spend money on improving transit frequency and reach.</p>
11/11/2022	August Trapper Bigelow	<p>These are all absolutely ridiculous proposals. In a world where our great Salt Lake is drying out from over-use and climate change, UDOT's proposal is to... contribute to the environmental damage? "Just one more lane"? There are already too many lanes, too many cars, and too much pollution here.</p> <p>I've lived through the I-15 CORE and Lehi I-15 projects. You've constructed massive concrete beasts and you know what? Traffic isn't any better! You spent billions of our citizens' dollars and it didn't help. There are MORE cars on the freeway and commuting is worse than ever.</p> <p>The amount of money this project will take can be used to expand and fund clean transit options that would make far greater impacts. I-15 CORE took what, \$1.5 billion? You know how you could legitimately transform transportation with that money?</p> <p>UDOT needs to stop living in the car-brained past of the 20th century. Other countries have realized, put into policy, built, and operated clean and easy transportation systems for longer than I have been alive. Why are we so deadset on destroying our landscape and our lives with more of these inefficient, ugly, and wasteful road projects?</p> <p>Absolutely none of these proposals are acceptable.</p>
11/11/2022	Nate	<p>Greetings</p> <p>Adding expansion will not resolve the traffic problem. Encouraging transit is the only way to reduce the need for constant expansion. The more lanes are added the more traffic this causes along with future upkeep costs. The goal should be sustainability, not the constant need of upkeep when the infrastructure need renewal.</p>
11/11/2022	Scott Sandberg	<p>We should be looking into improving public transit infrastructure and reducing the need to commute by creating incentives to decrease traffic (providing tax incentives to companies that decrease their environmental impact by allowing employees to work remotely).</p>

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		Increasing the size of roads doesn't necessarily lead to a reduction of congestion: https://www.researchgate.net/publication/315534829_Closing_the_Induced_Vehicle_Travel_Gap_Between_Research_and_Practice
12/5/2022	Francis Echezuria	<p>Vivo en la [REDACTED] la opcion B no me parece beneficiosa para el barrio ya que incluye introducir el freeway dentro del Barrio y la eliminacion de muchas casas, esta opcion terminaria con la tranquilidad que se vive en este lugar, inseguridad para las personas en general ya que un freeway incluye recurrente accidentes, definitivamente la opcion B es la peor opcion que se plantea para este nuevo proyecto. ES UN BARRIO MUY TRANQUILO, SEGURO, ARMONIOSO, ESPERO TOME EN CUENTA CUALQUIER OTRA OPCION PERO NO LA B, NO QUIERO UN FREEWAY DETRAS DE MI CASA. DE ANTEMANO MUCHAS GRACIAS.</p> <p>Translation: I live in the [REDACTED], option B does not seem beneficial to the neighborhood since it includes introducing the freeway within the neighborhood and the elimination of many houses, this option would end with the tranquility that is lived in this place, insecurity for people in general since a freeway includes recurring accidents, definitely option B is the worst option that arises for this new project. IT IS A VERY QUIET, SAFE, HARMONIOUS NEIGHBORHOOD, I HOPE TO TAKE INTO ACCOUNT ANY OTHER OPTION BUT NOT THE B, I DO NOT WANT A FREEWAY BEHIND MY HOUSE. THANK YOU VERY MUCH IN ADVANCE.</p>
12/5/2022	Estelle Gettysburg	We should be looking to bolster our public transit. The freeway should not be widened, we should be investing in clean energy alternatives for our transportation needs. Additionally, widening the freeway displaces people and creates broader separation amongst our communities.
12/5/2022	Chris Langford	The building of new roads and expansion of existing highways should not be considered. Instead, transportation officials should explore the creation of a massive light-rail system similar to Bay Area Rapid Transit that would serve and connect the entire Wasatch front.
12/5/2022	Wendy Hutson Gasser	<p>Hearing that this plan could result in the demolition of 15-20 homes in the area is devastating. I moved to Farmington from Atlanta in 2019, and it took me and my husband over 6 months to find a home. Many of these people have lived hear for years and for them to be displaced especially with the way the housing market is currently would be unbelievable.</p> <p>My husband and i have also put so much time and money into making updates in our home, and i feel this would decrease the property value as well as significantly increase noise in the area.</p> <p>A freeway exit at Glover would have some positive benefits, but the negative costs of the current proposal (Option B) are significant and outweigh those benefits in my opinion.</p>
	Bram Hunt	I don't see any plans to address the issue of the added vehicular pollution from growth in traffic along the corridor. I already struggle with the low air quality of the city, and every proposed alternative leads to a city which is uninhabitable to me. More broadly, the hundreds of millions of dollars estimated for this project do not account for the increased public health burden which they will effect through reduced air quality. For our collective health's sake, the path forward for the Salt Lake valley cannot include increased reliance on automobile transportation. This proposed infrastructure plan will waste valuable public time and resources which would be better spent on alternative forms of travel.
12/5/2022	Jonathan Concidine	"It's worth noting that traffic modeling used to project how many people will be driving in three decades is routinely overinflated. In the early 1990s, when the state was working to justify turning US-89 through Davis County into a freeway, the state predicted crippling traffic by 2015.

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		<p>In some cases, the state's projections were off by 30 percent, meaning nearly 1 in 3 drivers the state said would be using US-89 in the future never came. The state is wrapping up that project now." - Taylor Anderson</p> <p>Adding more lanes will never "solve" traffic. It never has! Look at the Katy freeway in Texas! If 23 lanes won't prevent congestion, then this certainly won't. Knocking down homes in the middle of a housing crisis is borderline sociopathic. Our air quality is already terrible - this will make it worse. There are worthy projects we can put \$1.6 B toward instead. Freeways cripple nearby neighborhoods. They deaden them - they don't strengthen the economy, they hamper it! Your work keeps us dependent on cars. The dishonesty of your projections is professional malpractice. Shame on you.</p>
12/5/2022	Eric Rijk Kraan	<p><u>It is a complete travesty that even after Governor Cox decried the divisive nature of I-15 that separates the haves and have-nots in our state. That its own DOT proposes to expand that very roadway increasing, rather than reducing the size of this community killing piece of infrastructure.</u></p> <p><u>https://governor.utah.gov/2021/01/21/watch-live-gov-spencer-cox-gives-his-first-state-of-the-state-address/</u></p> <p><u>It is worth considering that UTA and the WFRC have begun to invest heavily in transit-oriented housing along this corridor in a worthy effort to reduce car dependency, foster community, reduce noise and air pollution, and most importantly build a safer and more livable Utah. This proposed expansion will undue all those efforts by eroding the fabrics that strengthen the bonds of society. The state's own Health Department has developed a Happy Place Index that maps with a high level of precision what everyone knows - including Governor Cox - that the expansion of this freeway is a community killer.</u></p> <p><u>https://dhhs.utah.gov/UtahHPI/</u></p> <p><u>For the Safety, Health, and Prosperity of the communities alongside this corridor - stop. NOW.</u></p>
12/5/2022	Stephanie & Brett Sears	<p>After review of all proposed plans to expand I-15 traffic flow my opinions are noted below on pros / cons of each option A and B as requested.</p> <p>Plan A:</p> <p>Pros:</p> <ol style="list-style-type: none"> 1. It maintains the integrity of Farmington neighborhoods, homes and residence. 2. It allows for safer travel to and from local high school, Farmington High. 3. It maintains current property values 4. It allows for quiet neighborhoods with less non-resident traffic 5. It will keep crime down 6. It allows for safer pedestrian and bicycle traffic off frontage road and Glovers lane <p>Cons:</p> <ol style="list-style-type: none"> 1. NONE <p>Plan B:</p> <p>Pros:</p> <ol style="list-style-type: none"> 1. Less people using EXISTING Centerville off ramp / 200 East off ramp <p>Cons:</p> <ol style="list-style-type: none"> 1. There is no reason to have people exit I-15 in a non-commercial area (NO BUSINESSES EXIST off Glovers Lane, east or west of Fwy)

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		<p>2. There is already an off ramp less than 1 mile north at 200 East that is sufficient to handle existing traffic</p> <p>3. With two lanes of travel over Glovers lane that crosses over the frontage Rd headed east, It will then merge to one lane causing potential accidents and speeding drivers trying to beat out other vehicles for front position</p> <p>4. After crossing frontage Rd. cars get to 200 east and sit at a stop sign or go zooming through neighborhoods to avoid back up at stop sign on Glovers and 200 east</p> <p>5. Potential high traffic through High school area and residential area to get to Station Park which can already be accessed off current 200 East exit or Park lane exit.</p> <p>6. Walking, jogging, biking becomes much more dangerous crossing Glovers lane with having to navigate signals and cars crossing (X) pattern to exit and enter Fwy</p> <p>7. Non-Davis county residence, other local cities using exit to avoid backup traffic on I-15 then rushing through neighborhoods and school zones to hurry to their destinations.</p> <p>8. Loss of local park and safety of park with busier frontage road traffic</p> <p>9. MOST IMPORTANTLY, loss of homes! Loss of residence for local families. There is no way they could replace their homes in this area for what they currently pay / Paid which would devastate families.</p> <p>Possible solution: Instead of disrupting south Farmington communities, why not IMPROVE the existing Parrish lane / Centerville exit? The current design is flawed and poorly designed. Everyone who has had to navigate this section of roadway is horrified by its layout. This can be such a positive solution to help move residence of Centerville to their homes, move others utilizing local businesses to them safely. The current design has NEVER functioned properly and money would be much better spent improving this section of existing off ramp.</p> <p>Furthermore, Use the existing 200 East north bound off ramp / south bound on ramp in Farmington and design options to add a South bound off ramp and north bound on ramp. Why can this not be done? There is less impact on residence and neighborhoods and it feeds into a commercially zoned area. Is UDOT not skilled enough to develop such an option?</p> <p>In closing I would like to express my deep concern for our south Farmington community. I have been a Davis county resident for over 30 years. My husband has been one for over 45 years. We are current residents of south Farmington for 19 years. We have seen growth in this area and although we miss the quaint, small town feel, we understand improvements for growth are necessary. I for one, having been raised in Los Angeles can validate when change is needed to handle busier traffic growth. This situation/proposition does not warrant such a radical change to Glover's lane. Bringing access into an area that is residential will only promote unwanted traffic, crime, loudness, accidents, etc. Our community is not overflowing with excess traffic that requires this type of access or change. The current traffic flow is not congested or backed up. Please consider a re-evaluation of the Options proposed and find alternatives in higher traffic areas to make those proposed changes.</p>
12/5/2022	Alexandra Margaret Wassmer	<p>I am a resident of south Farmington and I have many concerns about the UDOT's Alternative B.</p> <p>We chose our home's location because it was a quiet and peaceful environment to raise our family. I love how after spending time in Centerville on Parrish Lane, I can drive home and not have to deal with the chaos and backed up traffic that Parrish Lane has. I am always grateful that my neighborhood is close enough to the freeway entrance, but not so close that it brings speeding cars, and loud traffic. I was happy to find out that our home value recently increased.</p> <p>However, after learning more about UDOT's Alternative B, I fear that our home values in this area will</p>

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		<p>dip, traffic will become worse and more congested, and it will not be as quiet as it currently is. I worry about children and animals who might be killed or injured by multi-lanes of traffic as they attempt to walk home from school or to a local park.</p> <p>UDOT's Alternative A or C would provide a much better option for a potential freeway interchange, if deemed necessary. I would like to request that the city study and debunk the idea that Alternative B is needed for access for high school students and residents. I would also like to request that the city encourage UDOT to move the proposed offramp to areas where it is most needed.</p> <p>Thank you for taking the time to listen to my concerns.</p>
12/6/2022	Sheri Jardine	<p>I live in Rose Park neighborhood, and I would like to express concern about demolishing homes in our neighborhood for this expansion. I understand homeowners would be paid market value for their homes. However, prices around the valley are such that those homeowners would likely not be able to afford to buy anywhere else in SL County, maybe not even anywhere in the Wasatch front. In a moment where we are experiencing the worst homeless crisis in my memory, we cannot and should not take lightly evicting people from their homes, even with a payout. The impact on their lives would be astronomical. I understand the need for road expansion as our community experiences such high growth, but please work to find a way to do this without displacing people from their homes. Or, if you absolutely must do this, you should consider buying each homeowner a new home, rather than just paying them money for the old home. Help them get into something comparable in another part of the city, so that they are not forced to move farther away or run the risk of them joining the number of unhoused people in our city.</p>
12/6/2022	Sam Bishop	<p>I would like to express my opposition to all of the proposed widening options. You can have too much of a good thing, and we have already passed that point with I-15.</p> <p>Having said that, I also want to express my appreciation to UDOT for making an honest effort to accommodate modes of transportation besides private automobiles when drafting these alternatives.</p> <p>Finally, I recognize that UDOT is restricted by what the Legislature is willing to fund when it comes to projects like this and that it is their job to make superior alternatives, like public transportation, possible.</p>
12/6/2022	Sam Omer	<p>Please do not expand I-15. We must be more creative and sustainable than this. This is a huge waste of money and resources and will not solve traffic problems. Consider expanding frontrunner or being bold with alternative transportation plans. This expansion is the definition of building for cars, not people. It's heartless, lazy, and a terrible plan.</p>
12/6/2022	Pam Calvo	<p>The expansion to Farmington, US 89 will not solve the back up problem. I-15 is crowded all the way to HAFB. What happens to the front runner tracks? Yes, I agree that I-15 needs to be bigger, but this isn't addressing the entire route. There are more people who live North of Farmington and Salt Lake City. This would be a bandage but not the cure.</p>
12/6/2022	Sara Talbot	<p>Please do not expand I -15!! Keep Glovers lane how it is. We live in the neighborhood directly affected and do not want our homes and friends homes destroyed!</p> <p>Have any interchange be on 200 W! Do not destroy neighborhoods!</p>
12/6/2022	Randall LaLonde	<p>I am opposed to the original plan to widen I-15 as well as all of your proposed alternatives. Once again, UDOT has put transportation by individual vehicle as it's number one priority, ignoring the quality of life in the communities affected by I-15 expansion, especially the west side of Salt Lake City. I found your first two topics (improve safety, better connect communities) as simply ludicrous, but your</p>

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		3rd and 4th (strengthen the economy, especially) topics to be your real goal. Let me be clear: NO highway expansion has ever helped to connect communities. In fact, it does the very opposite. Your proposal--in order to gain a few minutes of shorter drive time for automobiles and trucks--will only increase the pollution in Salt Lake City and the entire Wasatch front. As Governor Cox stated earlier this year, we can't just keep widening I-15. Most major cities are in the process of dismantling major highways that cut through their communities, and thus improving air pollution and the overall quality of life within those communities. It's ironic, but typical of UDOT, that you are moving in the exact opposite direction of the rest of the country, as if we still live in the 1950's. The only result of your proposals will be to increase the number of vehicles that travel on I-15. Do you want to make the Wasatch Front look like smog-laden Los Angeles? Instead of spending \$1.6 billion to widen I-15 from North Salt Lake to Farmington, the State should spend this money on improving public transportation, making transportation slower and safer, and making our communities more livable. Thank you.
12/6/2022	Camille Knighton	We need a on and off ramp in Farmington on I-15. It would be nice if they could add it where they put the new freeway.
12/6/2022	Camille Knighton	Please add a on and off ramp in Farmington around 1470 south. Where putting in new freeway. Thank you!
12/6/2022	Brad	I get that UDOT's goal is to move more cars, which this expansion would accomplish, but this goal goes contrary to so many other objectives for the state and the Wasatch front. Increased car transit will add to pollution, encourage sprawl in an already geographically constrained corridor, and lead to more traffic fatalities. This money (plus the huge future costs of maintenance) would be much better spent improving public transportation and replacing some car-centric infrastructure.
12/6/2022	Trevor Zobell	None of the alternatives have a increasing public transit to reduce traffic as an option. The wasatch lake has mountains and lakes that restrict where development can place, we are never going to be able to add enough lanes to solve traffic problems. At this point we need to aggressively make transportation by non-car means a viable and desirable option for more people.
12/6/2022	Anita samora	No to expansion
12/6/2022	Ally Anderson	I urge UDOT and the state to slow down on the I-15 expansion plan and evaluate potential environmental impacts and the impacts on our already extremely limited housing supply. We need to protect the community of first-time homebuyers and be extremely mindful of not perpetuating systemic and environmental racism. I am also very concerned about the pollution this will add to SLC, again especially in marginalized communities. Please consider alternatives to this plan that are more sustainable and better for the entire community.
12/6/2022	Jessica Wadekamper	<p>I don't believe this is a good proposal or alternative plan for the residence in South Farmington. Glovers lane is very insufficient for an off ramp. Also it doesn't seem practical to have an exit onto Glover when there are no businesses located on this street. There is a High School with inexperienced drivers adjacent to the proposed area and this could create more traffic congestion and accidents. The proposed plan appears to effect existing and new home owners greatly by reducing or even eliminating property. This quiet residential area would be profoundly affected by an off ramp. My husband and I just bought a home in this neighborhood and I don't believe we would have considered this home if Glover had an exit. The neighborhood would have been much too noisy and busy for us. The benefit of living in Farmington is that you still have the small town feel but are near Amenities and not too far from Salt Lake City.</p> <p>Traffic congestion, reduced property values, along with increased crime rates associated with off ramps, are additional concerns to the Alternative B plan for Farmington.</p>

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		Thank you for your time and attention in this matter.
12/6/2022	Clint Chamberlain	<p>My name is Clint Chamberlain and I reside at [REDACTED], Farmington UT. I am a veteran SLC Police Officer, a combat wounded soldier, disabled veteran and retired U.S. Army Officer. When I left active duty four 4 years ago and returned to Utah, Farmington was the only place for me and my family. We didn't want to live anywhere else. We absolutely love this community. The home town feel it's retained. The goodness of the people here. The quiet and easy lifestyle. The safety and security of a good community that cares. The lack of hectic and busy traffic in residential areas. These are all at great risk with the potential of Option B on the proposed Glover Lane exit plan.</p> <p>I now own two properties in Farmington. The first at [REDACTED] (Kestrel Bay Estates) which I now rent to my sister and her four girls and my new home at [REDACTED]. I just purchased this home back in September and invested a huge sum of money into it because of all the reasons above. When I learned of the 3 options for UDOT's proposed upgrade or new exit/interchange after I purchased my home, I was shocked that option B would even have been considered. My wife was in literal panic mode thinking we just made the biggest financial mistake of our lives. I calmed her by saying that option B must be so outrageous that the other two options would be clearly considered over it—they just make sense and are the natural progression of existing infrastructure.</p> <p>It seems option A most enhances existing infrastructure to make 200 W a better, more capable and streamlined freeway interchange with minimal disruption to the community for a maximum outcome. Option B is a sort of "scorched earth" approach. To displace at least 15 families lives who have put down roots and established their lives in Farmington would be a gross misuse of available infrastructure and budget especially when better courses of action exist. It will destroy home values in the area, bring unneeded traffic to the area (there isn't a need for greater traffic flow and I'm confident your traffic study supports this claim), it increases crime (necessarily by ease of access to residential areas) and creates greater public safety issues. It will no longer be a safe place for children to play outside on their bikes and scooters with such large roads and increased traffic. What's more, there isn't another exit of this scope along this corridor of I-15 which goes directly into a residential area. All other are zoned commercial and are already built up. Option B will create unsafe spaces for our children to play and move between friends home and create a major line of demarcation between south Farmington and everything north.</p> <p>It seems option A most enhances existing infrastructure to make 200 W a better, more capable and streamlined freeway interchange with minimal disruption to the community for a maximum outcome. Option B is a sort of "scorched earth" approach. To displace at least 15 families lives who have put down roots and established their lives in Farmington would be a gross misuse of available infrastructure and budget especially when better courses of action exist. It will destroy home values in the area, bring unneeded traffic to the area (there isn't a need for greater traffic flow and I'm confident your traffic study supports this claim), it increases crime (necessarily by ease of access to residential areas) and creates greater public safety issues. It will no longer be a safe place for children to play outside on their bikes and scooters with such large roads and increased traffic. What's more, there isn't another exit of this scope along this corridor of I-15 which goes directly into a residential area. All other are zoned commercial and are already built up. Option B will create unsafe spaces for our children to play and move between friends home and create a major line of demarcation between south Farmington and everything north.</p>
12/6/2022	Shannon Donnelly	I absolutely oppose the expansion to i15. Studies show that expanding a highway doesn't actually cut down on traffic so there's no benefit from actually expanding. The highway proposal will evict people

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Date	Name	Comment
		from low income properties on the west side of slc during a housing and economic crisis. It would make more sense and be better for salt lake's air quality to just improve public transportation. Please listen to the people who actually live in salt lake and have to suffer the repercussions of an expanded highway rather than the commuters who only pass through.
12/6/2022	David Supinger	<p>Thank you for your help here in Farmington City. Your decisions affect so many people and can not be easy.</p> <p>From my understanding, the proposed Alternative B to the Glovers Lane off ramp would end up causing many homes to be demolished, and families have to leave our Beautiful Farmington City. Most would not be able to afford to re-buy in Farmington, nor anywhere nearby. The burden placed on those families is unfair, because; even if those property owners were paid market value for their homes, they will not likely be able to purchase a new home in the area since they cannot obtain a new low interest rate mortgage as they most likely have now. Having to purchase a new home, even at equal price, with a new high interest rate mortgage elsewhere is an unfair burden placed upon them.</p> <p>The nearby home owners like myself would also have a negative impact on our property values that is not out weighed by any benefits to our neighborhood, Farmington City, nor surrounding cities.</p> <p>I am requesting that the off ramp be moved to a different location other than Glovers Lane. The impact to this neighborhood will be an unfair burden upon the residents, for a change that doesn't seem to be a needed to benefit the City, nor provide enough benefit compared to the negative impact on so many people, since the options do not affect only the properties oblong the proposed changes, but also blocks deep away from the off ramp or changed areas. The negative economic impact of the South Farmington residents is not in balance to any possible or potential benefit to others. The negative impacts will affect the home owners value, qualify of life, and the aesthetics of all of Farmington.</p> <p>If moving the offramp to a different location deems not to be an option, the please choose Option A, not Option B. Option C is not much better. This is to mitigate all the above described negative repercussions to the South Farmington community, especially the further West Homes that would need to be razed and relocating so many Families.</p> <p>Thank you for your consideration,</p>
12/6/2022	Mary Barton	<p>"Just one more lane, bro!" does not work, as shown by countless cities around the world. Highway expansions fail to reduce congestion and instead increase traffic and pollution, the exact opposite of what this plan is meant to do. We cannot keep prioritizing cars over humans.</p> <p>We have an existing commuter rail parallel to I-15. The alternative to the highway expansion already exists, is safe, reliable, sustainable, and more affordable.</p>
12/6/2022	Leslie	<p>I commute to work to the U of U. Displacing homes in the west side of slc it is unnecessary and unjust to expand I-15. It would be better to increase access to public transit. I live in clearfield and the clearfield station I don't use it as much due to the poor lighting at night. I recommend to increase access connections to the train station the bus to take me there is like 30 mins walking to the bus and 30 mins to take the feint runner station. Otherwise drive to the station and leave the car there. Which sometimes can be unsafe. Connections from front runner to the U would be great like the red line also passing there to go the U. I have friends in Syracuse and many parts there is not even Bus available. I personally plan my day to rush hour and stay longer in slc to exercise to avoid the 5 pm rush hour. Recommend people who have the privilege to work from home to utilize it and carpool.</p>

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Date	Name	Comment
12/6/2022	Skyler Bradbury	We love the idea of reversible HOV lanes. We used this concept during our daily commute while living in D.C. It saved so much time and seems fairly easy to implement. Looking at the picture, I do worry about trying to exit on 400 south. Will that not be possible?
12/7/2022	Claire Adler	As other cities are tearing out their urban highways, recognizing their incredibly detrimental impact on health and city vitality, UDOT is still trying to push 1970s policy. The proposed highway expansion will destroy homes, worsen air quality, and not even succeed in reducing traffic (research shows adding more lanes just encourages more people to drive). We need public transport solutions for ordinary people, not yet another billionaire dollar boondoggle that hurts the community.
	carol sonntag	I agree with the plan to expand the State St. exit in Farmington to provide full access to I-15 is the best option because expanding Glovers Lane which goes right by Farmington High School I think has major safety concerns.
	Paul sonntag	Concern for an enlarged glover lane by a high school and elementary school. It seems to me that having a four lane high with high traffic is short sighted that will eventually require pedestrian bridge's and restrictive access to the schools, let alone the noise factor. Thanks for letting me give input!
	Robert Cramer	<p>Many studies have shown that increasing the number of lanes does nothing to reduce traffic on highways. Traffic is increasing simply because there are more people in Utah than ever before. Will adding more lanes increase safety? No. You already know how dangerous it is to drive compared to train or plane travel. Will it better connect communities? No. Increasing the number of lanes only "benefits" those who own cars and commute regularly, not the majority of people. In fact, it will literally destroy some communities by tearing down houses. Will it strengthen the economy? Maybe? But it definitely is going to benefit government contractors the most. Is it going to improve mobility for all modes? It is continuing to put the main focus on cars, rather than help everyone. Cars are dangerous, dirty, loud, and keep us farther apart than other forms of transportation. The money spent on expanding these lanes could go to making public transportation free for Utahns, but instead it will destroy homes, increase pollution, and fill the pockets of already wealthy contractors.</p> <p>Studies you should look at: https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616 https://www.researchgate.net/publication/315534829_Closing_the_Induced_Vehicle_Travel_Gap_Between_Research_and_Practice</p>
	Smyth	Riddle me this? You create 15 lanes from Ogden to Provo and then in each direction it goes down to 4 lanes after that? Where in the hell are all the cars going to funnel to? You dumb asses... the more lanes you build the more they fill up, you will never get ahead until the whole valley is one f*cking highway! Money should be better spent, like a saving the Great Salt Lick! Better yet, we don't need to become CALIFORNIA!!!!
	Brianna Pereboom	I oppose the I-15 expansion.
	Aja W	I feel like for Bountiful/West Bountiful, option C is best because of the collector/distributor thing that will help with the serious merging issues there. I don't actually know what a collector/distributor is, I just know that the northbound on ramp and southbound off ramp at 500 S need fixing due to the merging issues
	Tish Caldwell	This is a horrible plan. I'm not a fan of people loosing their homes, schools and jobs to expand a freeway. Especially because it's a low income area with lots of diversity.
	Lindsey Boynton	When exiting the freeway NB would you be able to go under the freeway and connect to 800 W or would you have to make that left hand turn at 2600 and Wildcat Way to access 800 West. Similarly,

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Date	Name	Comment
		when exiting the SB freeway would you be able to turn right and access 800 West or would you have to go up and access 800 West east of the freeway?
	Arenui Anderson	<p>I do not support any sort of freeway widening in general, and especially in the context of this project because this project is based on preempting "predicted" traffic numbers that may not pan out, like they haven't on other UDOT road projects. I am someone who primarily walks, bikes, and uses transit to get around, and these options would do nothing for me and others like me that want safer and more accessible options in the region. The updates to crossings that include pedestrian and bike facilities is encouraging, but adding lanes to the freeway is a huge step back from creating safer and more efficient roads across the region, and would negatively affect neighborhoods in my city in favor of those simply driving through. I currently live near a freeway entrance/exit (that is relatively far from the freeway) and it negatively affects my quality of life. I can't even reach businesses and workplaces a short walk from my home because the freeway exit makes it extremely inconvenient to get anywhere. Adding more lanes means more people driving through and that means an even more unlivable situation where I live.</p> <p>Also, it seems like adding a lane or two or three is a band-aid solution, especially when you ask the question: what happens in 2040 when the freeway needs another 2, 3, 5 lanes added to preempt the traffic in 2070? Should we do like we have in the past and erase even more neighborhoods for people driving through, or should we get smart about it and offer additional, useful, and space-efficient choices that don't include cars? What I want to see is UDOT using the hundreds of millions, even billions, of dollars going to this project on making our roads safer, and expanding options for other modes of transportation, like expanding transit access in regions that don't currently see frequent transit access with cheap and useful options like BRT, or working with cities to connect economic centers together with more options.</p>
	Mehli Romero	Currently residing in Kaysville and even though I'm not going to be in the "affected area" this will definitely affect the quality of air and stress in the area. Widening a freeway will NOT solve the issue. Ever heard of this analogy, "Loosening the belt only makes room for more weight gain". Well in this case the belt is the freeway and the belly represents the vehicles. Widening the freeway will only increase the amount of cars on the streets, roads and you guessed it freeways. This has been scientifically proven time and time again. Your environmental study is a bunch of BS. I'm an architect who has studied these cases FOR YEARS!!!! Your best bet is investing in the expansion of the tram system which would connect to the Frontrunner for easier/faster access to other cities. Most people work outside of their city which is why there are so many cars on the road because people are trying to get to their jobs. But the tram system would help to mitigate the density. Anyway there are excellent studies of that and shifting away from road infrastructure would be the best option. And money well spent. And that's all I have to say. I hope yall make the right decision. Not to mention the fact that your freeway expansion would displace so many low income families. Where are they going to to with all this gentrification happening??? The streets. And that is just IMMORAL!
12/9/2022	Anne Urry	I ask that you please consider and find any alternatives that do not impact community member's homes. I am devastated for these families that all the proposed plans would mean destroying homes.
12/9/2022	Deanna Taylor	My recommendation is the consider (1) Improving public transportation to expand services and make it more affordable and *convenient* for people to *want* to travel via train/bus. (2) Stacking the highway - one roadway over another, to allow people living in the designated area to keep their homes. Living in this urban corridor, we must seriously consider the impact of increased traffic and the space it takes and the impact these cause. We cannot keep taking living space away from people and we must consider the impact on air quality.

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12/9/2022	Loren Carle	<p>First of all, thank you, each, for all of the attention and detailed work you have put into this so far! I-15 definitely could improve.</p> <p>I am primarily a cyclist living in Rose Park, near [REDACTED]. I regularly use the 600 N overpass by bicycle as is, to travel between the Marmalade district and home. (If going downtown I take 1200W and 300N). We sometimes ride northward through Davis County on the Legacy trail, recreationally, but might consider dining and shopping in Woods Cross by bike if access and safety across I-15 and into town were improved.</p> <p>I like option A for 600N, with separate sidewalks, shaded/wind-protected strips, and buffered bike lanes in both directions. I also very much appreciate the improved access to downtown that the new crossings at 400 and 500 N will provide. Please include public art, as at 300N!</p> <p>I also like the option that diverts refinery trucks away from 600 N.</p> <p>The main thing that I don't see addressed with any of the bike lanes is approach to the interchange. For example, in the current configuration at 600N, the bike lane should be designated inside the right-hand entrance lanes, to avoid conflict with motorists. When approaching I-15 on 600 N eastbound, it is safest for me to fully and centrally occupy the main right-hand lane, east of the light at 800 W, instead of the far-right bike lane, until after the entrance to the southbound ramp. This way motorists headed for I-15 S can get into the ramp lane without cutting me off or my having to add at least 5 minutes to my travel time waiting to cross the entrance ramp. Through traffic to 400/300W can either wait behind me, or signal to change to the left lane. Similarly westbound on 600N (current configuration, as an example), we need ample space and early signage for the bike lane to swap places with the I-15 N ramp lane, before the curve of the bridge, or even between 300 and 400W, for good shoulder-check visibility for everyone. After the curve of the bridge, the bike lane would then benefit from the protection of a concrete partition on either side. Again, I'm using the current configuration only as an example to inform the development of ideas.</p> <p>Another thing that these discussions should ultimately include is increased funding for street sweeping, which must include bike lanes in the regular frequency. Often, some shoulders and bike lanes are filled with gravel, trash, and sharp items (scrap metal, chains, bolts...), both directly from trucks, and swept there by street cleaners. This makes them unsafe to ride, and forces cyclists to occupy a main motor lane for greatest visibility and safety.</p> <p>I am in favor of all separated bike lanes at each location discussed, especially in relation to improved Frontrunner and Legacy route access everywhere. Between the current presented main line options, I like the reversible HOT lane option better.</p> <p>I understand that this conversation is only looking at one piece of the puzzle, as noted. Another is bringing down housing costs and rezoning for mixed commercial and residential use, making it easier for everyone to live close to their workplace. How do we prioritize a majority of people having a commute of under 15 minutes, even after changes?</p> <p>While improvements to vehicle flow on I-15 will mitigate somewhat, the main thing that will solve our traffic problems, including the most pressing one of air quality, is dramatically increasing public transit running on renewable electric power. We need to step back and imagine more here—the Frontrunner, bus, and Trax systems should be receiving the bulk of our attention, to become accessible and frequent enough to make them the preferred mode of transit throughout the Wasatch Front. That does</p>

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		<p>impact directly how we look at I-15 from Salt Lake to Farmington.</p> <p>We actually need more space for more trains, and less for cars. Why not work directly and creatively with UTA to run the Frontrunner up the middle of this section of the highway on new tracks that have no overlap with freight lines, with a stop at every interchange served by new overpasses and tunnels for frequent busses and pedestrian/bike access? The current frequency of 15 minutes or greater system-wide, with a lot of guess-work as to where bus routes go, is not good public transit service. This needs to change to 5 minutes or less during peak times on rail and main bus routes, and 10 minutes or less outside peak times between 7am and 11pm, reducing to 15 minutes 530-7am and 11pm-130am. Public transit should have right-of-way over freight during all of this time. Our planning for I-15 can and should prioritize this, and seek more integrated partnership with UTA. This is what will actually improve freedom of movement, access, opportunity, and enjoyment for all residents and visitors, especially on the West Side, which currently suffers from physical segregation imposed by I-15. Many of these proposals I can see are aimed at reducing or ending this historic segregation, which is a good thing. I just don't think that we are going far enough.</p>
12/9/2022	John VanWagenen	I am concerned about option B in Farmington. I think the added on and off ramps, would make it more hazardous for students walking to the High School on Glover Lane. I think the changes in option A, or C would be fine.
12/8/2022	Cherish Clark	The alternatives proposed by UDOT to increase the capacity by widening the highway in an area with already high levels of pollution will exacerbate the problem and have negative health impacts on the community. It would be important for UDOT to fully consider the potential effects on air quality, noise pollution, equity and public health. Some of the expansion areas in Salt Lake are located in communities that have been historically redlined and the state's plan to potentially demolish homes for this project is untenable and unjust.
12/8/2022	Scott	<p>Whoever's in charge needs to take a trip to Tokyo and meet with the public transit developers there.</p> <p>Utah has had tremendous population growth in a few short years and is expected to grow substantially in the next 10 years.</p> <p>The answer isn't more roads. Use the money for this project to expand public transit throughout the valley; more tracks, more trolleys, more buses, and keep main routes open at least till 2am.</p> <p>Building this infrastructure allows it to be added onto in the future as well.</p> <p>10's of thousands of people are moved every hour in Tokyo, Osaka, etc and improves local shops with foot traffic, improves air quality and way of life for civilians.</p>
12/8/2022	Kate Anderson	As a homeowner on the corner of Frontage Road and [REDACTED] in Centerville, I am very concerned by all three proposals calling to move Frontage east into the empty drainage lots. Moving the road will impact dozens of houses from Parrish Lane to Glover Lane, bringing increased noise, traffic, pollution, and litter literally to our doorstep. Not only would this be a huge eYesore, but our property values would plummet. Eliminating the green space in our community would change the small town feel of our neighborhoods. More cement and traffic on our roads will increase the heat index. Please, please consider the huge impact these proposals would have on so many people.
12/8/2022	Mark Short	Please consider creating a interchange in North Salt Lake to provide easier access to Legacy freeway. Right now it is difficult to use the Legacy freeway when coming north out of downtown Salt Lake forcing all the traffic onto I15. We would be better served by utilizing the Legacy freeway is there was better access to the Legacy freeway. It would be much cheaper to provide a good interchange into

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		and out of North Salt Lake - plus cheaper and easier to expand Legacy. Right now there is not a good way to get into and off of the Legacy freeway from / to downtown Salt Lake City. This would also reduce dependence on one freeway that, as we have seen often this past year, can be shut down by all to frequent accidents and incidents.
12/8/2022	Corey Andrews	Whichever choice is made. I thought the plan was to widen legacy from Farmington to salt lake. Adding an extra lane SB and NB? I made that suggestion/ comment when it was first announced that the semi tractor trailers would be allowed on drive on legacy, on the udot ckick 'n fix app. It might be the best option while the interchange for the west Davis corridor is still under construction. And on the that note why is there only two lanes in each direction for that new stretch? To me that whole legacy parkway project past and present is much needed but missed the mark and wasting time and money by not putting 3 lanes in each direction. Just another case and point. What udot wants udot gets.
12/8/2022	Taylor Olney	I live on [REDACTED] in salt lake. I know this project can't be stop but I plead that you do not put an underpass on 400 north going under the freeway. This would cause a huge safety concern due to our neighborhood being a dead end. It would add unneeded traffic to the area
12/8/2022	Sky Hatter	<p>Widening the road through the west side of Salt Lake City will not meet the goals of making more livable cities. You'll be destroying one of the few livable neighborhoods in Salt Lake City where people can use public transportation, walk, or ride bikes to downtown or to the front runner effectively. It's a low-income neighborhood that is rapidly gentrifying but the worst impacts will be to the most vulnerable people. What is UTOD going to do for the people who are displaced? Many of them are renters and will not have the benefits of a buyout. That neighborhood is already pretty loud because of the existing highway going through, so it will make that neighborhood worse for the residents. Air quality is a major concern as well.</p> <p>Why would you not expand the frontrunner first and make that a viable option for people first before determining that expansion is necessary? It shows that the priority is not to benefit the most diverse groups of people with diverse incomes, but rather to benefit middle class, car owners in Davis county.</p>
12/8/2022	Chaise Warr	Expand Legacy and 2-15. It was said in tonight's meeting "...we want to ensure that all our freeways support each other..." This would reduce displacement and further redlining of Westside areas and their residents.
12/10/2022	Rob	Please help salt lake. We need more lanes fro driving. Cut out bike lanes, they disturb traffic getting around. Allow bikes on side walks and smaller streets.
12/10/2022	Brandon Pope	We should not be expanding our freeway for many reasons but two really stand out. One, our air quality is beyond bad. Adding another lane will only add to this. For the sake of our health and for the health of future generations, we should be looking at cleaner modes of transportation. Second, deaths on Utah freeways are way too high. Adding another lane will only further endanger Utah drivers.
12/11/2022	David Jensen	I-15 needs to be widened, especially with the population growth, and if Utah intends to host a future Olympics. The opposition to the plans doesn't make sense, there is already a freeway in the location, so expansion is the most economical idea.
12/11/2022	Hana Cordon	I am incredibly disappointed about the removal of the I-15 southbound ramp at center street!!!! Please do not remove our exit!!!! Why did none of the alternatives expand that exit giving greater access to our neighborhood to I-15? Please rethink this option!!
12/11/2022	James Arnold	<p>It seems to me that for the same cost the Rio Grande Plan could be built and the entire length of FrontRunner could be double-tracked for the same cost or less.</p> <p>Double tracking FrontRunner probably isn't necessary now but would future-proof the passenger rail infrastructure of the state for decades.</p>

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		Ridding downtown Salt Lake of the urban scar that is the 600W railyard would free up dozens of acres of prime real estate whose property taxes would probably pay for the projects in a few decades.
12/11/2022	Vince Ybarra	Build it big, build it wide!
12/11/2022	Von & Ruth Brown	<p>I would like to provide comment and input to the Glovers Lane proposals, I live on Glovers lane and have looked all 3 options. Here are the problems that I see with Plan "B":</p> <ol style="list-style-type: none"> 1) Glovers lane at 200 East cannot handle the traffic that will be increasing. There is a blind hill going northbound on 200 east just south of Glovers Lane. It is already tricky with only 200 to 300 feet of visualization, before reaching the intersection at the top of Glovers Lane. A traffic light here would require even more home to be taken out. There also a well at the top of Glovers Lane that provides our drinking water. 2) This plan removes or impacts to many residents. This area just North and East of Glovers Lane will bear the brunt of any improvements to I-15 traffic. This is a well established older area. We should not pay the price for all the West Farmington building. 3) This plan is way more expensive and negatively impactful then other options, Like Plan "C". 4) If Plan "B" is chosen. Traffic will end up filtering north through residential area's, rather then fighting Glover's Lane and 200 East. This area has a lot of kids walking to and from the Elementary and Jr. high schools. This will increases peril to our children. 5) Some youth even walk across Glovers Lane at I-15 to get to the High School. These kids will have to cross and larger frontage road as well as 4 busy entrances and exits from I-15. VERY DANGEROUS 6) If Plan "B" is chosen. It will in effect cut off people who live on the east side, from any walking or biking trails that are currently on the west side of the I-15. It will be to dangerous to try to cross the interchange to access them. 7) A lot of recreational bicyclist travel over Glovers Lane now. This will make it very dangerous for them to cross all of this freeway traffic. <p>However, Plan "C" looks good. It will decrease traffic through my area, as well as my traffic through other area's. I will be able to access northbound I-15 without going through other residential area's. I understand that one issue with Plan "C" is that Lagoon does not what a stop light, just South of it's park, on Lagoon Lane. Fix that little problem by putting a round-a-bound there, rather then a light. PLAN "C" is a much less impactful and should be chosen over Plan "B".</p>
12/12/2022	Kristeen Lindorff	<p>I love Utah, first, because it is such a beautiful state and two, that we all work so hard to protect individual rights and avoid creating an overreaching state government. I hope that also applies to the goals of each of the individual state agencies. However, I am concerned that is not the case, with this new Alternatives A,B,C Phrases being considered for the I-15 Corridor from SLC to Farmington, I have decided to write to you. I live in the very southeast section of Farmington by the border of Centerville, where the big West Corridor ramps are going in right now. It is hard to forget, actually, that it is going in with the constant banging and noise everyday. However, I have been willing to accept that sacrifice to our narrow neighborhood to protect anything going in next to our Farmington High School. I now learn that another even bigger interchange is being considered for Glovers Lane. I was a teacher at Riverton High School when it first opened. And would drive there everyday. It was before the big widening and reconstruction of 12600 South. I don't remember one fatality of our student body before it was "improved", but remember clearly the student accidents and deaths that happened after it was widened. High school students are inexperienced drivers and foolishly take chances. I see that happening here if Alternate B is pushed forward, as well as the danger to those students that walk to</p>

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		<p>school. And with Alternative B you would also burden a small bedroom community section with two big freeway projects within less than one mile of each other. Our community is a mere 4 city blocks deep, squeezed between a high mountain and a freeway. We have no way to escape from an increase in traffic and congestion and the possible intrusion of unwanted crime that comes when an area becomes so easily assessable. It also puzzles me why you would do it with a protected wetlands right across the freeway from us. It would add two such high traffic interchanges to an area that is right next to the wetlands and that has only homes with no businesses populating the area. It would put children and families at unwarranted risk. We already have the on and off ramps at 200 west by Farmington Jr. High and now the West Corridor on and off ramps, why do we need another interchange that would accomplish none of your quality of life goals you have posted on your website; but would do quite the opposite. It does not improve safety to our community but rather increases danger to our community. It will not better connect our community but cause more congestion and traffic. How does it strengthen our economy when it will lower our property values? The impact to our natural environment will be disastrous and destroy the environment west of the freeway and impact the wetlands and bird refuge. I sincerely hope you will not forget to consider the seemingly small people of the state that represent the way of life we all want for ourselves, our children and our children's children and just continue to only push for progress. If we aren't careful we will destroy our wonderful way of life here in Utah. Please reconsider implementing Alternative B and preserve our community.</p>
12/12/2022	Judy C. Jenson	<p>I live in Farmington Utah, next to the [REDACTED] of Glover Lane. Before I moved in on the 21 of October 2011, The building manager gave me the walk through tour of the house (Rice Farms Estates lot # 315) . The house number is 828 S. Rice Road. the townhome I was interested in that was for sale has a common area to the West of the unit which also butts up against the frontage road . I commented on the noise coming from the freeway , and the realtor's comment was "you won't hear it, it just seems loud because it rush hour right now, when rush hour is over you won't hear it at all. Well that was a lie, the noise goes on all day long and the decibel level is overwhelming and it didn't use to be that loud, but now it's worse and I am concerned about that because plan B would create even more noise and congestion, exhaust and air pollution in that particular area which is in my west yard area. Right now there are huge double trailer belly dump trucks that travel the frontage and heading West over the Glover Lane overpass road daily and it's not just one or two now and then, there is a fleet of trucks coming and going all day long and even into the night when I am trying to sleep. It's not just the truck engine noise it's their exhaust pipes and their Jake Brakes that they engage west of my home about 5 homes away from the stop sign and the noise is deafening, alarming, and annoying. It wakes me up at night and before 7:00 am in the morning because my bedroom window faces the Glover lane overpass right now and they travel back and forth to and from the overpass and along the frontage road North and South to get on and off of the I-15 freeway continually. A larger overpass with more traffic would be a huge impact on me and the neighbors around me, but I am the last house next to the frontage road so I would be impacted worse. I have asked Farmington City for a Decibel Level Impact study to be done but I don't think anyone cares to do one. I think there needs to be a tall sound wall on the freeway West of my area. I live in [REDACTED] and my home is at the South West corner end of that area #828 So. Rice Road. We need 30 mph speed signs installed along that area that blink and tell you how fast you are going, we also need signs that prohibit large dump trucks Etc. from using their Jake Brakes. Our homes are too close to the Glover Lane over pass and would make living in the noise unbearable. UDOT needs to consider our quality of life and a plan that would be less of an impact on those in the area and consider what can be done to diminish the impact (noise) and air pollution and the congestion that would be a constant irritation.</p>
12/13/2022	Courtney seamons	<p>As a 7 year resident of Farmington, I am writing to issue resistance to the idea of making Glover Lane another major exit in Farmington. One main reason is that Farmington already has Park Lane as a big exit. Please, please, PLEASE do not add the congestion by adding ANOTHER exit. There is also the</p>

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		<p>Centerville exit to the south that is giant. Between the Already existing exits there is enough busy-ness.</p> <p>May I also say that the cornfield just to the south of Glover Lane, on the frontage road has become something of landmark. The family that owns that has spent many years growing corn, pumpkins, and honey. They have been good to me and have also let me use the field to grow a whole host of flowers all summer long. It's lovely, it adds to the Farmington community, and enhances the area in which we live.</p> <p>Please STOP destroying these lovely little towns with more traffic, concrete, congestion. No one wants it!!</p> <p>Thank you for your consideration,</p>
12/13/2022	Anonymous	<p>I would like to share this article, "White Men's Roads Through Black Men's Homes": Advancing Racial Equity Through Highway Reconstruction, with you. https://cdn.vanderbilt.edu/vu-wp0/wp-content/uploads/sites/278/2020/10/19130728/White-Mens-Roads-Through-Black-Mens-Homes-Advancing-Racial-Equity-Through-Highway-Reconstruction.pdf An excerpt says, "Over fifty-eight percent of the families displaced to build Flint's highways were Black. In contrast, Black people were only twenty-eight percent of the city's population and twelve percent of the region's population at the time". The article shares examples of racial charged highway construction, and then goes on to talk about the opportunities of reconstruction as the highways built around the 60's reach the end of their lifespan. Please, consider reading through this article. Our actions and thoughts reflect the voices of the media, literature, and company that we familiarize ourselves with.</p>
12/13/2022	Aaron Barlow	<p>The amount of money proposed on this project could be used to significantly improve transit connections between Davis/Weber Counties and SLC. It takes two transfers to get to the University of Utah by train and only the 455 takes you directly there (and it's not an express bus). I know BRT plans are in tue works, but that's barely a drop in the barrel of money you plan to throw at this proposal.</p> <p>Will you be able to prove that this proposal complies with E.O. 12898. The people you plan to displace are in some of SLC's poorest neighborhoods. The only beneficiaries to the project will be land owners in North Davis county and South Weber county, especially in areas out west. Include transit as a possible alternative in this analysis.</p>
12/14/2022	Tyson Moeller	<p>In North Salt Lake City Union Pacific Railroad would like UDOT to include the potential road grade separation of Center Street in North Salt Lake City in the environmental and design concept. There are inherent benefits for the public which includes the UTA Front Runner operations.</p> <p>Union Pacific Railroad would like to continue to be part of the review process for the I-15 project with UDOT as this project progresses through the environmental and design concept.</p>
12/14/2022	Amy Siegel	<p>I live on [REDACTED]. If option B is chosen, my home will be the second one on the north side after the new design narrows down into Glovers Lane. Having an off ramp that ends on our residential street will cause additional noise, traffic, increased difficulty getting out of the driveway, and reduced property values. Glovers Lane only goes for two blocks on the east side of the freeway before dead ending into 200 E. This means there are very few places for the traffic to go but up to 200 E and wait to be able to turn. That is not the neighborhood feel that we moved to Farmington for over thirty years ago.</p> <p>The widening of I-15 will already cause more noise, but if it is necessary, then I would prefer Option A or C. As I understand it, Option C would provide an on-ramp and off-ramp, but would affect fewer homes.</p> <p>If Option B is selected, it might be better to not have residences in the block where the offramp dumps</p>

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		onto Glovers Lane. Thank you for the opportunity to express my concerns.
12/15/2022	Chad	How about adding a northbound on ramp off of center street in NSL right by the park. This would take a lot of cars off of 2600 South in Bountiful. This is very much needed.
12/16/2022	Deborah Hunt	<p>https://revitalization.org/article/cities-bury-their-highways-and-put-parks-on-top-to-green-reconnect-neighborhoods/</p> <p>How can we reverse the divide between East and West Salt Lake City? Let's take this opportunity to be creative about our urban landscape. Bury the freeway!</p> <p>Please make an offramp to 400 South, east and west. We find it very difficult to get off I-15 and wind around various routes to get to our home at [REDACTED].</p> <p>Your Wasatch Council could incorporate the leaders of community councils, or at least call a meeting soon to invite all their community options to the table directly with decision makers. My neighbors thing you have already decided what to do and are not going to listen to us anyway. Please show them wrong.</p> <p>As you must be aware, the railroad cuts traffic off at major north-south streets, and at major east-west routes. Please work with the US Department of Transportation to create the necessary infrastructure to keep the roads open. People have to get to work! To the Doctor! Come on, Utah, let's show our brilliant options for revising our future.</p>
12/16/2022	ALEJANDRO DANIEL PALOMINO	<p>Hello UDOT. Thank you for providing citizens the opportunity to provide feedback. I know UDOT has has reaffirmed the salience of such feedback and confirmed that all options are on the table.</p> <p>I find it difficult to provide feedback on the design options/alternatives presented. I am a lay person, so likely many of the nuances in the details are lost on me, but ultimately all designs and alternatives presented look like massive interstate expansion. A change in HOV lane organization is irrelevant to citizens like myself who are hoping for non-highway expansion alternatives. True alternatives. The proposed expansions will increase O&M costs for the department without providing long-term solutions to transportation and air quality.</p> <p>I urge the DOT to consider future-proof alternatives like light-rail transit, dedicated bus rapid transit lanes, and bicycle infrastructure to improve connectivity between SLC and it's northern neighbors (who disproportionately suffer from poor air quality). I would love to see the DOT partner with UTA to develop some of the solutions together.</p> <p>Thank you. A SLC resident, worker, homeowner, and parent.</p>
12/16/2022	Steve Petersen	The growth along the Wasatch Front is not a transportation problem. Why are we using transportation to solve this problem? Why don't we provide incentives to companies to have their employees work from home? Why not use eminent domain to secure land to build affordable housing near employment sites? How can we make long commutes prohibitive? How can we make employers provide their employees nearby affordable housing?
12/16/2022	Taylor	Put in an overpass either on 2600 south or center street. There's way too many homes on the west side to not have direct access over the railroads. It creates a ton of congestion.
12/17/2022	Sander Mooy	The web site is not connecting me to the various places for comments, so I'll comment on the most important to me: the Farmington area/interchange. Option C appears to be the least disruptive to

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		existing housing and places the majority of the change in a less-residential area. Option C appears to improve access to the freeway systems for the growing Farmington area with the least disruption to existing neighborhoods. Business and Residential areas between the Parrish and Farmington Station interchanges don't seem to warrant the extensive change coming from Option B. While Option A does make improvements, it appears to have less capacity for the increased used coming form growth on the West side of Farmington.
12/17/2022	Emma WATKINS	Please do not widen I-15. We have horrible air quality and horrible traffic already. We need functioning and affordable public transportation.
12/17/2022	Aaron Johnson	Are there alternatives ways we can move through this space besides the car?? Why spend BILLIONS of dollars on one mode of transportation that quite frankly by 2050 could be completely different than it is now. Induced demand is a real principle, it is proven all over the world. Why are we investing billions of dollars and materials in a such a short term solution. Let's think outside the box here...just because traffic engineers think widening roads IS THE ONLY solution doesn't mean it is the right one. Imagine if we spent billions of dollars on bike networks or expanded BRTs and Trax networks. Our communities would be healthier,safer, more sustainable. We already have an amazing and elaborate network for cars. Why not do something else? Why not do something to take Utah from "anywhere USA" to a community that is unique and wonderful.
12/18/2022	Brady Hewitson	Both alternatives for the I-15 expansion are disappointing. This is a waste of taxpayer funds. As UDOT should be aware, adding lanes does not solve congestion. This is an expensive bandaid. UDOT needs to invest in transit oriented solutions with goals to lessen our dependency on automobiles, simply adding lanes to an interstate is not the solution. Neither proposed alternative should move forward and these funds should be invested in other transit projects.
12/19/2022	Bryce Williams	I am disappointed in the news that UDOT is looking to expand I-15 from Farmington to Salt Lake City at the expense of Rose Park and Fairpark neighbors on the west side of Salt Lake City. Residents of these neighborhoods to which I belong are often people with lower socioeconomic resources and we have already been the dumping ground of the city with the inland port and the Utah State prison. I am also concerned that the plans will impact the Mary W. Jackson Elementary school. I encourage you to think further about the impact that this expansion has on residents in these neighborhoods, not to mention the increased pollution it will bring to our neighborhoods.
12/19/2022	Blake London	We need look no further than cities like Los Angeles, Las Vegas, and others to see that freeway expansion does little to nothing in strengthening the economy, connecting communities, or improving mobility. We already have too many cars on the road that worsen our air quality. If we're going to spend ovr \$1 billion, let's spend it on investments in public transportation and saving the Great Salt Lake. This freeway expansion is a waste.
12/19/2022	Devin Boyle	It's absolutely unbelievable that freeway expansion is still be touted as the best was to improve traffic. We've all seen the studies, more lanes increase demand and quickly increased traffic. This is a poor waste of taxpayer money that could be better spent improving public transit options.
12/19/2022	Trevor Ovenden	Freeway widening to accommodate more drivers is an antiquated and inefficient use of public funds that has been proven to make traffic worse in the long-term as the additional freeway capacity encourages people to drive rather than using alternative modes of transportation, or simply commuting at a different time. The Wasatch Front has some of the worst air quality in the country, and occasionally some of the worst air quality in the world. Many municipalities in the area are creating policies, ordinances, and incentives to reduce vehicle trips and encourage transit ridership in attempt to address air quality issues. This proposal will ultimately undo a great deal of progress these efforts have made/will make. The residents of Salt Lake City do not want this freeway expansion to happen. UDOT is asking the City residents to accept all of the negative impacts of this proposal with minimal

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		benefits. The amount of time saved for future commuters that live outside of the City do not justify the impact and cost of this proposal. The funds earmarked for this project should be used to implement the Rio Grande Plan, and other efforts that truly prioritize moving people rather than cars.
12/19/2022	Steven Kelty	I like the pedestrian crossings, but both alternative options are terrible. Has anyone at UDOT ever taken transit before? Seriously, UDOT has never listened to anyone who has been against freeway expansion. If this time were different I would suggest double-tracking ALL of frontrunner's current track and adding bus rapid transit infrastructure at connections. I-15 traffic is largely work commute based, so make the alternative to being stuck in traffic every day more appealing. Now that I've fulfilled my civic duty, I'll be looking forward to the announcement about your expanding I-15. The status quo always reinforces nihilism after all.
12/20/2022	Shannon Higgins	My home wouldn't be impacted by the changes, but it would move the freeway almost to my doorstep. What kind of compensation will people like us receive for dramatically decreasing our quality of life in our home? What kind of plan is there for walls to shield the drastically increased noise from traffic? Where are all those details?
12/21/2022	Anne Thomsen	Rather than expand I-15, why not invest in public transit? My daughter works for a company that, prior to the pandemic, had an express bus that would drop her off just across the street from the company. Now it would take two transfers to get to the same location and significantly more time to get there. Bring back the 313 bus to start. My husband works for a company where the closest public transit stop is 3-4 miles away. Why not add more public transit near the Point of the Mountain? My son attends the University of Utah, but public transit options to our home are a minimum of 30 minutes apart, sometimes 60, which means if he misses his bus he has at least half an hour to wait for the next one. Why not increase the number of buses running? With the budget to expand I-15 and build a gondola that only benefits the rich, UDOT obviously has the money to improve public transit in Utah. It is time to think toward a future with minimal cars and maximum transit options. Maybe then we will be able to reach the goal of "Zero fatalities, a goal we can all live with."
12/21/2022	Clark Allen	Do not widen the freeway. This is a joke solution. This has been done time and time again and never results in less traffic. Just more pollution. Expand public transit! More trains!!!!
12/21/2022	Owain Rice	More lanes don't fix traffic; there are many studies that show this. Additionally, this construction will disproportionately affect west side residents, who are generally worse off economically already. The money would be better spent on improving public transportation, which has a much bigger per dollar impact on traffic than anything else.
12/21/2022	Ryan Jackson	I only am commenting as a frequent visitor to SLC, but I do usually drive in on this stretch of road, so I 100% contribute to the traffic problem. Don't add another lane, it isn't going to help alleviate traffic. There's already 5 lanes, both ways and not including the Legacy Parkway for 7 lanes total. An option to get people out of cars would serve you the best. You have the wonderful Front Runner rail service, if you spent half the money you're going to spend on this, you'd probably make it the premier rail service in the intermountain west. Make it so I don't feel compelled to bring my car with me to Utah as a matter of absolute necessity. I'm on vacation, I'd rather not deal with the stress of driving.
12/21/2022	Zach Reeve	As an organization, UDOT has a significant influence on the transportation planning and congestion management efforts in the communities it serves. It is important that UDOT carefully consider the evidence and research on these issues, rather than relying on approaches that have been shown to be ineffective, such as expanding freeways. Ignoring the limitations of this approach can lead to wasted resources and a lack of progress in addressing congestion, as well as negative impacts on the quality of life and economic well-being of the community. UDOT has the opportunity to make a real difference in addressing these challenges, and it is important to consider a range of strategies, such

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		as investing in public transportation and improving land use planning, in order to effectively reduce congestion and improve the transportation system for the benefit of all residents.
12/21/2022	Adam Schafer	The stretch of I15 between Farmington and Salt Lake City is already very wide with multiple lanes and a dense amount of traffic. Driving through that area is stressful enough without the prospect of a large construction project. It's also evident at this point that widening the roads does little to improve the flow of traffic. UDOT would serve the community better by investing in alternative modes of transportation and giving riders an incentive to use the freeways less often. Perhaps look into ways to make the Frontrunner train seem more enticing.
12/20/2022	Ruth Brown	I live in Farmington, on [REDACTED]. I have a few comments about the proposals for the I-15 expansion. I think that not only the traffic patterns and that sort of thing should be considered, but also the humanity and impact to long term families here in South Farmington. I know that you are facing tough decisions, but don't just look at maps. Look a people, and the impact and disruption on our lives. This is not Parrish Lane, This is not Park Lane. THIS IS A RESIDENTIAL AREA, THAT WILL INCUR DEVASTATING IMPACTS. Loss of homes, and friends. These human impacts should be given as much weight as looking at maps and traffic patterns. I know that Legacy Highway is not supposed to have a lot of entrances and exits, however, and entrance and exit just South of Canyon Creek Elementary would solve most of these issues. This area is still under construction, it should be easy to change and its in a field, where NO homes will be taken. I hope my input will help.
12/21/2022	Josaleigh Pollett	Please expand trax access and have the frontrunner extend hours and run on Sundays!
12/21/2022	Ryan Esmay	Adding another lane to I-15 will not improve traffic in the long run. As someone who owns a car but chooses to take the frontrunner and Trax daily (mostly because people drive insanely fast and dangerously and there is absolutely no civility on Utah's freeways) I would love to see expansion done to the public transit rail system, and continued improvement on bike lane safety, particularly in salt lake county. There is only one Trax line through west valley-- a city with a huge population that could benefit from better public transit-- and huge parts of salt lake city have poor or no walking or biking access to trax stations. Trax is so cool and could be an awesome way to get around if people had better access to it and weren't in the habit of driving cars everywhere! I'm in favor of improving walking, biking and public transit safety and options. And I'm very against turning our state into an even more car-centric dystopia where the only way to get around anywhere is by driving through dangerous roads with hordes of angry, reckless drivers.
12/21/2022	Katie Wilson	Please expand public transportation as an alternative to worsening and expanding pollution. Utahns would love to have that option available to them especially with our higher gas prices. Public transport wouldn't cause a health hazard, it's safer and it makes committing easier.
12/21/2022	Connor Mangelson	Why is UDOT wasting money it doesn't have as the gas tax cannot even subsidize the maintenance and expansion in the first place? UDOT can spend a fraction of the cost by looking into transit alternatives that actually alleviate congestion, such as the Rlo Grande plan. Highway expansion is now widely known as a policy failure in the US, and it only generates more traffic in the long term until another widening comes along. The demolishment of homes, business and the further segregation of land isn't what we need and its wild to think of a freeway expansion in this day and age. We need to end this vicious cycle. UDOT is the department of transportation and not just cars.
12/21/2022	K	The state is unable to care for the roads we have currently. There is not a day that goes by that I have to swerve around a huge pot hole that will once again be ignored. Make public transit free. The governor said he wanted to. Do not widen the freeway.
12/22/2022	Therese M Boone	I OPPOSE expansion of I-15. Studies show that building more freeways is ultimately a dead end proposition because building freeways only encourages more traffic. We do not need this added

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		<p>pollution.</p> <p>Cities throughout the country (Rochester, Las Vegas, Nashville, St. Paul, Syracuse, Portland, New Orleans, Denver and others) are doing the OPPOSITE. They are tearing out freeways, reuniting downtowns with outer neighborhoods, improving air quality and transportation options, and encouraging the construction of mixed-used development and affordable housing where freeways once stood. This proposed expansion is especially impactful on Rose Park and Glendale areas of Salt Lake City (low income areas) Please DO NOT expand I-15. There are other viable solutions.</p>
12/22/2022	Cameron D	<p>More lanes does not reduce traffic. It increases traffic with "induced demand" https://link.springer.com/article/10.1007/BF00166218 and therefore increases pollution. Use the funds for projects that will decrease traffic and pollution, such as free public transit, increased public transit service frequency, and better bike/scooter infrastructure.</p> <p>Any of the following alternatives should be done with caveat: the 6' bike lanes should be bounded by curbs or other obstructions to keep cars from hitting bikers, because paint lines are not going to stop a bad driver.</p> <ul style="list-style-type: none"> • 500 North new underpass for bicyclists and pedestrians (no vehicles) • New shared-use path (SUP) connecting U.S. 89 from Eagle Ridge Drive in North Salt Lake to Wall Street/200 West in Salt Lake City Center Street SUP improvements between I-15 and 400 West • Wider I-15 bridge over Main Street to accommodate future bicycle and pedestrian improvements • 800 West – new underpass of I-15 with new pedestrian and bicyclist facilities that connect to Wildcat Way. New sidewalk/ SUP connections between 800 West and 2600 South on west side of I-15 • Wider I-15 bridge over 1500 South to accommodate future bicycle and pedestrian improvements • New SUP connection between 500 South and the Woods Cross FrontRunner station on the west side of I-15 • Wider I-15 bridge over 1600 North/Pages Lane to accommodate future bicycle and pedestrian improvements • New SUP crossing of I-15, the railroad lines, and Legacy Parkway by Centerville Community Park. This pedestrian crossing would connect with the Legacy Parkway Trail and D&RGW Trail on the west side of Legacy Parkway
12/22/2022	Jack Libin	<p>Widening I-15 is not the solution to traffic congestion in Salt Lake City. In fact, it will only worsen the problem, increase pollution, and destroy communities. Instead of investing in expanding freeways, we should be using the funding to expand public transportation access and availability throughout the city. The concept of induced demand tells us that widening I-15 will only encourage more people to drive, leading to even more traffic in the long run. This means that the construction of a wider highway will not solve our congestion problems, but only temporarily increase capacity before creating even worse traffic. Not only will widening I-15 fail to address our traffic issues, it will also have serious negative impacts on the environment and public health. The increased traffic on the road will lead to more emissions from vehicles, contributing to air pollution and putting the health of those living near the highway at risk. Furthermore, the construction of a wider I-15 will require the demolition of homes and businesses, disrupting and potentially displacing entire communities. This can have devastating social and economic consequences, as families and small businesses are forced to leave their homes and struggle to find new ones. Instead of widening I-15, we should be investing in public transportation options that can not only reduce traffic and pollution, but also promote healthy, sustainable communities. Expanding access to public transportation throughout Salt Lake City will not only provide an alternative to driving, but it will also make it easier for people to get around, improving quality of life for all residents. In conclusion, widening I-15 is not the answer to our traffic problems. It will only</p>

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		worsen traffic, increase pollution, and harm communities. We must prioritize investment in public transportation as a more effective and sustainable solution.
12/22/2022	Katie Pappas	Utah's ever increasing population and resultant overcrowding have already led to air quality out of compliance with EPA standards in the Salt Lake Valley. It's past time we find other ways to move people from point A to point B. I urge you to seriously consider other, cleaner and more sustainable options for commuters. The majority of cars on I-15 have only one occupant. I suggest promoting and incentivizing greater use of Frontrunner trains, electric buses, shuttles and carpooling. This could be accomplished with free fares, state rebates for the purchase of hybrid/electric vehicles, making it easier for people to live near where they work, etc. The amount of money spent on road rebuilding would go a long way toward getting cars OFF the road. Other benefits would be improved air quality and public health, and less destruction of natural areas and neighborhoods. More pavement is not the answer.
12/23/2022	Emi	DO NOT expand i15. at all. ever. use the money for public transit, widening the road will induce more car traffic and increase car dependency in the area. JUST DO NOT Expanding the highway is the WORST choice for both our planet and communities.
12/26/2022	Bradley Gubler	The study is limited in scope and biased to support a short term solution. It will impact affordable housing and like other projects of recent past failed to solve a problem long term problem. Until studies includes additional economics considerations, sustainability and livability issues. Large projects like this one should be halted.
12/27/2022	Becki Wright	What is needed is a much better investment into public transportation. Why isn't Frontrunner having more rail-lines or more trains? Why can't we make a commuter train and a more frequent stop train? Why doesn't Utah think farther ahead than just the next five years? If we are going to double our population in the next 30 years, plan for that NOW. Better public transit is the answer. Also, more bike lanes and connections that continue lanes throughout south davis county please!
12/28/2022	Adair Kovac	Both of these options are bad since they involve widening the freeway. This is a waste of money and possible encroachment on valuable habitat. Encouraging individual vehicles as the primary mode of transportation in the valley is unconscionable from a health perspective given the air quality impacts and devastating from an environmental perspective given climate change. Additionally, it sticks the taxpayers with a long-term maintenance bill that's much higher than other modes of transportation. As the cities involved continue to grow, we'll just end up with more congestion as a result of this plan. It's way past time to center public transit in our development plans.
12/30/2022	Julie	I'd like to comment on all the homes this would displace. Have you walked these neighborhoods and talked to these home owners? Do you realize they are real people with real lives and hopes and dreams just like you? Have you put yourself in their place? Do you see how it will impact the neighborhoods as a whole? Have you thought about the many people you are going to throw out on the street? I'm going to refer to the people in Woods Cross who live on Sorrento Drive as they are the people I know. There are retired people who have lived there for over fifty years, there are young families who bought their homes before the market went crazy high and could not afford to buy a home at the current rates, there are young families who moved there recently and grossly overpaid for the house and have to rent out their basement to make ends meet and other residents with every other situation in between. Are you going to pay them what they paid for their house just last year?-- \$500,000 and also pay everyone else on street enough to get a new home at current prices? Where are these people going to go? With the market now and the increased interest rates, what chance do they have to own another home? How will they pay off their mortgages on their homes they lose as for sure they will not get what they owe? Are you aware of the market in South Davis county? Prices are

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		<p>high and there are few homes to be had. Can you feel for these people? Where is the new freeway wall going to be?-- In the front yards of the homes left on the west side of Sorrento?</p> <p>Apartments are going up everywhere. Is anyone thinking about the impact that building so many apartments is having on resources--WATER, etc. etc. etc.</p> <p>It seems to me that mass transit needs to improved and pushed way more than tearing down perfectly good homes with real people who would have nowhere to go. What happened to the buses that used to go down 800 West in Woods Cross? They suddenly disappeared. It has to be convenient for people. It would be helpful to ask the people who ride the buses and trains what is needed and where the stops need to be--not decided by someone sitting in an office who has never ridden a bus and doesn't have a clue.</p> <p>What about widening Legacy Highway?</p> <p>In Texas they build high, not wide.</p>
12/30/2022	Mark Adamson	<p>If you own a home and buy a storage shed you are going to fill it. If you buy another one you fill it. Adding extra lanes to the freeway will just fill more cars and more congestion, more crazy drivers more accidents. It not about widening the freeway it is finding better ways to encourage drivers off the roads by managing the traffic better, improving mass transit. Were are the people you buy out going to go. The money you would use to buy these people out can be use to improve the legacy highway by adding more lanes to it. There is plenty of room to add lanes there.</p>
1/1/2023	Roger Rincon	<p>Let's make driving enjoyable, really wide freeways are stressfull, and miserable, and abusive to the environment, and communities. In California people drive slower, there are more parkways with bicycle lanes, more freeways but not wider freeways, there's more signs saying slow down, be courteous, be safe, and people actually drive better when it's expected, utah is a free for all, and anything goes, it's not fun to drive around here.</p>
1/1/2023	Jared	<p>Please don't do this. Both of these options are bandaids on a bigger problem. Salt Lake is already car-centric. This just encourages more driving, pollution, and traffic deaths. It also fragments communities and the already evident east/west divide. This money would be much better spent investing in expanding light rail, biking, and buses.</p>
1/2/2023	Thomas Newell	<p>The Q/A section added more questions on the off ramp near center street. Is it that it's not used or must be removed to comply with federal guidelines? I use it plenty and it seems like many folks in north Salt lake who are further south than woods cross would be negatively affected.</p>
1/2/2023	Cynthia Aguirre	<p>I am totally against Plan B in Farmington. I have a huge concern about the safety of this plan. WE DO NOT WANT IT! And we do not need another exit at Glovers Lane! My children all went to Farmington Jr. High School and walked down the frontage road. I had a student also attend Farmington High School. There are children that walk down Glovers Lane and also go to the Jr. High School. Glovers Lane and the frontage road are both used by walkers, joggers, and bikers. The noise from the freeway is already too loud in the morning as it is and the pollution the freeway brings already doesn't allow for me and others with asthma to take part in the outdoors around us. The off ramp at Glovers Lane will also bring more crime to our area. Also there will be more accidents along the roads. I grew up living along 3500 So. in West Valley. The amount of traffic that goes down that road is horrible. There is about 30 ft. from my Mm's front door there, but you can still hear the traffic at all hours of the day, people speeding down the road, the accidents that happen along that road. My family has had several car accidents in front of the house there which have taken out the mailbox several times. No one walks down that road if they have to because of how dangerous it is! And Plan B will leave less than</p>

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		that behind my house and our neighborhood will be exposed to all of this. One of the reasons I moved here was because we had a private little circle here that had no traffic along it. At the time we only had the noise and pollution from I-15 to deal with. Now we have the noise of Legacy and soon to be the Davis Corredor, which no one here in Farmington wanted, but it seems that it has been shoved down our throats anyway and now you want to add an off ramp near our houses and more lanes of traffic behind our houses with all that noise and pollution too! And this Plan B will take out my neighbors houses and leave the neighborhood completely open. This plan will completely destroy our beautiful neighborhood and leave the children in our neighborhood open to the dangers of more traffic, strangers coming through it and health concerns to the pollution it will create. I didn't move to this community to have traffic 5-10 ft moving behind my house either. You will destroy our property values also.
1/2/2023	Naomi Flinders	Putting this money into public transportation would be a better investment to our future.
1/2/2023		Adding on and off ramps for Legacy Highway and I-15 into Glover Lane is not just a bad a idea, it is a result of poor planning. I admit that I have not studied this issue extensively but I have lived in Farmington for about 30 years and it seems like the best option would be to add a south bound off ramp and a north bound on ramp to the 200 West/ Lagoon Drive exit. As far as I can tell it would be the least impactful to homes.
1/4/2023	Dennis George	I recommend I-15 mainline alternatives I-15 option A. I have seen snow and car crashes create major problems with reversible HOT lanes.
1/5/2023	Woods Cross City Council (Submitted by Bryce Haderlie)	<p>On behalf of the City of Woods Cross and in the best interests of the City, we appreciate the opportunity to submit our comments regarding the proposed I-15 corridor reconstruction from Farmington to Salt Lake City. We appreciate the immense work that has gone into the process and community involvement.</p> <p>The City acknowledges the current demand on this section of I-15 and forecasting that anticipates greater challenges in the future. Our specific thoughts on the project are as follows:</p> <ol style="list-style-type: none"> 1. New Interchange at I-215 and I-15 – Woods Cross supports this improvement, seeing it as a relief for the traffic entering 2600 S from North Salt Lake and Bountiful. 2. Center Street Offramp in North Salt Lake – We encourage that this offramp be maintained to enable traffic to enter North Salt Lake and the associated industrial park to the West. 3. 800 W Connection to Wildcat Way – The Council respectfully requests that additional alternatives be explored rather than taking 800 W under the interstate and connecting it to Wildcat Way at the proposed location for the following reason: <ol style="list-style-type: none"> a. It is perceived that the problem of stacking will merely be moved from the West side of I-15 to the East side. b. Traffic traveling southbound on 800 W wanting to proceed West on 2600 S or vice versa will have a much longer distance and at least two more traffic lights to proceed through. This will likely force drivers to go North to 1500 S to travel between the east and west sides of the city and increase traffic problems in that area of the City. c. Forcing pedestrian traffic north to a new 800 W underpass will result in a much longer route for pedestrians going east and westbound on 2600 S. This could cause pedestrians to attempt to cross through the 2600 S interchange without appropriate signaling. Alternative B with two shared use routes is preferred where many pedestrians are going in diverging directions to both the high school and jr. high. d. A higher concentration of vehicles on Wildcat way is speculated to challenge the section of road between 2600 S and the new 800 W intersection due to new drivers, a longer route for 800 W users,

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		<p>etc.</p> <p>e. Wildcat Way already suffers from backups as during the school year and additional traffic from 800 W will exasperate this.</p> <p>f. The new 800 W route appears to eliminate two well established businesses in Woods Cross.</p> <p>4. 2600 S Interchange – The Southbound I-15 offramp seems to be working well as currently constructed.</p> <p>a. Can additional east/westbound lanes be created on 2600 S to allow for more stacking and alleviate backup rather than re-route 800 W?</p> <p>b. Can the intersection be changed to a tight diamond or SPUI to improve pedestrian safety and reduce driver confusion at the intersection?</p> <p>c. Any plans at this intersection should be carefully planned to ensure that the grade separation (train overpass bridge) can be accommodated in the future.</p> <p>5. 500 S Interchange –</p> <p>a. The proposed UTA Double Track project and re-routing of fueling trucks entering the Holly fueling rack from 700 S need to be integrated with this intersection plan.</p> <p>b. Any plans at this intersection should be carefully planned to ensure that the grade separation (train overpass bridge) can be accommodated in the future.</p> <p>c. Intersection plan on 500 S needs to reduce stacking of both east and west bound vehicles that backup 700 W. Would a traffic light at 700 W and 500 S help with this problem?</p> <p>6. Reversible Hot Lanes – The Council has mixed feelings on this which include:</p> <p>a. What access points are available to allow emergency vehicles in and backed up vehicles out in the event of accidents?</p> <p>b. How is snow removal addressed with walls on both sides of the hot lanes?</p> <p>c. Can the lanes start out as HOV lanes and be modified at a later date as demand dictates?</p> <p>Approved by Woods Cross City Council on January 3, 2023 at the City Council meeting</p>
1/6/2023	Jackson Hurst	<p>I have reviewed the draft alternatives document for UDOT's I-15 EIS Farmington to Salt Lake City Project. The alternative that I support is Alternative B because Alternative B will improve safety and reduce travel times on I-15 by building reversible HOT Lanes in the median of I-15.</p>
1/6/2023	Austin Stauffer	<p>This highway expansion plan is a flawed solution to a real problem. There is no doubt that traffic is an issue on I-15, especially North-South commuting. However, a proposition to expand highways is not a solution to an issue which highways themselves caused. Traffic is not solved through more lanes or more highways, traffic is reduced by encouraging transit alternatives to cars. Biking, public transit, and walking are the only alternatives, they are the only way to remove more cars from roads in order to reduce traffic congestion. A New York Times article titled "Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?" found that past highway expansion in Los Angeles only encouraged more car usage and traffic was not relieved as intended. In the same article a study is cited which found that, "In a metropolitan area, when road capacity increases by 1 percent, the number of cars on the road after a few years also increases by 1 percent." There are concrete examples of the failures of highway expansion elsewhere, so there is no good reason to repeat them in Utah. Funds which would be used for this expansion project would be better used elsewhere, such as UTA for increases in public transportation, or adjusting existing roads to encourage more utilization of bicycles.</p> <p>Furthermore, any such studies for I-15 expansion should include an effort to quantify the disruption to housing which any sort of expansion may cause. If housing stock is reduced in the Salt Lake Valley as a result of expansion plans, then that will damage our local economy and hamper economic growth. Salt Lake City is already subject to relatively high housing costs and there is no doubt that reducing supply on a large scale will exacerbate this crisis. This will also have a human impact of residents</p>

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		<p>being displaced from their homes, which would be a great mistake. Through enacting an expansion plan, other non-traffic issues may be caused.</p> <p>Additionally, if highway expansions encourage more car usage, then the Salt Lake Valley will also fall victim to more emissions. It is well known that cars significantly contribute to the local inversions that occur and there can be no doubt that more cars would significantly worsen our already terrible air quality. This expansion plan has far too many flaws to be the correct choice to combat traffic congestion. There should be an alternative plan that is pursued, one which will actually reduce car usage as well as not threaten the housing stock of Salt Lake City. Ideally, the solution to this traffic issue will not be one that seeks to expand I-15 in any capacity whatsoever.</p>
1/6/2023	Diane Memmott	<p>I am commenting on the area around Farmington. I believe Option C is the only alternative that makes sense for community, safety and economy of the area. First, we most definitely need the access to go Northbound at this interchange, and to exit the freeway going Southbound. This would relieve some of the overcrowding on Park Lane. Second, it would do so without destroying homes and neighborhoods, and putting more traffic in a residential neighborhood. There are no businesses on Glover Lane in this area, so it would make sense to do the interchange where there are businesses (Option C). Lastly, the noise around Glover Lane and I-15 is getting horrendous. To go from 4 or so lanes of traffic on I-15 when we moved here to 18 lanes on I-15, Legacy and West Davis will be unbearable, plus trains. An interchange right there where all those lanes will be in a small area will add too much noise. Whatever option is chosen, all the roads on I-15 through there NEED to be asphalt to help with noise reduction. With all the freeways and highways through Farmington in such a small area, UDOT needs to think of the people that LIVE there and try to reduce the impact on real people as much as possible.</p>
1/7/2023	Miguel Knochel	<p>I would choose none of the options. Every time a highway is widened, the traffic fills it, and you don't buy much time this way. Instead, invest all that money, and more, to make a public transit system that is way more convenient, frequent, and cheap for this area. Put the public transit in it own lane or track right alongside (or in the median of) the highway, and other routes as well, rather than widening lanes that will soon fill.</p>
1/7/2023	Collin Cowley	<p>I choose none of the above. Any viable plan must include measures to build public transportation alternatives to individual cars on the freeway.</p>
1/7/2023	Ann Taylor	<p>Hi. Please do not expand I-15 (to 18 or 20 lanes) without coordinating UDOT and UTA activities for optimal transit. More traffic on I-15 just means more cars nearer their origin and destinations. Need comprehensive, coordinated planning. My vote is None of the Above. Thank you for opportunity to comment.</p>
1/7/2023	Sean Dwello	<p>Please do not expand the highway! I swear it feels like no one has even read a city planning book. Expanding the highway will only induce more demand, thus worsening the problem. This is exactly what happened it Austin, TX when they expanded their freeway. Instead we need to offer citizens better alternatives to driving a car. This can be done by expanding the TRAX and Frontrunner systems. Please be the change we need! Do not fall back on these antiquated ideas!</p>
1/7/2023	Von J Brown	<p>Dear Udot,</p> <p>I have some comments and suggestions about the Plan "B" plan for Glovers lane in Farmington. Our neighborhood had a meeting with Udot last week. During that meeting, one of our city councilmen discussed growth in Farmington. He pointed out, that Farmington expects 90% of future growth to be in north Farmington, NOT around Glovers Lane. The area East Glovers Lane and I-15 is locked by mountains and development both north and south has no room to grow. On the west side of I-15, The north and west is almost completely developed already as well. the area West of I-15 to the south is wet lands and now locked behind the new West Davis Corridor. This plan "B" is not needed now, or in the future. The growth in Farmington will not be in this area. This doesn't even to begin to talk about</p>

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		<p>the problems that will occur at the top of Glovers lane, where it meets 200 East. The top of Glovers lane cannot handle this increase in traffic and then traffic will filter north through our neighborhoods, endangering our children.</p> <p>We were told, by Udot, that all 3 plans meet the needs that Udot is trying to fix.</p> <p>If that is the case, then Plan "C", removes way less homes and seems to accomplish the goals. We heard from Udot that the main opposition to Plan "C" is Lagoon. Lagoon's Northbound traffic to Lagoon will need stop at an intersection and make a left turn to get to Lagoon lane. First of all Lagoon is open 6 months out of the year. We will lose homes forever. Why not just fix Lagoons issue with Plan "C", by putting a direct access lane to Lagoon lane by making an "up and over", to reach Lagoon lane. Just like it already has now. Udot told us during that meeting that is cost a lot to make an "up and over". This "up and over" would certainly cost less then Plan "B", which removes so many homes.</p> <p>Thank you for listening, Von J brown</p>
1/7/2023	Anne Holman	As part of its mission to improve quality of life through transportation, the Utah Department of Transportation SHOULD BE building more railways and bus lanes NOT more freeways. Air quality folks.
1/8/2023	Ann Proctor	No more lanes for cars! Let's put in another line for FrontRunner and actually make it RIDEABLE! Open it up later, keep it open on Sundays. As it is, it is basically useless for most people to use. Ogden now has electric buses and they are being used. The answer is not to make more lanes; the answer is fewer cars. Reward people for carpooling, encourage less cars on the road, or Utah will become Los Angeles sooner than later.
1/8/2023	Nancy Staggers	I drive I-15 in North Salt Lake 4 days a week so am experiencing the slowdowns you hope to correct. Highway expansion has not worked according to studies in other cities. The areas that would be paved are crucial to Rose Park and nature. Because more people work virtually, develop more public transit versus expanding the highway.
1/8/2023	Janice Nelson	Wow, we already have such BAD AIR and now you want to add roads that continue to encourage people to travel with more and more cans! There are bullet trains that are electric, add a few of those please. Add comfortable stations stops that encourage commuters to use them not cold/hot "stops" that discourage their use. Leave lands unpaved as much as possible to discourage air pollution and encourage nature.
1/8/2023	Ben Robison	I vote no on expanding the freeway. We need to discourage more cars by encouraging biking, riding the train, and expanded bus and light rail. Freeways alone will never fulfill our transportation needs. We need to get beyond our limited idea of freeways and embrace sustainable alternatives. Thank you.
1/8/2023	N burns	<p>Spend our money on free public transit, running on a schedule so frequent everyone can just show up, ride. This option serves cities the world over.</p> <p>MORE freeways: the wrong path forward, they don't ultimately solve the problems at hand, and the future of SLC and Utah requires new approaches, options, solutions. Not more freeways...</p> <p>MORE freeway ain't it.</p>
1/8/2023	Colin Foy	<p>Please don't widen the roads. Widening roads has been proven time and again to not work to relieve congestion. It just invites more ppl to drive, in some cases (405 in LA) exacerbating the problem. Not to mention the pollution those extra cars bring. Don't turn our state into Los Angeles.</p> <p>Now is the perfect time to build the infrastructure of the future. More FrontRunner accessibility will actually solve your traffic problem. Open it up on Sundays, add more trains/cars/tracks and stops. That's a long term, safe, and highly effective solution.</p>

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		Thank you for your consideration.
1/8/2023	Lily Weeks	Please, please, please take seriously the impact on our local environment that expansion of I-15 will entail. Salt Lake City cannot afford to further worsen its air quality, which already harms the health of our residents - particularly the most vulnerable among us. An urban city like Salt Lake NEEDS a robust and environmentally-conscious public transit system to connect the surrounding communities to the job opportunities in the city. I am 22 years old, and my vision for Salt Lake's future is a city that takes itself seriously as an urban hub of culture and economic activity - not a massive and rapidly expanding city still trying to pretend it's a small town. SLC is urban NOW, and so is climate change. As a lifelong resident who loves this city and its surroundings, I urge UDOT to reject further expansion of I-15 and instead put its resources towards efficient and climate-conscious public transit to better connect SLC to its neighbors. Dedicated investment in public transportation will benefit our community more than any number of extra lanes on a pollution-generating freeway ever could.
1/8/2023	Mimi H. Justice	Prior to investing billions of dollars into widening I15, the legislature and Governor should significantly invest in public transit alternatives and change the behavior of drivers. With the pollution created by individual mass transit and the overall economic cost associated with individual vehicles, we cannot keep expanding the freeways. The silos between road development and public transit development need to be broken down by state leaders so that a long term solution can be developed that will move people more efficiently along the north south corridor. I am against both proposed options which significantly widen I15 as I believe public transit needs to be first further developed and prioritized.
1/8/2023	Patrick Redington	Do not keep building bigger highways, work on providing more public transportation.
1/8/2023	Jake K	Please don't expand the freeway. It will make the problem worse, not better. Invest the money in public transit.
1/8/2023	Lisa	I don't think any of this makes a difference unless you also fix I-15 throughout the Salt Lake valley. The road is terrible. The entrances are dangerous and hard to merge onto the highway, and it's not wide enough. Frankly it's been terrible since you revamped it for the Olympics.
1/8/2023	Rosemary N. Palmer	It is a narrow corridor. You're going to have to beef up mass transit instead of encouraging/facilitating more cars. Adding the four HOV (2 each way) would be helpful.
1/8/2023	Yvonne Martinez	<p>Neither of these options will do anything to benefit the community. The increase in emissions, the loss of homes when people can't find affordable homes, and the splitting of the poorer west side and the more affluent east side will not be a benefit to anyone.</p> <p>UDOT knows that this is only a temporary measure and when the traffic is worse then will you then propose a 40 lane expansion?</p> <p>More concrete for single individuals driving on freeways and highways is a ridiculous solution, in my opinion.</p> <p>When will mass transit become a solution? When will UDOT realize that based on the geography of the area will not be able to support freeways and homes. We have mountains on one side and a (dying) lake on the other. I don't understand how this makes sense - you're just kicking the can until it ends up costing us everything.</p> <p>No to this idea - go back and figure out a more efficient way to get people through that area!!!</p>

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1/8/2023	Kathy Schockmel	Absolutely NONE of the above. The definition of insanity is doing the same thing over and over and expecting a different result. We should be looking forward to a world with fewer cars and more efficient and less polluting public transit. We should be building a sustainable future for our children. We should be preserving the land and trees and all the ecosystems we have left. Future generations CANNOT afford this project.
1/8/2023	David Kirk	None of these options will solve traffic problems for more than a couple years, and they are detrimental to the surrounding neighborhoods. Use the \$1.6 billion to invest more in double-tracking and expanding the FrontRunner schedule, hiring and paying bus drivers more, and other transit expansion solutions that don't have the same diminishing returns as freeway expansions.
1/8/2023	Max	I have already commented on this proposal like many, but it seems to have fallen on deaf ears. As addressed in this article: https://www.sltrib.com/opinion/editorial/2023/01/08/tell-them-what-you-really-want-i/ it is extremely frustrating that people take the time to voice their opinions, yet your organization continues to do as it sees fit. Yet again, I write in opposition of this expansion and in favor of allocating funds to alternative means of public transportation. However, it seems UDOT will continue to be a disappointment and blight on this state contributing to overcrowding, hazardous driving, and poor air quality.
1/8/2023	Ruth Brown	Dear Udot, I have comments about the 3 plans for I-15 and Glovers Lane. Our neighborhood had a meeting this last week with some Udot representatives. During that meeting we were told, by Udot, that Plans A, B and C all met Udots needs. If Plans "A" and "C" meet the needs, then why is Plan "B" even on the table. If the needs are met by "A" and "C" then a huge interchange to handle much more traffic is not warranted, by your own studies. The growth in South Farmington is full. There is almost no more room to build around Glovers Lane. An interchange here will not help Farmington's growth, that Farmington admits will all be in North Farmington. Fix the problem that Lagoon has with Plan "C", by making a direct access to lagoon lane by making an "up and over", Like there already is. It just seems that the best plan would be the one that meets the needs and also does the least damage to an existing community. Save our homes by picking and fixing plan "C". Thank you, Ruth Brown
1/8/2023	Kevin Gardner	For the Farmington interchange, option C is the best. There should be a full interchange in the south end of Farmington. 200 W is the best to accommodate that. Option B puts too much traffic on Glover's, which already sees too much traffic because of the high school.
1/8/2023	Garth Ball	Option B would negatively impact me. I would lose not only my house but my drive time to work would not be the same. I work in Farmington and don't need to fight the increase in traffic and the added expenses of relocation.
1/8/2023	Garth Ball	option B is not a very good option. It removes all access to home and property along much of the frontage road. All in favor of cars and noise and green space.
1/8/2023	Garth Ball	a combination of option c and b seem to be the best
1/8/2023	Milo Hohman	I am heavily against the move of making lane expansions along I-15. While the jurisdiction lies more to UTA, there needs to be a strong, joint motion between UDOT and UTA to design Utah's, and specifically the Wasatch Front's transportation infrastructure. Since Utah is one of the fastest growing states in the nation, and the major metro areas along I-15 are only going to continue to go up in population, there needs to be a move now to properly anticipate and incentivize future Utahns to take public transport, rather than buy a car and drive on already busy roads and highways. Please reconsider your plans on I-15, since there's already some good ideas in the alternatives with safer pedestrian and bicycle crossings, but I know that it can be heavily expanded upon.

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1/8/2023	Garth Ball	Redoing the intersection in option c will make it a better fit for the community and lagoon.
1/8/2023	Garth Ball	The need for sound walls has long been a good idea. I hope they match the existing earth mounds with cement walls as elsewhere in south farmington
1/8/2023	Tyler Yeates	My strong preference as someone who breathes our air and takes care of people who breathe our air is none of the above. All of these options are expensive and more importantly, terrible for our health and community. Please use this money to improve our public transportation options. Thank you.
1/8/2023	Frost Mitchell	None of these alternatives which widen I-15 are appropriate and should be considered. The induced demand is not the solution. UDOT and the state need to seriously reconsider the very idea of this project, and replace it with one that focuses entirely on moving citizens out of cars and into transit alternatives. This is demolishing homes and businesses so that more cars can sit in congestion. No efforts should be made to add lanes.
1/8/2023	Isaac Denison	I like the idea for the reversible HOT lanes along the center of I-15, I don't like expanding I-15. 10 total lanes along the majority of the study area seems like it is enough. I think it would be better to expand access to public transit like double-tracking FrontRunner and prioritizing projects like the Rio Grande Plan to make transit more accessible and safer in the downtown area.
1/8/2023	Erica Holeman	DO NOT put an off ramp onto 1000 N. I live [REDACTED] and already there are issues with people speeding through our neighbors. last year someone was murdered because of a high speed police chase near the fairgrounds. there is a elementary school at 1100 w - that's 3 blocks away from the freeway. we do not need more cars and more traffic in this area. please do not do this to this neighborhood. all these plans are already on their way to ruining it with increased air pollution, increased noise and light pollution, increased debris. but an odd ramp would truly wreck this street and lead to injury and death - most likely kids with the proximity of that school. truthfully, I'm upset by all of this. it seems you all should be able to think of something better than just MORE LANES. what's the plan for downtown with this increase in vehicles? it already is full to the brim down there. I live in rose park and have to get to the U to work and driving through downtown is already a nightmare. what about more busses, more trax, more east to west movement??? BE CREATIVE for goodness sakes.
1/8/2023	Catherine Sharpsteen	I applaud UDOT for providing protected bike lanes and pedestrian sidewalks around the proposed interchanges in the areas under review. Wherever possible, there should be safe sidewalks on both sides of all roads. Care should be taken that these sidewalks don't end without a safe place for a pedestrian to continue walking, and that there are signals supporting pedestrians for street crossings at interchanges. Protected bike lanes are preferable to Shared use lanes. UDOT should be doing all it can to get people out of their cars. As to the expansion of I-15 itself, I believe the public has not been given meaningful alternatives. There is an assumption that the same percentage of people will be driving cars in the future, that people won't choose other ways to get from point A to B. In fact, it will be business as usual if we expand I-15 as proposed. I urge considering a radical improvement in our public transportation system. The economy would still thrive, and people would be healthier. There are many downsides to the massive areas of hard surfaces proposed. We can and should do better.
1/8/2023	David Helper	build baby build. and go right thorough Mormon neighborhoods and smash down all their houses. Especially in Farmington, do everything you can do against the mormons and their love of thrift, honesty and super hot wives.

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1/8/2023	Andrew Giordani	I like the idea of the reversible lanes. As someone who makes this commute almost everyday I think this setup would help. I would add the entrances and exits of the hot lanes need to be clearly marked whether it's northbound or southbound to prevent accidents. Somehow making it foolproof. Overall I love the idea.
1/9/2023	Jonathan Ortlieb	Stop. Take a breath. Everyone knows at this point that adding lanes does not reduce congestion. Look at Atlanta, Houston, Los Angeles. All giant freeways packed with bumper to bumper traffic at every rush hour and beyond. The people are catching on and we know what induced demand is. More importantly, YOU know what induced demand is and that is the confusing part. Traffic is like a gas, it fills the space it is given. So why are you throwing money at a lost cause? So that's traffic, but what about the air quality, noise, vibration, and environmental justice impacts? Immense. All houses taken in this process will undoubtedly be low income and possibly minority populations that will no doubt be unfairly impacted by this. I hope the EIS is honest in this regard but I have little faith. Focus on making transit a REAL option in our valley and creating a network of protected bikeways and safe pedestrian infrastructure. It's not too late to plan the right way. Do better UDOT. Use your noggin and come up with a REAL solution that doesn't involve more pollution, noise, neighborhood destruction, and taxpayer money being wasted. You already spend half a billion on that Lehi interchange and it didn't do a damn thing for congestion there. But you know that. You just don't have to answer for your failures which is a damn shame.
1/9/2023	Andy Hulka	I do not support the widening of I-15. I would love to see the freeway moved underground. If we have to pick one of these alternatives, I support the option with the least amount of widening possible and the most grade-separated pedestrian and bicycle infrastructure.
1/9/2023	Lan Vo	What's the point of expanding if we don't save the Great salt lake?
1/9/2023	Jesse Margolies	DO NOT EXPAND I15! BUILD RAILS NOT ROADS! The Valley already has a pollution problem that is fueled largely in part by private vehicles. Increasing the number of lanes on the road only increases traffic. Instead, use the money proposed for I15 expansion to increase access to public transportation to incentivise ridership! MAKE PUBLIC TRANSPORTATION MORE ACCESSIBLE, NOT PRIVATE TRANSPORTATION! -Concerned resident
1/9/2023	David Steadman	I agree that we need to expand capacity on I-15, but we also need to double track FrontRunner and possibly have free fares on FrontRunner (that would help reduce congestion on I-15).
1/9/2023	Polly Parkinson	Protecting current residents (humans, houses, air quality (sound and particulate pollution), and wildlife with their habitats, should be the top priority. Studies show that widening roads does not eliminate traffic problems, it just creates more traffic and more sprawl. This project should be approached and discussed at OPTIONAL, not necessary. The costs should be clearly outlined.
1/9/2023	Harrison Ziter	As someone living in Salt Lake City, I'm horrified by the idea of the proposed I-15 expansion. The state should consider many other options first, including but not limited to tolls, TRAX expansion, and Frontrunner improvements. Our air quality is bad enough as is, and we cannot let it get worse. At the same time, induced demand has been shown again and again in studies on freeway expansion. The Katy Freeway in Texas is the widest in the nation and it's still congested.
1/10/2023	Alyssa Florack-Hess	I am incredibly frustrated that UDOT isn't considering not doing a highway expansion at all. I live in Salt Lake City so that I can easily bike and take public transit to work, and as a local resident, I'm frustrated and sickened by all the harms that this expansion would cause in SLC, just to avoid traffic congestion for people who live far from SLC, whether by choice or forced by the lack of affordable housing in SLC, another big problem. Any expansion would have immediate and harmful impacts on Salt Lake City residents, displacing our city's poorest and most vulnerable residents, who have time and time again been ignored and exploited by our government. In addition, this huge expense won't

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		even solve the problem of congestion on I-15. Robert Cervero's research and other transportation research into induced demand shows that within 10 years of widening a road, roughly 70% of increased capacity is lost to increased travel, meaning that in 20 years, UDOT will likely just propose to expand the highway again. Enough is enough - at some point, we have to set aside the long-running practice of investing in car infrastructure and invest in transit and alternative forms of transportation. With air quality in Salt Lake City, this is an especially important change for Salt Lake City residents. While I've heard that the state legislature did not give UDOT any options to use this funding for anything other than a highway expansion, I would rather the money never be spent than be invested in a long-term harm that will displace vulnerable residents, increase poor air quality, and continue to invest in car infrastructure when our city and the world demands we finally bring our government into the 21st century. Please consider an alternative of no expansion.
1/10/2023	Josh hancey	We just moved to Farmington (off 1150s) about 1 yr ago. ALT B is not necessary to "better connect our communities" we already have easy freeway access both north and south. Noise is such a problem and this proposed change will negatively impact our home values. It's unclear to me why centerville got a far taller sound wall. To displace so many homes (some of which are under construction) for improved mobility isn't only unnecessary it has negative impact to the neighborhood. I do not want my kids to grow up next to a freeway on-ramp which would decrease youth safety with the increased traffic in this purely residential area - this will have major negative impact on home values, the Farmington rural charm, and noise. Thank you
1/10/2023	Josh hancey	Noise is such a problem for our neighborhood that it is difficult to have a conversation during 4-6 outside. PLEASE ensure that the sound wall is complete (goes all the way to the overpass, rather than where it stops today) and is taller like centervilles
1/10/2023	Ryeleigh	We do NOT need to expand the freeway and displace families!! The money should go into making public transportation more accessible. Utah will always "need one more lane one more lane" until it is nothing but freeway. This hurts the community, this hurts the already terrible air quality.
1/10/2023	Kathy Scott	Re: I-15 - important not to add to existing problems of dividing SLC (east/west), increasing traffic that pollutes further endangering air quality, increasing dependence on and use of inefficient private cars. Ideally, public mass transportation methods that are non-polluting need to be explored, developed and encouraged (use incentivized). Private car use discouraged by higher taxation of vehicles and/or fuel OR a usage tax for those who travel the I15 corridor by private car. Better connectivity of East and West sides of I15 always a plus.
1/10/2023	Kathy Scott	To complete my last comment: I am opposed to expansion of I15 . Other alternatives should be explored.
1/10/2023	Ryan Mark	Hello, my comment is regarding the interchange at Glovers in Farmington. I think there needs to be easy access to the High School in case there is an emergency and kids need to evacuate quickly. Right now there is no freeway access close and traffic could be backed up causing more situations. The interchange would be a great addition to the high school traffic especially in cases of emergency and large sporting events.
1/10/2023	Heather Matheson	I am a concerned resident of Utah and worried about the proposed I-15 expansion. I recommend the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion including the incorporation of public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15. The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of

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		<p>communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p> <p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand. More lanes invites more cars and more cars adds more emission pollution. Air pollution is an ongoing health challenge across the Wasatch front and particularly residents on the west side of the valley.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I love trail running in our foothills and encourage any highway projects to better consider impacts to our community's air quality. As a growing population across the Wasatch front we need to drastically reduce single occupancy vehicles and make the hard transition to more emission free public transportation options. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/11/2023	Chelsea Boushka	Let's make sure our plan is data-informed. The evidence is that adding more lanes actually just increases traffic in the long run and worsens air quality. Utah of all places cannot take any worse air quality than it already have. Let's find and choose smart solutions instead of simplistic, ineffectual bandaids.
1/11/2023	Alexa Keller	<p>I use to always drive my car around the city; however, I now take TRAX whenever it is possible (it is simply cheaper and more convenient).</p> <p>It would be more economical, environmental, and create better mental health (eliminating road rage violence) to place toll booths at city entrances, expand front runner to Logan and St. George, and expand TRAX lines to run along the busiest roads of Salt Lake City (1300 s, 2100 s, 700 e, 1300 e, etc.).</p>
1/11/2023	Robert Cramer	Widening I-15 is going to lead to more traffic not less. Induced demand is real and cannot be solved by building more and more lanes. Relying solely on car travel has lead to spread out development, pollution, and noise across the world. Utah can buck the trend by not cowing to drivers and create a better connected community through public transit and better walking/biking paths.
1/11/2023	Lorin Burnett	This is so poorly thought out and designed. If adding more lanes of traffic worked, Houston would be the fastest moving city on earth. If you add lanes of traffic, traffic will fill it and travel time will be the same. This is stupid and frankly racist to demolish lower income diverse neighborhoods
1/11/2023	Allison Rowland	Please do not widen the I-15 corridor. Cities in the United States and around the world have learned that widening freeways only induces additional demand, so it does nothing to improve mobility. I imagine you have read this clear, non-academic summary in the New York Times

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		<p>(https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html), and I hope you can use it to convince the decision-makers you work for that expanding freeways is absolutely the wrong choice.</p> <p>Thank you for your consideration and your work.</p>
1/11/2023	Amanda Madden	<p>Please stop this gentrification of the west site neighborhoods and displacing of families. The proposal to expand I-15 is a threat to homes in the Guadalupe and Jackson neighborhoods and to families that have lived in those homes for multiple generations. Beyond the harm to these families, this project is proven not only to do nothing for reducing traffic, but in fact would worsen our already abysmal air quality (https://rmi.org/more-lanes-do-not-mean-less-traffic/).</p>
1/11/2023	Tammy Hardy	<p>I have reviewed options A, B, and C For Farmington. Option A and C for Farmington: Maintains the integrity of Farmington neighborhoods and homes and residence. It allows for safer travel to and from Farmington High, Farmington Jr. High and Farmington Elementary. It would make safer access to Glovers from subdivisions north and south of Glovers Lane. It allows safer pedestrian and bicycle traffic off Frontage Road and Glovers Lane.</p> <p>Option B: Option B is putting a freeway off ramp into the middle of a residential area. I have studied I-15 from Payson Utah to Brigham City Utah and there are no other I-15 freeway exits that go off into a residential area. We have no commercial businesses on Glovers Lane. South Farmington does not need another off ramp we are all built out, there is no more land for development. There is going to be no growth, yet this is where the impact is. We have asked, but UDOT has not provided the modeling of how many cars will be using Glover Lane, UDOT has not shown area specific need with hard data that the area around Glovers Lane is going to grow.</p> <p>There will be the demolition of at least 15-20 homes and the number will go up when the full study of 200 East has been done.</p> <p>There has been no Traffic Impact Study on 200 East and Glovers Lane ends at 200 East. I assume that there will need to be a traffic light on 200 East.</p> <p>It will make it almost impossible to travel on 200 East going north and south. This will make 200 East a major traffic artery in this area, and it was not designed for this level of traffic. How are the homes on 200 East to get in and out of their driveways with traffic backing up at the light that will be needed at Glover and 200 East? Also, how will the people living on 915 South Neighborhood get out of their neighborhood that will be thirty feet north of the needed stop light? 200 East is the only access they have for their neighborhood. It will also make getting out of the homes that are left on Glovers Lane very difficult. The neighborhood on 50 East (Davis Creek Lane) can only access their neighborhood on Glovers Lane. This will make pedestrian traffic across Glovers Lane difficult and dangerous.</p> <p>To avoid 200 East, people will cut through neighborhoods. Hollie Ave (50West) is where children walk to Farmington Elem. and Farmington Jr. High. Our children are not bussed they must walk. Our High School kids will not use the pedestrian over pass they will use the SPUI. Do we really want high school aged drivers on the south bound I-15 freeway going to Farmington High in the middle of rush hour?</p> <p>We have deer, moose, elk, fox and raccoon that use the Davis Creek drainage to travel back and forth from the mountain green space areas at the bottom of Glovers Lane. Deer are always crossing Glovers Lane , 200 East and the Frontage Road. They bed down right off Glovers Lane and the frontage road.</p>

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		<p>On 22 East Glovers Lane we have a historical home that was built 1870 which will be impacted and horse property that will be impacted.</p> <p>Please move the proposed offramp to areas where it is needed. If options A and C meets the criteria then Option B is not needed.</p>
1/11/2023	Michael W. Shelton	<p>"More, more, more" is not the best way to proceed. Simply building more roads only encourages more vehicles and more traffic congestion (along with more air pollution). We've seen that over the last 10 years since lanes have been added to I-15 and the Legacy highway was built. It's time to work on better alternatives, such as expanding Frontrunner service and improving UTA bus lines; both of those alternatives would also better serve the poorer working families, plus help reduce the number of vehicles causing congestion.</p>
1/11/2023	Lynn Schwarz	<p>Induced demand is not an untested theory. It has been proven again and again that if you increase capacity, you will eventually increase demand. Time to turn away from car, car, car and consider public transportation alternatives that are fast and convenient. Surely the geniuses inhabiting Silicaon Slopes can be tapped to come up with innovative solutions. You simply cannot continue on with the thinking that you can build enough roads to handle the transportation needs of communities expected to double in population in the near future, to say nothing of the pollution generated by that number if vehicles. This backward way of thinking about mass transit will only dig us deeper into trouble. Turn your attention and resources to mass transit and be part of the future instead of living in the past.</p>
1/11/2023	JaNel Green VanDenBergh e	<p>Do not move forward with any of these "Alternatives." You name these Alternatives, but really they're limited options--like with a toddler, giving options out of the alternatives that you've already decided on. So I appreciate the opportunity to comment now. My opinion is that 20 lanes of freeway is not the direction Utah should go. Go back to the drawing board and let's really discuss ALTERNATIVES to 20 lanes of traffic, like a serious and fundamental rethinking of public transportation the I-15 corridor.</p>
1/11/2023	Jenni Lee	<p>I appreciate all you are doing to make transportation more accessible to everyone in Utah. I also appreciate efforts to provide a northbound I-15 onramp for the south end of Farmington. However, I do not support Alternative B. We do not need a full size off and onramp system, especially at the cost of 15-20 or more homes of friends and neighbors. The proposals will ruin the quiet residential feel that we in south Farmington appreciate, and will also reduce our quality of life and property values. The proximity to several schools is another issue I worry about. The increased traffic presents safety issues for those walking and driving to and from these schools, as well as increases travel time for all those who need to use surrounding roads. Il especially do not want my friends and neighbors to use their homes. These are my biggest concerns. I encourage you to use a different alternative.</p>
1/11/2023	Brandon Hill	<p>Rather than perpetual expansion, I'd like to see ways of increasing mass transit or ride-share programs. I lived in LA for years, and constantly expanding DOES NOT WORK.</p>
1/11/2023	Ben Johnsen	<p>Widening I-15 along the proposed area will not reduce congestion in the long-run and will leave us with increased costs to maintain more infrastructure. Induced demand is real and has been measured in other cities following freeway expansions. An expansion may reduce travel time in the short term, but as soon as drivers realize there are more lanes to fill they will be right there on I-15 and our congestion will be similar or worse. Our growth alone will easily fill any additional capacity we add to I-15 within a year or two.</p> <p>It's time to put our foot down and invest in public transit sufficient to where it becomes the faster option compared to driving for most. People will not use it en masse until we achieve this. Get rid of the carpool lanes and add enough public transit on I-15 that taking the bus or train becomes faster than driving.</p>

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		<p>Sure, widening I-15 is cheaper and faster in the short term but will leave us all with bigger costs in the long-term. We must stop kicking this can and make decisions based on evidence following city planning best practices together. Let's do this right the first time and invest in our communities. I live and work a couple blocks from the proposed expansion. Don't scar our communities with more lanes, more cars, more noise, and more air pollution.</p> <p>See "The Law of Peak-Hour Expressway Congestion" by Anthony Downs and the Downs-Thomson Paradox you want to learn more.</p>
1/11/2023	Janice Sugiyama	<p>I have been a resident of Salt Lake City for over 20 years and commuted from Salt Lake City to Orem for over ten years. My commute was mainly accomplished via car, bike, and FrontRunner, although commuting by car only gave me plenty of experience on I-15. Freeway driving was often dominated by big rig trucks, often speeding and unable to stay within lane lines. The road debris caused by road work and accidents were incredibly dangerous.</p> <p>Distracted drivers, impatient drivers, speeding drivers, passive-aggressive drivers all result in accidents, stress, and road-rage. Adding more lanes is only going to exasperate these problems as well as increase pollution, in the form of air particles, noise, and light. We need thoughtful planning for the future, not more of the same, but bigger.</p> <p>FrontRunner was a much more enjoyable method of transportation, but not without its issues. Adding a second track for the entire length of the FrontRunner track to prevent delays is imperative. Adding more buses to accommodate shorter transfer times is imperative. Converting more buses and trains to run on electric power is imperative. UDOT should invest in the future by encouraging and improving public transportation, not in creating an 18-lane superhighway that will displace communities, create more pollution, and encourage more vehicles on the road. What will be the solution when the 18-lane freeway is backed up again in the future? Widen the freeway again to create a 30-lane freeway? Increase the speed limit to 80 mph? UDOT needs to think outside the box. More vehicles on the road is not the answer.</p>
1/11/2023	Ian Peisner	<p>UDOT needs to stop forcing 20th century ideas into the 21st century. If Utah is set to grow by leaps and bounds in the coming decades, then that growth should be oriented towards mass transit and non-automobile-centered alternatives to transportation. The many billions of dollars slated for this and other similar projects would better serve Utah's communities, economy, and environment if it were directed to improving FrontRunner, Trax, and bus service; supporting more localized employment and economic systems; and encouraging people and businesses to find ways out of their cars. The No Build Alternative is the only option that realistically considers the present and future of our region, state, and planet, rather than the poor past decisions that brought us here.</p>
1/11/2023	Janelle Hartung	<p>Adding more lanes only creates more traffic and in the process is terrible for our environment, health and segregation of communities. We should be putting the money towards connecting communities with more convenient, frequent and MUCH more affordable public transit options.</p>
1/11/2023	Tessa Lindsey	<p>Hello! Thank you for considering my comments. I am against I-15 mainline expansion. The many neighborhoods (including ours near 600 North) already bisected and impacted by close proximity to the I-15 corridor - have already been subjected to enough noise, pollution from cars and industry, construction vehicles, and congestion from inhumane & poorly planned developments. A costly and lengthy expansion of I-15 would worsen the quality of life in these neighborhoods even more. As for future projections of increased commute times, I don't think growth models are accurate and it is wrong to assume that the Wasatch valley will continue to grow at a certain rate. Just look at how many of the schools and churches built 30 years ago are permanently closing across the valley due to changing demographics. How can projected growth models factor in things like running out of water</p>

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		<p>and toxic dust storms from a dry lake bed? Just in our neighborhood, I have noticed that the morning commute to downtown never rebounded after the Pandemic and this trend will continue when the work force has increased opportunity to work remotely rather than commute during rush-hour and pay high fuel costs.</p> <p>Furthermore, it seems like younger people no longer view the automobile as king, like their parents did, or see cars as status symbols and tend to be more open to car-sharing, car-pooling, public and other transit. If the commute is difficult, then some people will find a way to live near their work or use more public transit, especially expanded & subsidized/free public transit. Although many of the proposed alternatives show pedestrian buffers, added green strips and bike lines that look appealing, I wouldn't trade them for the last little bits of undeveloped sensitive ecosystems and wet-lands along the corridor. I am a citizen scientist who has often marveled at the rich bio-diversity that still inhabits the areas along I-15 and it can never be replaced by paved green strips that need irrigation, and gas-powered maintenance.</p>
1/11/2023	Jackson VanDenBergh e	I would like for the freeway to stay how it is, and to focus our resources on improving public transportation.
1/11/2023	Ben	Highway expansion, time and time again, has proven to not relieve long term congestion. The most efficient and effective way to reduce congestion is to spend this money on alternative - in this case, public transportation. Ever heard of induced demand?
1/11/2023	Lynne Olson	I do not support either alternative. I am opposed to widening the I-15 freeway at all. Instead, I want federal transportation funds to be used for transportation alternatives that will shift the Wasatch Front population away from its dependence on automobiles.
1/11/2023	Scott Kisling	<p>I prefer the "null" alternative; no improvements at this time. It has been shown that increasing lanes only allows more cars to be stacked on the roadway rather than on on-ramps and other entries, and induces demand that soon creates the same trip durations.</p> <p>When we as a region can use free market forces in the form of congestion pricing for roadways, and demand pricing for parking to shift demand away from the peak use we will reduce the perceived need for more traffic lanes. Yes, there are good and valid concerns about these policies being regressive, but those concerns can be addressed.</p> <p>Additionally, increasing the number of traffic lanes has been shown to increase traffic speeds which results in higher fatality rates.</p> <p>The use of imminent domain, forcing families to move, without proven reduction in commuting time, has no justification.</p>
1/11/2023	Jack George	<p>I vote for NO freeway expansion. Please, we'd like to breathe clean air, not further ICE polluted grossness. If you have to add to the freeway infrastructure, I ask that you please consider adding the most oamount of pedestrian friendly walk and bike lanes, the B option in the Salt Lake portion of proposed changes.</p> <p>Thank you for all that you do,</p>
1/11/2023	Alison Dernbach	I love all options to include biking, walking, and public transportation. Alternatively, any initiative to widen I-15 only encourages more single-occupancy car use which will increase congestion and increase pollution. The environmental impact studies don't seem to capture the human health risk of adding more lanes to highways and therefore more cars.

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1/11/2023	Greg Wendel	<p>What is the plan with the rail crossing on 5th south in west bountiful?</p> <p>They are building that new railroad in to price to haul oil. To refineries in bountiful area and with the commuter rail there as well. There is a lot of train traffic. Especially when they are changing rail cars at HR Sinclair refinery.</p>
1/11/2023	Steve Horvat	<p>All of these options, involving massive widening of I-15, should be rejected. The minimal list of subjects you're asking the public to comment on completely ignores what should be UDOT's most important concern: how to facilitate the transition to a less car-dependent and carbon intensive society.</p> <p>We <i>*must*</i> reduce carbon emissions. Period. And with cars being such a big source of those emissions, we <i>*must*</i> reduce miles driven.</p> <p>Adding multiple lanes runs directly counter to this need. It only encourages more commuters with longer commutes. I have children and shudder to think of their future if UDOT is not only going to refuse to help fight climate change, but in fact is actively working to exacerbate it.</p> <p>Learn from the experience of other cities. Pouring more concrete to encourage more cars doesn't reduce congestion in the long run. It will just encourage sprawl in addition to making the air worse and accelerating global warming. If I-15 must be widened, then widen it enough to put a Trax line down the median, as is done on the Kennedy Expressway in Chicago and other places.</p> <p>UDOT has a unique opportunity to do some real good with the redesign and reconstruction of I-15. But this cannot happen if the only options UDOT offers are widening and more widening.</p> <p>The lack of true <i>*alternatives*</i> renders this whole EIS process flawed. I'd be surprised if a federal court finds that NEPA has been satisfied. I therefore urge UDOT to come up with different options and give us a true choice. Failing that, I urge UDOT to replace any concrete that needs replacing, but stay within the current footprint of the highway.</p>
1/11/2023	Brad Randall	<p>I have concerns about the Farmington Alternative B proposal. One of my biggest concerns is for the safety of the community. This proposed interchange would dump directly into a neighborhood. This will create a dangerous condition for the community. Access to the neighborhood will become difficult. If there is an accident on I-15 and people exit at Glovers lane the side streets will not be able to accommodate the increase traffic. These streets are not designed large amounts of traffic.</p> <p>It will also create a dangerous situation for pedestrians. I know there is a proposed trail to try and minimize the danger, but the trail will make it so people will have to walk a considerable distance to use the trail. People will take the shortest route possible. They will not use the trail.</p> <p>We were told that all 3 of the alternates meet the needs. If this is the case why not use Alternative A? This causes the least amount of impact and would save the State a lot of money in the process. They area from the freeway east is a narrow area with the potential for little or no development. It seems that a better alternative would be something west and North of Glovers Lane where there is potential for future growth.</p> <p>Farmington already has multiple off ramps. Adding one more will only compound the problems that you are seeking to solve. I would like to see UDOT look for other alternatives.</p>

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		<p>I would like to see the studies that show where the future growth is in Farmington and how this proposal would help in that regard. I appreciate the fact that you are looking towards the future and planning. I just think this is the wrong plan for the future.</p> <p>Thank you for your consideration.</p>
1/11/2023	George Vargyas	<p>I disagree with widening I-15 in either proposal. Add more mass transit, especially rail. Widening is very short sighted. Efficiencies within the current footprint seem reasonable.</p> <p>Thank you</p>
1/11/2023	Deanne Eggett	<p>I think our communities would be better served by more frequent and efficient public transportation more than widening I-15</p>
1/11/2023	Scott Harris	<p>We don't need a wider freeway. We need more options that aren't just for cars.</p>
1/11/2023	Stephen Irish	<p>I live in Salt Lake City and I am opposed to any widening of the freeway. Developing public transport is a much better plan.</p>
1/11/2023	Robert W Vorwald	<p>Before widening I15 I believe it makes more sense to accomplish the Front Runner improvements first. (Electrification and double tracking along with a significant increase in schedule runtimes).</p>
1/11/2023	Mike Bartle	<p>I-15 widening will encourage more people to drive and necessitate more widening years down the line. This is a band-aid fix. Growth along the Wasatch Front is a long term problem that needs long term solutions. Invest in transit through this area, not vehicle travel that is choking our valley with smog. You guys are smart, you know this doesn't solve anything, but just buys you time. What are you waiting for? Invest in the right thing, right now!</p>
1/11/2023	Cassidy Beckstrand	<p>Thank you for giving us a place to send comments and information in regards to the proposals for I15 improvements. I greatly appreciate all you do to help make Utah better and for all that work that goes into that. I wanted to submit a comment regarding the Farmington - Alternate B option that has been proposed and the impact this would bring to my neighborhood. This option unfortunately negatively affects many families and homes, and would completely change the nature of our quiet residential neighborhood unlike other potential areas and options. We recently moved to this neighborhood and were very glad to find a more quiet area for our young family. Alternative B would very much change things, along with uprooting many families and having to demolish many homes, this raises great safety concerns for me. With the high school right off that road, many kids walk to school and through this area. The amount of traffic and large roads that would be built for a full off ramp greatly impact the youth who need to walk. This area has trails, wildlife and other walking areas that many people use and this alternative would cause many of these areas to be removed and not available as well as unsafe with that large of a change in traffic.</p> <p>I urge you to consider other alternatives that will help with the improvements but use the existing infrastructure that is already in place nearby in more commercial areas. There is already an existing off ramp nearby that serves the neighborhoods very well. This area would be drastically changed if alternative B was selected and the project I believe would have to be larger in scale than the original proposal shows because of the increased traffic removing many other homes and families. Please help us keep our neighborhood safe as you consider changes moving forward. I appreciate you time and for listening.</p>
1/11/2023	Katie Newburn	<p>I oppose the widening of I-15. Both "alternatives" will displace residents during an acute affordable housing shortage, including residents in the Glendale community who are largely marginalized minority groups.</p> <p>Research has shown that expanding freeways is not a solution to congestion and that traffic will expand to fill as many lanes as are provided. In fact, the construction of either alternative will make</p>

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		traffic significantly worse for years. Please don't force feed Utah another enormous expansion project.
1/12/2023	reid b rhodes	Widening highways actually increases demand and thereby congestion. This is basic and proven traffic science that everyone but UDOT engineers understand. We need more public transit. Our valley and our climate can't handle more cars and trucks releasing pollution into the atmosphere and especially into the air we all choke on here in the Wasatch Front. This is classic UDOT, who has a hammer and only sees nails, but in this case it's concrete and UDOT only sees road widening until I-15 stretches from the Benches to the Great Salt Lake.
1/12/2023	Karen Moser	I disagree with widening I-15 as a solution to growth. I would prefer to see a solution that does not separate our community or increase pollution, such as improved public transit options.
1/12/2023	Randy Worthington	There are a couple of things that I would like to comment on. 1st, out public transportation needs a lot of help. We picked the worst plan we could have! We have so many different things being looked at and talked about. Here we have 1 group wanting us to be idle free, while our tracks system stops us hundreds of time all over this valley and the one north, most of the time there are several times as many cars stopped and there is people on the train. I have looked at using the train system to get to work, it would take me almost 2 hours each way, and I would still have to drive to get started, so our public transportation needs a lot of help before people will start using it more. But, when are we going to learn that there is just enough room and resources here for people to use and we passed that number a long time ago. Look at what happened during Covid, people had to stay home and the air cleaned right up. Why does our government just want to keep adding growth. This place is a damn mess now, and you want to change it so we can keep adding more people, people who will need more water, people who will drive and make the air less clean, people who will want the government to take care of this and that for them, and not have to pay for any of it. The answer is not to keep adding, but to stopping adding more people to the area.
1/12/2023	Margo Harpster	The New York Times quoted research on freeway expansion today. This is part of the article, which I think is relevant: The concept of induced traffic has been around since the 1960s, but in a 2009 study, researchers confirmed what transportation experts had observed for years: In a metropolitan area, when road capacity increases by 1 percent, the number of cars on the road after a few years also increases by 1 percent. For years, critics of the Route 710 plan had voiced concerns that the widened highway would lead to more greenhouse gas emissions and the bulldozing of the communities around it. Research shows that it seems like logically it would smooth congestion, but in the long run it works opposite and takes people just as long to get through.
1/12/2023	Valerie Yoder	I do not support widening I-15. We should be working to reduce our dependency on cars, not supporting their continued expansion. The money needed for this project could make massive improvements in public transit instead, which would improve our air quality and strengthen the east-west and north-south connections in salt lake. Expanding I-15 would further divide our east & west communities
1/12/2023	Jacqueline Rendo	Neither I-15 expansion option is acceptable. Public transportation options should be increased instead--more buses, Trax, and Frontrunner trains, running more frequently so that people get to where they need to go within shorter time periods. Reversible lanes on the highways are an absolute NO! I have lived in cities where they have these on regular roads and there are many problems. There will be crashes and deaths at highway speeds.

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Date	Name	Comment
1/12/2023	Brian Emerson	<p>Dear Utah Division of Transportation,</p> <p>As a long-time resident of Utah who currently lives in Salt Lake City, I am writing to comment on the proposed alternatives for the I-15 expansion between Farmington and Salt Lake City. I do not support either of the Mainline Alternatives, A or B, and strongly urge you to create additional options for residents to consider that will help decrease the number of private vehicles on I-15 (and other roads) along the Wasatch Front by 2050, rather than simply accommodating projected increases. I urge UDOT to create alternative options for the I-15 corridor that disincentivize driving and provide even more extensive public transit and active transportation infrastructure and options than those already planned. More broadly, I urge UDOT to refocus its mission to create a modern, world-class public transit system that is efficient, convenient, accessible, low-carbon, and affordable to all.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program should be reallocated to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. More specifically, I-15 expansion funds for this project should be allocated to 1) expand public transportation infrastructure to connect east and west side communities, 2) expand public transportation infrastructure from Farmington to Salt Lake City, well beyond what's already planned, and 3) update public transportation infrastructure at current bus stops and platforms for better access.</p> <p>As I'm sure you know, studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads. Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand. Let's move beyond the status quo approach of expanding highways and roads, only to invite future congestion, and instead build a safer, cleaner, and more convenient and affordable public transit system that's accessible to all.</p> <p>Thank you for considering my comment. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/12/2023	Jon Chaika	<p>I encourage the Utah department of transit to not implement the proposed I-15 expansion.</p> <ul style="list-style-type: none"> -It will destroy homes at a time when demand for homes in Salt Lake City is very high. —We should also not underestimate the trauma of people being forcibly relocated. -It will make Salt Lake City worse by adding to the pronounced east west divide that the train tracks and I-15 already have caused. —We should be thinking about how to lessen this divide, not adding to it. -The price tag is extremely high. About \$500 for every Utahn if there are no cost overruns. <p>I understand the concerns brought about by traffic projections, however it seems that long term traffic projections are understood to be very inaccurate in general. Indeed a 2015 report from the National Academy of Sciences wrote: “The committee concluded that existing [Travel Demand Forecasting] models do not offer the national- or regional-level prediction capabilities needed to assess system level impacts from Interstate investments.”</p> <p>To justify the construction, I have seen a traffic projection for 2050 presented. This is a forecast of what will be happening in over 25 years, a time horizon where I think there is a lot of uncertainty of what employment and transportation will look like, let alone migration patterns within the US. If this</p>

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		projection is inaccurate will the decision makers apologize to the people whose houses they unnecessarily tore down, let alone the people whose lives they made worse by further dividing the city, increasing asphalt and heat to say nothing of pollution?
1/12/2023	Julie Heagin	After reviewing the options, UDOT says they want to better connect communities up these options would actually destroy communities as the residents that live by the freeway are in jeopardy of losing their homes that they have lived in for many years, the expansion is to help commuters for a couple of hours per day. If you are promoting bike paths and walkable communities why not consider mass transit options which would lower the impact to the communities. If these are the only options it's a no win situation as most will either lose part of their property to their homes. Please consider other alternatives. Thank you
1/12/2023	Heather Dove	My strong preference would be for UDOT to make the improvements to ramps and overpasses to improve safety for pedestrians, cyclists and motorists and reduce the impact of trucks going to and from gravel quarries. I do not believe that expansion of the highway is a good idea. Extensive research has shown that adding lanes will not solve traffic congestion. It will only add to urban sprawl, contribute to climate change and further foul our already impaired local air shed, Additionally it will increase the urban heat island effect, a big issue as we see higher and higher temperatures every year. Finally, it will further negatively impact the already very disenfranchised west side. This community will lose homes and businesses if lanes are added. Also, their air shed, already impacted by I-15, I-215, the refineries, the gravel pits, the Airport and the Inland Port, will be further degraded by even more cars, trucks and traffic passing by and through their neighborhoods.
1/12/2023	kaila reynolds	As a concerned resident of Utah, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15. The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of communities, and further dividing the connection of east and west side communities along the Wasatch front. The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs. UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads. Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand. Alternative mode of transportation projects that funds should support include, -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access.

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Date	Name	Comment
		I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.
1/12/2023	Ryan Strehlow	I was initially not going to comment, because ultimately the decision is likely already made. My vote is for "no build" as it was casually (not seriously) suggested by John Gleason. It's truly time to reevaluate what we are doing with respect to transportation. I say this as someone who has been stuck in I-15 traffic plenty before. The population is going to take the cheapest, easiest and fastest mode of transportation...so why do we insist that this has to be cars (largely single passenger) in a valley where the air quality is among the worst in the country. None of the proposals are ultimately a good long-term investment. There needs to be a joint and community effort to make access and cost to public transit the main mode of transportation. Why are we pretending like climate change isn't an issue? Why are we pretending like there is no other solution here? Why do we act like economic growth is the only objective? Please reevaluate what is truly best for everyone and stop this project.
1/12/2023	Ruedigar Matthes	<p>There is no reason to widen a freeway through an urban core. Case studies throughout the world show that widening doesn't alleviate traffic concerns. Rather, improving transit and other transportation options improves traffic concerns. With the money that it will take to widen a freeway, you could invest significantly in making public transportation better. This would not only have a more immediate impact (the funding could be spent on new bus routes next year, for instance, or dedicated bus lanes on freeways and other thoroughfares), but it would not have the negative displacement impacts and air quality impacts that putting a lot more cars on the road would have.</p> <p>There is nothing visionary about this proposal. Rather, it is an outdated model that should be buried in the annals of history. Utah should be on the forefront of alternative modes of transportation. Wouldn't it be nice if people came to Utah to see how forward thinking and innovative we were, instead of avoiding us for bad air quality?</p> <p>Furthermore, displacing households, businesses, and community centers for the sake of letting more cars drive is absurd. Please, UDOT, join us in the 21st century. Please do not widen the freeway.</p>
1/12/2023	Carleton DeTar	<p>We are strongly opposed to any further expansion of I-15. It will not solve a congestion problem. "Build it, and they will come!" It will create more traffic, more pollution, more traffic fatalities and trauma, greater unwanted separation of east and west communities, more homes and businesses demolished, and it will perpetuate an urban design based on an outdated dependence on the private automobile. We should be investing the promised \$1.9 B in public transportation and in finding ways to bring east and west communities together.</p> <p>We don't need to create more traffic because of all the reasons above. The projected traffic congestion model does not take into account the sociological impact of freeway congestion on people's choices of where to buy a home, where to work, and whether to work from home. If highway congestion is a problem, people will adjust their lives to avoid it by moving closer to their work, working from home more frequently, taking public transportation, and shopping locally. This is the European model, and it works.</p> <p>Let's not turn the Wasatch Front into Los Angeles!</p>
1/12/2023	Natalie Sherman	This freeway expansion should not happen. It is not going to solve traffic congestion. other cities have freeways that have less lanes with A LOT more cars than Utah will have ever have and they keep up their pace just fine. Freeway expansion is poor and lazy attempt at improving transportation. This will make our air quality much worse and the decreasing health and deaths of the population will be on your hands. This doesn't even include the lives you will ruin by demolishing homes and businesses to expand the freeway. This whole proposal is incredibly insensitive and harmful to the communities of

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		Salt Lake City. Not to mention that it will specifically target the most fragile and marginalized neighborhoods in the city. I am flat out disgusted that this expansion is even a thing. If you truly want to improve lives and increase spending in the public transportation system to make it more dependable. That is move that truly cares about our communities. This expansion is a decision that could only be made about people who have been swayed by a large paycheck and have no soul. I know you will refuse to care and will move forward with this expansion no matter what the public says. So I wanted to take the time to let you know how disgusted I am with this proposal and how many lives you will have a hand in destroying.
1/12/2023	David Timmerman	The plan to update the public access over and under I-15 at the noted locations is a good idea and should be implemented. Allowing bicycle and other pedestrian transport should be a priority over expansion or additional lanes of traffic. Mass transit should also be expanded, front runner extra lane is important, but even more high speed rail, and electrified large vehicle systems (bus type or larger) should be a priority. The point being that we encourage the use of non fossil fuel vehicles, or require much higher MPG standards long before 2050 (think California) as our oil supplies continue to diminish (as is predicted). So no oil, or exorbitant fuel costs will make additional lanes on I-15 unnecessary. Your best idea however is the reversible center lanes as traffic continues to increase prior to the big collapse of fossil fuel powered vehicles (our oil supply will end soon). Thank you for your work on this project and please try to think globally, Sincerely
1/12/2023	Debby Chavez	I'm concerned on the added traffic near 900W and 1000N. I see few people use the current bike lanes and walkways. Why build more? Also the noise level for the added freeway lanes and the removal of residential areas in Rosepark is unacceptable. Taking away these areas is a detriment to the people of Rosepark.
1/12/2023	Christian Lenhart	Between the two options, I prefer option A with its single-direction express lanes. I also appreciate the consideration given to bicycle facilities and pedestrian connectivity. I am strongly against any expansion of the freeway footprint - the new lanes ought to fit within the existing UDOT ROW, especially in Salt Lake City proper. My biggest disappointment is that this study does not directly contain a transit element. I understand that some transit ridership is assumed, but I think the financing of freeway expansion should be contingent upon an equivalent sum being spent on transit. Favoring one mode over another is not doing our community any favors in terms of quality of life, and is not providing complete solutions to the main problem this freeway expansion aims to address. My hope is that when the EIS is complete, we get a more concrete commitment to public transit planning, such as the Rio Grande Plan.
1/12/2023	Katherine Riser	The I-15 expansion project is completely the wrong direction to go and terrible use of funding. There are countless studies showing that expansion of freeways and roads simply leads to more traffic and more dependency on cars. If this city wants to truly grow in a sustainable way, we must look at mass transit infrastructures. Build light rails above ground—look at Berlin or Chicago. There is no possible way to continue growing and sustain the use of cars. We must be smarter and more forward-thinking. Further, adding more traffic in this valley will only contribute to the poor air quality. Funding in this region MUST be used wisely: mass transit and bike lanes, saving the great salt lake, air quality, biodiversity, affordable and scaled housing, updating current infrastructures. Frankly, I'm shocked this is even an idea given how it is quite the opposite of progression. Being a lifetime resident here, I truly hope this entire idea gets squashed.
1/12/2023	Benjamin J Busath	I live in Salt Lake City, and more often than not get around by means other than a car. This means taking UTA, biking, or walking. The biggest safety concern I have on a day-to-day basis is crossing the UDOT maintained state surface highways that funnel thousands of vehicles into the city at dangerous speeds. This is especially the case with the 400, 500, and 600 south off ramps. The areas around

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		<p>those off ramps have seen an influx of development the past five years and thus increased pedestrian activity. The ramps spilling cars at high speeds into downtown is a massive safety hazard and prohibits flow within the city (they also slow down TRAX a significant amount).</p> <p>Additionally, I have questions about the 2050 traffic modeling that was used as the motivating force for this widening project. It is completely unclear how Farmington-SLC times would increase by almost 40 minutes, and then somehow that increase would be completely mitigated by adding a few lanes (mostly HOV). UDOT traffic estimates have been way off base in the past. One particular example is with the US-89 grade separation in Ogden. The traffic forecasts in the early 90s proved to be way overestimated. More transparency on traffic modeling would be greatly appreciated and help restore trust with those who are skeptical of this project.</p> <p>The elimination of houses for more freeway lanes is completely unacceptable and it is unclear how easy it will be for them to be reimbursed enough to where they can stay in their communities considering the current housing crisis, especially for those on 700 West in Salt Lake.</p> <p>Please consider studying the Rio Grande Plan and long term FrontRunner expansion plans, including complete double tracking, overhead catenary electrification, and subsequent infill stations. Transportation in Utah should be a holistic project, and FrontRunner has been a massive success and is a huge asset for guiding sustainable growth in the state. Investing the freeway widening money into FrontRunner would likely yield a much greater ROI. UDOT is now in charge of transit capital planning since HB322, and they now have the responsibility of planning for modes of transportation beyond how to move as many automobiles around the Wasatch Front as quickly as possible.</p>
1/12/2023	Amanda Nielsen	<p>Stop ignoring the climate crises! Stop building more no or low ROI infrastructure that only leads to more dirty air. It won't be long until no one can live here without getting sick from the air pollution. Do not continue to expand I-15 and alternatives that only lead to more pollution. Please listen to area physicians and scientific studies to find solutions that don't include ensuring the demise of our planet and most certainly the demise of wasatch front residents.</p>
1/12/2023	Brenda Stephenson	<p>Farmington - Alternative B is not needed:</p> <ul style="list-style-type: none"> - If Alternative A meets the criteria with the least amount of disruption for the citizens in South Farmington, then Alternative B is not needed. The improvements associated with Alternative B are not worth the cost. This includes the demolition of many homes. - South Farmington does not need another offramp. We already have two. One at Park Lane and one at Shepherd Lane. If it is for growth elsewhere, provide access where needed. - The east side of south Farmington around Glover Lane does not have any additional growth potential. It is all zoned residential. There is no commercial development. Why are you proposing a major offramp directly into a residential area. It does not make any sense. - If the west side of south Farmington is in need of an off/on ramp to I-15, add it to the existing Davis Corridor project currently under construction. Add this off/on ramp down west where the Davis Corridor crosses over Glover Lane. Then there is no need for messing around with the Glover Lane overpass. Leave it as is. It would definitely save money and destruction. Those residents already have good access to the Park Lane overpass with access to I-15 in both directions.
1/12/2023	Molly	<p>Please make the highway line paint reflective. It is a dangerous driving hazard in anything but clear weather when we are unable to view where lanes start and end.</p>
1/12/2023	Molly swonger	<p>I am opposed to any more widening of I -15. I have lived in several big cities, all who have tried highway expansion as a tactic for improved traffic and all the things you mention. The benefits hmjust outweigh the big consequence of destroying neighborhoods. I should also mention this area literally</p>

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		has the most lanes of any mid-city I've lived in and the commutes are super easy. I would invest in fixing the lane paint for safety versus widening the highway.
1/12/2023	Brenda Stephenson	<p>Farmington - Alternative B Safety Concerns:</p> <ul style="list-style-type: none"> - We live a few blocks north of Glover Lane east of I-15. We see many children and youth walking to the local Elementary, Junior High, and High Schools around this area. Farmington High School is right on Glover Lane just west of I-15. The increased traffic in our neighborhood from Alternative B will be a safety nightmare in our area for our children. - We see many high school youth walking across the overpass from east Farmington on Glover Lane to the high school. With Alternative B, they have included a ped over pass 1/2 mile long. These high school students will not use this. They will cross directly over the bridge causing great safety concerns. - Many high school students play sports and run after school crossing east and west over the overpass. This is another safety concern. - Alternative B will significantly increase the traffic and congestion in our quiet residential neighborhood reducing residents ability to access their property and get in and out of their neighborhood. - If there is a back up on I-15, traffic will come off of Glover Lane and congest quiet, residential neighborhoods causing safety concerns for the residents and children.
1/12/2023	Ken Vallejos	DON'T WIDEN 15. Improving public transportation will help traffic issues much more than useless construction.
1/12/2023	Chad Campbell	What part of the what you are doing on center street in NSL makes sense? There is already way too much traffic getting pushed to 2600 South in Bountiful. Don't take the southbound exit away from center street. In fact, why don't you add a northbound on ramp at center street. Once again, this would take the pressure off of 2600 South. With all the apartments that NSL keeps adding there needs to be an on and off ramp on center street in NSL.
1/12/2023	Brenda Stephenson	<p>Farmington - Alternative B Traffic Nightmare:</p> <ul style="list-style-type: none"> - Why is a major offramp being proposed into a purely residential neighborhood along the I-15 Corridor especially since there are two offramps in Farmington already. There is no commercial development in the south end of Farmington to justify this. Glover Lane was never designed or planned to be used as an offramp. It will ruin the quiet and rural nature of south Farmington. - All pedestrian traffic over Glover Lane will be difficult and dangerous due to increased traffic. There are many students and residents who use this overpass. We enjoy taking advantage of the many trails on both the east and west side in Farmington. This change would make this more dangerous and keep residents away from enjoying this great benefit in Farmington. - Access to homes on Glover will be near impossible. - If there is a back up on the freeway, traffic exiting Glover Lane will cause a traffic nightmare through the quiet, residential streets in south Farmington. - It will greatly congest the traffic on 200 East. It is already busy. There needs to be some type of traffic impact study done on 200 East in Farmington before any decision is made. - If there is a need for another offramp in Farmington, look at the possibility of adding it to the already existing Davis Corridor project already in progress. Add the offramp at 1500 West Glover Lane. This eliminate the need for Alternative B. It would be a cost savings, also. It would also avoid having to demolish many homes outlined in this alternative. <p>Farmington - Alternative B Traffic Nightmare:</p> <ul style="list-style-type: none"> - Why is a major offramp being proposed into a purely residential neighborhood along the I-15 Corridor especially since there are two offramps in Farmington already. There is no commercial development in the south end of Farmington to justify this. Glover Lane was never designed or planned to be used as an offramp. It will ruin the quiet and rural nature of south Farmington.

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		<ul style="list-style-type: none"> - All pedestrian traffic over Glover Lane will be difficult and dangerous due to increased traffic. There are many students and residents who use this overpass. We enjoy taking advantage of the many trails on both the east and west side in Farmington. This change would make this more dangerous and keep residents away from enjoying this great benefit in Farmington. - Access to homes on Glover will be near impossible. - If there is a back up on the freeway, traffic exiting Glover Lane will cause a traffic nightmare through the quiet, residential streets in south Farmington. - It will greatly congest the traffic on 200 East. It is already busy. There needs to be some type of traffic impact study done on 200 East in Farmington before any decision is made. - If there is a need for another offramp in Farmington, look at the possibility of adding it to the already existing Davis Corridor project already in progress. Add the offramp at 1500 West Glover Lane. This eliminates the need for Alternative B. It would be a cost savings, also. It would also avoid having to demolish many homes outlined in this alternative.
1/12/2023	Thea Brannon	Gee, in my naivity, I thought an Environmental Impact Statement was a summary of research done on the effect of a proposal on the actual physical and human environment. Turns out there is absolutely nothing revealed of any consideration of either in the EIS alternatives proposal. I shouldn't be surprised since I've lived in Utah for 22 years and have been astounded by the disregard of both human health and the immediate physical world we share. In the recorded meeting, the staff person Shane provided the most empty, non-answer assurances I have heard outside of the Legislature. All I can say is, good luck with your very difficult problems. Hope it works out without too much pain for the populace directly affected.
1/12/2023	Lee Ann Nicholas	I know that you are aware what most of the people in the state would like to see & it is certainly NOT more lanes of traffic that will only add to the pollution, traffic deaths, & gridlock. What about trying to think about some other way of living that does not involve more cement & Inland ports,,, another nail in the coffin.
1/12/2023	Hughes	Don't expand I-15, make real public transit. Spend that money to expand Trax and make rail transit accessible to the rest of the Valley. It would decrease traffic on the highway, be better for the environment, and be more helpful for all residents.
1/12/2023	Sara Jane Webster	<p>I would STRONGLY recommend that UDOT come up with actual alternatives to individual vehicle prioritization. There is very little evidence that shows that expanding roads will do anything other than encourage more people to drive. If you want to address traffic, stop letting out the belt and find a better solution. Please, I beg you. As a Utah native, as a citizen, as someone who turned down a job with UDOT due to their "stroads first approach" please do something good for future generations of Utahns and find a way to share this project with UTA.</p> <p>I'm sure that there are plenty of people who have degrees in planning; let them do something good for the public and partner with UTA! UDOT is not "the department of roads" it is the department of TRANSIT. It is your responsibility to put people first, not cars.</p>
1/12/2023	Thomas George Smith	Don't expand, instead put the tax money on improving public transit like trax. Make the city more walkable/bikeable
1/12/2023	Dan Thirkill	In the interest of improving transportation and quality of life issues for northern Utah, we need to take a look at examples from other high-residency areas. In general, we US citizens have developed a transit system that is absolutely reliant upon the automobile. Adjustments to this mode of transport are overdue. Increases in population, reduction in available land for development, and threats of increased exposure to industrial hazards (e.g., air quality) actually demand we wean the American public off constant use of the automobile. Trains, bikes, non-polluting buses and a robust public transportation system are the answer, not expansion of additional I-15 lanes. Continuing along that path will sadly

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		result in rapid, unsustainable growth encouraging more automobile use with the transportation problem simply being pushed down the road. Learn and adopt strategies and solutions from the success of others (Europe, Japan) to resolve this issue. Thank you-
1/12/2023	Arleen M Bedingfield	The proposed expansion in Farmington that takes out houses is foolhardy and unnecessary. The more you expand highways it has been proven it just increases traffic. Quit bulldozing cities - their government and their citizens.
1/12/2023	Andrew Dressel	Widening I15 will not reduce traffic and will only serve to detract from the communities in the area through displacement, disruption, and increased pollution. For decades we have known of induced demand and that you can't widen roads to reduce traffic please see what has happened in LA, Houston, and countless other places. This is simply a terrible idea.
1/12/2023	Scott Basmadjian	Waste of money. Expanding the freeways wont reduce traffic it will just induce more demand.
1/12/2023	Samantha M	I am opposed to widening I-15 due to the impacts this will have on the Westside of Salt Lake City. More lanes does not mean less traffic, it will only encourage more cars which will not help the state of our air pollution. The proposals will only force people out of homes in an already tight housing market. Those that will be effected are low income families who have built their lives in the homes they currently reside. It will hurt the small businesses who operate out of store fronts that operate along I-15. What needs to be done is an increase in funding in public transit and for our state to encourage the use of public transit. This will save homes and better the air pollution. I propose widening redwood road from being one lane from the Jordan river trail to north salt lake. I propose widening legacy as well. Widening these roads instead would save homes and businesses. There is plenty of room to widen those two roads without negatively impacting families and businesses that are in the west side
1/12/2023	Katie McDonald	There have been numerous studies that freeway expansion does not work. The only viable long-term solution for heavy traffic is to invest in mass public transportation. This is a fool's errand and a waste of money that could better be invested in trains.
1/12/2023	Russell Weeks	I would support Alternative A from the Salt Lake County line to 400 South. It's simpler to navigate, has a lower profile than Alternative B, and is more in line with Salt Lake County and Salt Lake City health, safety, development, and economic goals. The drive time in 2050 also falls within the 30 minute travel time that really has been a standard since the Romans laid out their cities to allow people to walk to any location within 30 minutes. At some point UDOT is going to have to emphasize rail travel over auto and truck travel. Utah's mountain chains make the valleys between them perfect places to operate rail systems.
1/12/2023	Wil Osborne	Lane expansion does nothing! Solves nothing! Spend the money improving busses or frontrunner/Trax. Look at Texas or other states with highways that keep getting wider, yet traffic remains.
1/12/2023	Liz	Please, please do not expand I-15. It has been shown time & time again that more lanes do NOT improve traffic, & every single person here knows that the valley does NOT need more emissions in the air. The ONLY answer is public transit; send funding to busses, trains, light-rails, & build the infrastructure for them instead. Our communities would benefit immensely from improved public transit & it would offer more accessibility to commercial spaces, increasing numbers of shoppers to strengthen the economy. The air quality should be high priority, especially as the lake dries, adding even more airborne pollutants. Please; let's focus on what is best for the most underprivileged of our neighbors.
1/12/2023	John Hatch	I live on 400 North between [REDACTED] in Salt Lake. We should not be expanding the freeway. It'll have minimal impact on traffic while harming vulnerable neighborhoods already subject to

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		gentrification. We don't need more traffic noise. Instead, invest in clean energy public transit. We should actively be discouraging car use and looking at long-term solutions.
1/12/2023	Brenda Gaytan	I vote no on all of it. Expand public transport and/or build underground.
1/12/2023	Jon Gubler	I think that instead of widening roads, we should be focusing on creating congestion pricing to take cars off of the roads and promote more public transportation. The safety improvements are fine, but trying to increase capacity will only result in the same level of traffic in the long run and commuters need incentives the push them away from single occupancy to help our environment (air quality).
1/12/2023	Jeff Farr	Option B is wrong and not necessary. South Farmington does not need the extra off ramp. This option impacts the families of hundreds. The demolition of family homes thru eminent domain is not the way to go. This option removes the protected rights of many families and home owners. Please, option B is not the solution. Thank you.
1/12/2023	Matthew	Why is rail not a more serious consideration? It's almost as if UDOT cares more about funneling Money to the rock quarries, concrete quarries, and road construction companies in a never ending cycle of build, maintain, replace than to fund more efficient mass transportation for a region our size and trajectory. Please consider rail instead of adding extra lanes that will do nothing; please study the mistakes made in Southern California as evidence of how ineffective it is to add more traffic lanes.
1/12/2023	Zach	Widening and adding lanes while displacing individuals who live near the freeway while gaining only minimal improvement in travel time would be a massive waste of resources. This idea of expanding by adding additional lanes is misguided and has been proven to not resolve traffic issues. We should be having more forward and creative thinking to create a more environmentally and economically sustainable solution that actually fixes the problem.
1/12/2023	Tim Barton	Widening and adding lanes while displacing individuals who live near the freeway while gaining only minimal improvement in travel time would be a massive waste of resources. This idea of expanding by adding additional lanes is misguided and has been proven to not resolve traffic issues. We should be having more forward and creative thinking to create a more environmentally and economically sustainable solution that actually fixes the problem.
1/12/2023	Hayden Taylor	Neither proposal. Studies have proven that widening highways and freeways do not improve congestion, traffic or travel time. https://its.ucdavis.edu/blog-post/we-can-and-should-account-for-the-consequences-of-expanding-highways/ Invest in improved rail and public transportationNeither proposal. Studies have proven that widening highways and freeways do not improve congestion, traffic or travel time. https://its.ucdavis.edu/blog-post/we-can-and-should-account-for-the-consequences-of-expanding-highways/ Invest in improved rail and public transportationNeither proposal. Studies have proven that widening highways and freeways do not improve congestion, traffic or travel time. https://its.ucdavis.edu/blog-post/we-can-and-should-account-for-the-consequences-of-expanding-highways/ Invest in improved rail and public transportationNeither proposal. Studies have proven that widening highways and freeways do not improve congestion, traffic or travel time. https://its.ucdavis.edu/blog-post/we-can-and-should-account-for-the-consequences-of-expanding-highways/ Invest in improved rail and public transportationNeither proposal. Studies have proven that widening highways and freeways do not improve congestion, traffic or travel time. https://its.ucdavis.edu/blog-post/we-can-and-should-account-for-the-consequences-of-expanding-highways/

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1/12/2023	Arianna	Expanding freeways to include more lanes is NOT an effective method for reducing traffic. Fund the UTA, run busses more often, do something besides continually encouraging car usage. Both proposals are bandaid solutions.
1/12/2023	Andrew gregory	There should be no widening of any highways, instead, there should be funding to UTA to expand operations to reduce traffic.
1/12/2023	Brent Bone	
1/12/2023	Jordan Lee	Trains. We need more, better, public transportation. More lanes is not a solution. You need trains. Predictable, reliable, affordable trains.

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1/12/2023	Bryan Hardy	Farmington alternative b holds several concerning issues. First, it is dumping directly into a residential area on the east side of I15 with no commercial properties in the area. There are homes with driveways that access directly on to Glover Lane that will be greatly impacted by projected increase of traffic on Glover Lane. This residential area directly adjacent to Glover Lane was built in the 1980's at a time of high interest rates so they are small homes, majority less than 2000 sq. ft. Because of their size they are prime for ownership by young families or for them as well if they end up as rental properties. This means that there will always be small children next to this freeway interchange. Second, Glover Lane T's at 200 East making the length from the interchange to road end two city blocks. The only access on and off of Glover Lane from the South is the frontage road or 200 East which will increase the traffic on these two road to access the interchange. If traffic backs at the 200 East T intersection traffic will funnel into this neighborhood of small children to get around the backup at the T intersection. There is only one road, Hollie Ave, through this neighborhood that connects to another east west road that extends from the frontage road to 200 East. Hollie Ave. is also used by the elementary age children to get to and from Farmington Elementary. Third, there is a newer subdivision that the only access in and out is at 50 East and Glover Lane. The projected increase in traffic will not only make it difficult for residents to get in and out of their neighborhood but emergency vehicles as well. Forth, although some might think it's great to have freeway access for Farmington High School, is it worth it a the price of the safety of teenage drives. Young inexperienced drivers are more darnning, especially when they get into groups, and tend to make poor decisions when it comes to driving. The expected increase in traffic in front of the high school will only decrease the safety of these young drivers. Fifth, this area around Glover Lane is almost completely developed, is worth the expense with the limited growth protentional in this area.
1/12/2023	Devin Zander	Widening the freeway would have devastating impacts to the community and further divide the east and west sides of Salt Lake City. Do not widen the freeway.
1/12/2023	Maryellen Sessions	Here's a novel idea what if they just uphold the constitutional of the United States the laws and enforce the laws and you might not have that many cars in Utah so Utah does not have their own Constitution of the United States and if they do they should so if they would just uphold all the laws on the books you wouldn't have to be building more highways and freeways maybe you could deport some people and stop giving out driver's license to undocumented illegals and start deporting them back to their own country and maybe you won't have so many cars on the road what a novel idea. And by taking people's property to make more freeways for all these people that you're letting in our state is just not right for anyone you are going to have to take people's property on both sides of the freeway which is not really nice of you guys considering most of those people are probably been there for a while and they're going to lose a lot by giving up their property so you can make another Lane of highway for all these illegal undocumented people that drive on our highways so maybe they should just uphold the laws like I said and start deporting people and stop taking all these people in our in our state that might work it's just amazing it might help with the smog and my help with the pollution but you know that's too easy of a situation oh yeah and it's racial
1/12/2023	Maya Wheeler	Adding lanes does nothing to reduce traffic in the long run, and actively harms people right now. Invest in public transit.
1/9/2023	Megan Lopez	I would not like to to see I-15 expanded between Salt Lake City and Farmington at all. I live in Rose Park and do not want to see my neighbors homes bulldozed to make way for more cars. We need to be exploring all the ways we can get fewer cars on the road and constantly expanding highways is not going to help with that at all. We have an environmental crisis of warming that we need to deal with, no accommodating more cars to drive on the highway and pollute the air and warm the earth. I adamantly oppose any form of 1-15 expansion.I would not like to to see I-15 expanded between Salt Lake City and Farmington at all. I live in Rose Park and do not want to see my neighbors homes bulldozed to make way for more cars. We need to be exploring all the ways we can get fewer cars on the road and

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1/9/2023	Amber Schiavone	UDOT's goal of improving quality of life through transportation is wonderful, however I don't see that goal being met through adding lanes to I-15. Our quality of life will improve as our air quality improves, and adding lanes will only hurt that. More lanes means more traffic, worse air quality, and more

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		negative impact to the westside neighborhoods. I don't see how improving quality of life through transportation is part of this plan. How could public transportation be improved along the corridor? As the population grows we can't just keep adding lanes.
1/9/2023	Keram Narab	My preferred alternative is "no-build" or "none of the above". With our poisonous air and lack of water prohibiting future growth, we need to start planning for an end to more cars. If we fail to plan for an alternative to more cars, Mother Nature will start making these decisions for us. If you build it, more cars and growth will follow. Utah's full-up, try Wyoming.
1/9/2023	Isaac Lindstrom	Do not expand I-15. It's unwise to continue to push for more cars. We need less cars on the roads and fewer lanes.
1/9/2023	Jim King	It's a hideous proposal to expand I-15. You should be ashamed of yourselves. Use the money elsewhere.
1/9/2023	Cassandra	I am a state employee. I also live on the west side. My community will be disproportionately impacted by the I15 expansion. I would like transparency from UDOT in explaining exactly how communities will be effected, how the state plans to support and compensate individuals and communities, and why more resources are not being put towards transit methods that have a lower climate impact.
1/9/2023	Nick Norris	Widening I15 doesn't achieve any of the goals and increases impacts to the adjacent neighborhoods. It is impossible to build your way out of congestion. Money should be invested into reducing the number of cars on the road as the region grows and spreading economic development to more communities, improving transit and active transportation. Continuing to expand lan and build for cars ensures continued poor air and water quality, lost time commuting, and lowered quality of life.
1/9/2023	Arica	More public transportation please.
1/9/2023	Chad Boshell	Farmington Options General - Provide the modeled traffic increases and impacts that all three options have on adjacent roads and the main collector streets.
1/9/2023	Chad Boshell	Farmington Options General - Did the model and three Farmington options account for the new Lagoon entrance on Park Lane? How does this affect the three proposed options?
1/9/2023	Chad Boshell	Farmington Options General - How do the three Farmington options impact the Park Lane interchange, which is already at capacity?
1/9/2023	Chad Boshell	Farmington Options General - Legacy Highway has much more room to expand, did UDOT study how to incorporate, widen, and better utilize Legacy to meets the needs of growth rather than assume growth must be accommodated by I-15?
1/9/2023	Chad Boshell	Farmington Options General - Do these Farmington options include reducing/eliminating the median between the I-15 north and southbound lanes, which will result in less impact to Farmington residents due to condemning their property?
1/9/2023	Chad Boshell	Farmington Options General - The WDC will divert and reduce traffic on I-15 north of the I-15 to WDC fly-overs now under construction. How will this impact the need for an additional lane on I-15 north of this connection?
1/9/2023	Chad Boshell	Farmington Options General - Will an additional lane from SLC to Farmington reduce congestion long-term, or just reduce congestion in the short-term? Some people ask, can the state "build its way" out of congestion? Should the effort and money be put into mass transit?
1/9/2023	Chad Boshell	Main line from 400 South SLC to Parish Lane Centerville - Reversible double HOV lanes are 8 minutes faster than tradition single HOV lanes in each direction by 2050. Farmington City will support the reversible option as it gives the greatest benefit for our residents without any impact.

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1/9/2023	Chad Boshell	Farmington Option A - The 200 West exit and Frontage Road intersection need to be improved to increase safety with this project.
1/9/2023	Chad Boshell	Farmington Option A - This impacts Farmington City's detention basin on the north east corner of the Frontage Road and 75 North intersection, how will existing capacity be maintained?
1/9/2023	Chad Boshell	Farmington Option A - Farmington City appreciates that this option allows Lagoon commuters to have unimpeded access to its entrance and discourages Lagoon traffic from using neighborhood streets to access the park.
1/9/2023	Chad Boshell	Farmington Option A - Wide sidewalks and dedicated bike lanes over State Street are essential and appreciated. Suggest adding dedicated bike lanes over Glovers Lane as well.
1/9/2023	Chad Boshell	Farmington Option A - If the State Street bridge over I-15 is widened and/or another lane is added to I-15, the Farmington City MTP (Master Transportation Plan) prepared by Horrock's Engineers (with and a later addendum by WCEC) recommends raising the Frontage road to ascend south to north to form an intersection at State Street before descending down to existing grade as it continues to traverse north. Please explore whether or not this alternative results in less traffic overall than Option A by the elementary school, past the junior high, and through the Clark Lane historic district on State Street between 200 West and 400 West [note: it appears that the Horrock's alternative results in fewer residential demolitions which might better help save the residential character of the area].
1/9/2023	Chad Boshell	Farmington Option B - What are the impacts of increased traffic to 200 East?
1/9/2023	Chad Boshell	Farmington Option B - What are the impacts at the 200 East and Glovers Lane intersection? Does UDOT anticipate installing traffic lights at the 200 East/Glovers Lane intersection to control increased traffic using Glovers Lane to access I-15? How does that impact the adjacent properties?
1/9/2023	Chad Boshell	Farmington Option B - What are the modeled traffic increases on 200 East, Glovers Lane, Frontage Road, and other local roads?
1/9/2023	Chad Boshell	Farmington Option B - This impacts Farmington City's detention basin on the north west corner of the Frontage road and Glovers Lane intersection, how will existing capacity be maintained?
1/9/2023	Chad Boshell	Farmington Option B - Farmington City appreciates that this option allows Lagoon commuters to have unimpeded access to its entrance and discourages Lagoon traffic from using neighborhood streets to access the park.
1/9/2023	Chad Boshell	Farmington Option B - Due to the widening at Glovers what will be the impact on the elevation of the Frontage Road and Glovers Lane intersection? It appears that it will have to be elevated significantly adding more impact than just the increased footprint, it will impact the entire neighborhood visually, noisily, and increased traffic.
1/9/2023	Chad Boshell	Farmington Option B - Farmington City appreciates that this option allows Lagoon commuters to have unimpeded access to its entrance and discourages Lagoon traffic from using neighborhood streets to access the park.
1/9/2023	Chad Boshell	Farmington Option B - The 200 West exit and Frontage Road intersection needs to be improved to increase safety with this project.
1/9/2023	Chad Boshell	Farmington Option B - This option significantly widens the Frontage Road increasing impact to residents. Does the Frontage Road need to be widened so much? Can turn lanes only be added where needed at specific intersections?
1/9/2023	Chad Boshell	Farmington Option B - How does this impact traffic on 650 West?
1/9/2023	Chad Boshell	Farmington Option B - The City appreciates how this should reduce traffic on 200 West freeway exit.

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1/9/2023	Chad Boshell	Farmington Option B - Adding an interchange in a completely residential neighborhood negatively impacts residents, traffic, and pedestrians. This option changes the "feel" of the area and has never been considered here before. Adding this interchange now is detrimental to the community.
1/9/2023	Chad Boshell	Farmington Option B - This option creates the loss of more homes, which cannot be replaced within Farmington resulting in the likely loss of our residents.
1/9/2023	Chad Boshell	Farmington Option B - This option creates the loss of more homes, which cannot be replaced within Farmington resulting in the likely loss of our residents.
1/9/2023	Chad Boshell	Farmington Option B - Could freeway access for southern Farmington be better addressed by an interchange on the West Davis Corridor at 1525 West/Glovers Lane?
1/9/2023	Chad Boshell	Farmington Option B - The Glovers Lane interchange seems too extreme. The overpass is as much as 8 lanes wide in some areas. It seems to be cramming too much into too small an area. Can it be scaled down to soften the impact?
1/9/2023	Chad Boshell	Farmington Option B - Pedestrians and bikers are less likely to utilize a pedestrian bridge that is some distance away from Glovers Lane. This creates safety issues with pedestrians and bikers that may simply try to cross the Glovers Lane overpass even though there are no crosswalks or bike lanes.
1/9/2023	Chad Boshell	Farmington Option B - What is the initial anticipated level of service (LOS) for the proposed Glover's Lane interchange? What is the projected LOS 30 years in the future?
1/9/2023	Chad Boshell	Farmington Option B - If the State Street bridge over I-15 is widened and/or another lane is added to I-15, the Farmington City MTP (Master Transportation Plan) prepared by Horrock's Engineers (with and a later addendum by WCEC) recommends raising the Frontage road to ascend south to north to form an intersection at State Street before descending down to existing grade as it continues to traverse north. Please explore whether or not this alternative results in less traffic overall than Option B by the elementary school, past the junior high, and through the Clark Lane historic district on State Street between 200 West and 400 West [note: it appears that the Horrock's alternative results in fewer residential demolitions which might better help save the residential character of the area].
1/9/2023	Chad Boshell	Farmington Option B - If the State Street bridge over I-15 is widened and/or another lane is added to I-15, the Farmington City MTP (Master Transportation Plan) prepared by Horrock's Engineers (with and a later addendum by WCEC) recommends raising the Frontage road to ascend south to north to form an intersection at State Street before descending down to existing grade as it continues to traverse north. Please explore whether or not this alternative results in less traffic overall than Option B by the elementary school, past the junior high, and through the Clark Lane historic district on State Street between 200 West and 400 West [note: it appears that the Horrock's alternative results in fewer residential demolitions which might better help save the residential character of the area].
1/9/2023	Chad Boshell	Farmington Option C - Are the two left turns to the Frontage Road adequate for the Lagoon peak traffic demands? Are the queuing lengths enough? Appears that it will cause future problems. Delays at this signal will likely cause Lagoon traffic to find other routes through local streets.
1/9/2023	Chad Boshell	Farmington Option C - If left turns are only allowed with an arrow (to reduce the risk of accidents during the left turn), this will require exceptionally long green turn lights which will impede traffic travelling southbound on 200 West or from the Frontage road. Aside from the inconvenience and negative impact on mobility in the community, this will likely cause drivers to use Park Lane and Parrish Lane as alternatives (which appears to contradict UDOT's objective of reducing traffic at those exits stated in Option B).
1/9/2023	Chad Boshell	Farmington Option C - This option significantly widens the Frontage Road increasing impact to residents. Does Frontage Road need to be widened so much? Can turn lanes only be added where needed at specific intersections?

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1/9/2023	Chad Boshell	Farmington Option C - With this option can an underpass similar to option B be incorporated to provide unimpeded access to Lagoon?
1/9/2023	Chad Boshell	Farmington Option C - Wide sidewalks and dedicated bike lanes over State Street are essential and appreciated. Suggest adding dedicated bike lanes over Glovers Lane as well.
1/9/2023	Chad Boshell	Farmington Option C - Farmington City appreciates that Option C attempts to keep local Frontage Road traffic on a frontage road consistent with our MTP instead of being perpetually detoured past an Elementary School, Junior High, and a residential historic district. However, Farmington wishes to explore which option and/or alternatives result in less traffic impacts overall for the community.
1/9/2023	Laura Little	<p>I am a frequent user of I-15 between SLC and Ogden. Please consider the reversible HOT lanes considered in Option B. I lived as a commuter in Boston MA for years where reversible HOT lanes are in use. They work to reduce congestion and create flexibility as the SLC metro area grows, and serves as a model of how we reduce the need for new lanes (which have been proven to not reduce traffic).</p> <p>It is unfortunate that none of these plans address the unsustainable lack of public transportation to connect points north of Salt Lake. It would be nice to see contemplation of more FrontRunner stops in North Salt Lake, Centerville, e.g.) in these plans, which are necessary as part of "better connecting communities."</p>
1/10/2023	Katie Pappas	<p>I do see some good things in your plan. Improved pedestrian and bicycle paths and increased bicycle access on highway 89 are important and will provide greater safety. Double tracking Frontrunner is a great idea. Unfortunately, your level 1 screening criteria misses what should be your highest priority which is getting cars OFF the road and people into cleaner, more efficient transportation modes. Most cars on I-15 during commute times have only 1 person in them while our air quality is frequently out of EPA attainment standards. Transportation is not alone in air quality impacts. We must also consider the cumulative effects it has along with business, industrial and residential outputs, gravel pits and quarries, chemical pollutants and now, toxic dust blowing off the exposed Great Salt Lake bed. This plan encourages more cars by making car travel easier and more convenient. The whole purpose of this plan is to accomodate INCREASED traffic. People will never get out of their cars and onto public transportation until they have an incentive to do so. When it is faster and cheaper (or free) to take the train or a bus it will happen. By building this expansion, you are determining what the future will look like and it may be unlivable. Proceed with the good parts of the plan (mentioned above), leave the freeway lanes as is and when people experience these delays they'll look for other alternatives. Send what's left of the \$1.6 billion over to UTA to expand public transportation. All four of your goals will be met and we will all live in a healthier, less chaotic environment.</p>
1/10/2023	David A. Barney	<p>Farmington City Historic Preservation Commission</p> <p>Subject: I-15 EIS Widening Comments</p> <p>To whom it may concern,</p> <p>All three options, A, B, and C, identified by UDOT as part of an EIS to explore the possibility of widening I-15, negatively impact Farmington City's State Street residential neighborhood east of the Frontage Road [note: each of the aforementioned options are the same for this specific area]. The following comments provide a summary of the issues important to the Farmington City Historic Preservation Commission (FCHPC), and also include questions and requests for further study</p> <p>Historic Resources The Clark Lane Historic District was recognized and listed on the National Register of Historic Places</p>

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		<p>on October 7, 1994. The district encompasses most of the four blocks adjacent to State Street between 200 West and I-15 in Farmington City. The City Council also designated this entire area as a local landmark district by ordinance on November 4, 2009.</p> <ul style="list-style-type: none"> • The options show the demolition of the home at [REDACTED], which is a contributing structure to the district. Plans show the relocation of 400 West Street further to the east causing the removal of three other dwellings all located within the district and two of which may be eligible independently for the national register whether or not that they are already located in the district. The elimination of these three buildings will have a severe detrimental effect on the district and the character of the neighborhood. Why must UDOT push 400 West to the east? The FCHPC does not support this "solution". • Farmington City is in the process of creating a new historic district designed around homes dispersed throughout the community that were constructed during our Settlement Era consisting of pre-1900 structures. Currently the home at [REDACTED] built in 1890 would qualify for the district and potentially UDOT will demolish this dwelling under Option B. <p>Other Dwelling Issues</p> <ul style="list-style-type: none"> • The online information shows all options impact the three homes at the west end of Clark Circle (50 South). Will the I-15 widening unreasonably reduce the rear yards of these dwellings, or even cause the demolition of at least one of the structures? This is not acceptable. • All options significantly widen the Frontage Road thereby increasing impacts to residents. Does UDOT need to widen the Frontage Road so much? And it appears much of this is due to a planned turn lane. The Frontage Road does not need a turn lane at this location, and behind the Junior High. <p>Clark Park</p> <ul style="list-style-type: none"> • The I-15 widening significantly causes the Frontage Road to encroach into Clark Park at the northwest corner of 400 West and State Street. How will the project impact the viability of this much used and welcome community asset? <p>Traffic</p> <ul style="list-style-type: none"> • the Farmington MTP (Master Transportation Plan) prepared by Horrock's Engineers (with a later addendum by the City) recommends that in the event the State Street bridge over I-15 is widened and/or another lane is added to I-15, that UDOT should raise the Frontage Road within its same footprint to form an intersection with State Street. Even though this alternative will preserve the three homes on 400 West Street, will it result in less traffic than A, B, or C, through Farmington's west State Street neighborhood/historic district, and in front of Farmington Junior High, and past Farmington Elementary? Or will it result in more traffic by these areas? Please study this alternative as compared to the other options. Thank you. • The FCHPC appreciates that Option C attempts to keep local Frontage Road traffic on a frontage road consistent with the City's MTP. This notwithstanding, does option C result in less traffic by the Elementary School, Junior High and through the residential historic district, or more, as compared to options A and B, or other alternatives? • Lagoon is a destination which attracts those who pre-plan to go there and presumably the non-stop route for north bound travelers on I-15 to the park's entrance reduces traffic on Farmington City's local streets and SR 227 (200 West). Will a traffic signal, or two, on the Frontage Rd. significantly

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		<p>compromise this direct access scenario to the detriment of increased traffic on local streets?</p> <ul style="list-style-type: none"> • How will Lagoon's north entrance on SR 225, which is constructed and will open soon, impact the use of its south entrance? and the west State Street/Junior High/Elementary School area? • The FCHPC requests that UDOT explore which option and/or alternatives results in less traffic impacts to the west State Street/SR 227 area. <p>Pedestrian/Bicycle Improvements</p> <ul style="list-style-type: none"> • State street is a major pedestrian and bicycle route and the Farmington Creek Trail is maybe the only east/west trail along the Wasatch Front which links together four north/south regional trails (the Bonneville Shoreline, Legacy, D&RGW, and the WDC trails). The FCHPC appreciates the wide sidewalks and dedicated bike lanes over State Street, which will make for a safer pedestrian and bicycle environment for the Clark Lane Historic District. <p>General</p> <ul style="list-style-type: none"> • Legacy Highway has much more room to expand, did UDOT study how to incorporate, widen, and better utilize Legacy to meet induced demand rather than assume I-15 must be widened? • In general, the FCHPC questions the premise that I-15 needs additional lanes to manage traffic. One critique of the "add more lanes" approach to solving traffic issues is found in this recent article from the New York Times, January 6, 2023: "Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?" https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html The FCHPC believes the conventional wisdom is worth revisiting. • The WDC (West Davis Corridor) is now under construction, and based on the magnitude of this investment/infrastructure, it appears that it may divert and reduce traffic on I-15 north of Centerville. How will this impact the need for an additional lane on I-15 north of this connection? • In the event it is determined that widening I-15 is necessary (see 12, 13, and 14 above), please consider relocating the railroad tracks and pursue widening efforts to the west. As Farmington is the tightest 'pinch-point' between the lake and the mountains, we respectfully request that UDOT be extremely judicious and use every foot of land, especially that already owned and administered by the state, instead of taking a short-cut, encroaching into the city. <p>You are welcome to contact me if you have any questions.</p> <p>Sincerely,</p> <p>David A. Barney - Chairman Farmington City Historic Preservation Commission 160 South Main Farmington, Utah 84025 Mobile: [REDACTED]</p>
1/10/2023	Deborah Ricks	<p>We do not need to expand freeways; we need to invest in public transportation that uses clean energy to save our wetlands, to save the great Salt Lake, and ensure that this is a place where people want to live with clean air.</p>

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1/10/2023	Rebecca Bennion	I'm concerned that widening I-15 will not help traffic congestion, but will encourage more driving. I was in Europe last week, riding trains and metros, in big and medium-sized cities. Investing more in FrontRunner, Trax, and bus lines or services could be a better way to spend money to truly benefit our communities. I oppose plans to widen I-15 again, and again. Let's be more creative on how to move people.
1/10/2023	Evelyn Lamb	<p>I cannot overstate my disappointment in the proposed widening of I-15 from Salt Lake City to Farmington. We face major problems with pollution and congestion that will only get worse as a result. Widening the highway may buy us a year or two of marginally improved drive times between Farmington and Salt Lake, but the well-known phenomenon of induced demand will quickly erase any gains and lead to more car-dependent sprawl at a time when we need to be densifying our neighborhoods and decreasing the number of people who have to rely on cars for all of their transportation needs. Instead of spending over a billion dollars on widening a stretch of highway, which will make traffic worse for years while the construction is happening, we should see how that money can be used to improve public transportation for more people along that route so they can choose not to drive. Better pedestrian and cycling infrastructure will also be a necessary part of these improvements, as the first and last miles of a trip are sometimes a barrier to taking alternative modes of transportation.</p> <p>Many American cities have suffered as a result of freeways dividing their downtowns, and Salt Lake is no different. The inequality between the east and west sides of the city is a well-known problem, and widening the highway will only make it worse, especially because some west side residents will be displaced as a result.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>Utah cannot solve our traffic problems by widening our highways, as numerous public officials, including the government and officials from UDOT, have told us repeatedly. But only highway widening seems to receive any real consideration or financial backing. We have an opportunity right now to think outside the highway box to invest that money in solutions that will help make it easy for people to choose to drive less rather than further tie us to car-dependency and the pollution, noise, and death it causes. This will improve the lives of those who continue to drive as well, as every person on a bus, train, or bike is not a car in front of them on the highway.</p>
1/10/2023	Felicia Marie Cotton	This reeks of eras past and therefore I fully reject any proposal which removes housing, increases emissions or heightens racial and economic disparity in Salt Lake City, Rose Park, Glendale and marginalized or historically excluded communities, state and countrywide.
1/10/2023	Marilyn G. Getts	I drove that route for 30 years five days a week, and the problems will not be resolved by adding new lanes.
1/15/2023	Hal Jensen	<u>It's time Utah thinks about mass transit via trains. I suggest you send a committee to Europe (Denmark or Norway). We went their last month December 2022 and was amazed by the system they have in place. More cars equal more pollution and we have reached a point in our population density that is time to move on to a more efficient means of moving people.</u>
1/15/2023	Ly Sneddon	I am a South Farmington resident--75 E 1675 S. It is important to me to have better freeway access going north to access I-15. Looking at the options, I am firmly against option B. This does not seem like a logical place for an off-ramp/on-ramp. Even though this would be closer to me, I would rather

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		drive a littler further to 400 W and have the option of getting on the freeway there. That would be a GREAT improvement with much less impact on residents. We have all had to adjust to WDC and this feel traumatic all over again. I know that growth needs to happen but if you can make improvements with less impacts to people, that is preferred. Please place my vote for option C in Farmington!
1/12/2023	Stephanie Burdick	Please do not expand the freeway particularly in the salt lake and north salt lake area. The best way to manage growth and increase of traffic and congestion is to invest that money into public transportation. Increased walkability and access to a healthy community is so important to myself and my neighbors in Salt Lake City. We need to run the frontrunner more often(Sundays and holidays are so important so I, a non driver, can go spend time with family in Utah county!) Bad air quality is strongly associated with increased number of drivers on the road. And bad air quality impacts my health and economic opportunity. I have many friends and family who would drive less and use public transportation more if we make public transit accessible and easy to use in every zip code. Public transportation is good for health and it allows more interactions with my neighbors and improves social connectedness. I have seen this in my life and I've seen how encouraging car dependency increases isolation and unnecessary rage amongst my peers. I've never seen someone have mass transit rage bc a fellow Trax or bus goes slow in front of us however people have road rage simply bc they don't get to go through a yellow light. That is bad for their health and our sense of security and safety. Do not expand I15 especially in the salt lake area, where we residents will be most impacted and we are overwhelmingly more interested in transportation dollars given to public transit.
1/12/2023	Stacee Adams	<p>Dear Project Team,</p> <p>Thank you for your efforts to engage the Westside community and for extending the comment period.</p> <p>I am very concerned about the impacts this widening project will have on my community and my quality of life. I live at [REDACTED], just 3.5 blocks from the freeway. I understand the needs for this project and appreciate that UDOT is forward thinking and not waiting for the issues to get worse. I also know it is highly unlikely that this project will not go forward.</p> <p>Noise. It is loud here. Unrelentingly loud. I-15, I-80, heavy freight rail, FrontRunner, TRAX, Salt Lake City International Airport, a small private airport, and the large turbines at the Gadsby power plant on North Temple. Adding additional lanes is going to create more noise and I'd like to see the highest, thickest, most effective noise walls go up through the residential areas of Salt Lake City.</p> <p>Air quality. I'd like to see air quality modeling for the preferred alternative when it is selected. You likely know that the Westside of Salt Lake City is the lowest elevation in the county. It is the sink for air pollution and consistently has worst air quality of anywhere in the county. We need to know what we're going to be dealing with in terms of increased emissions when the lanes are built. Once we know, we need to consider additional monitoring and air filtration for homes and schools next to the freeway.</p> <p>Health of community members. Individual and community health was not included in the Purpose and Need. It should have been. It complicates what you're doing, but it should have been included. Please add individual and community health as a screening criterion for the alternatives or at least study how air quality and environmental impacts will affect the health indicators listed in the Small Area Data. The Utah Department of Health and Salt Lake County Health Departments collect what they call Small Area Health Data that paint a snapshot of community health. You can drill down to both the Glendale and Rose Park small area data for Salt Lake City. You can view the Rose Park snapshot on this link. https://ibis.health.utah.gov/ibisph-view/community/snapshot/report/AllIndicators/GeoSarea/17.html?PageName=</p>

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		<p>In a nutshell you'll learn that Rose Park compared to the rest of Utah has:</p> <ul style="list-style-type: none"> • higher percentage of children in poverty • higher percentage of people in poverty • lower educational attainment • lower than average life expectancy at birth • lower than average number of people with a primary care provider • lower than average prenatal care in the first trimester of pregnancy • lower than average number of people with health care coverage • higher than average birth rate for females 15-19 years old • lower than average aerobic and muscle strength training activities • higher number of binge drinking and cigarette smoking • higher than average number of preterm births • higher than average of people in fair or poor health • higher than average number of people diabetes as an underlying cause of death • higher than average number of people who die from ischemic heart disease <p>On the surface none of these indicators may seem connected to a freeway widening, but they can all be stressed and worsened by increased air quality emissions, noise, and environmental stressors.</p> <p>Even educational attainment and teenage pregnancies can be worsened when people perceive that their lives and communities are less important and more expendable than others. I know this probably sounds like hyperbole and I can't give you numbers, but when decisions are made again and again to locate polluting industries and freeways in one part of a city it feels like an injustice, and it is one. EPA Region 8 designated the westside of Salt Lake City as an environmental justice area and has been working here on various projects since 2010.</p> <p>The discrepancy in how the Fairpark community has been treated in relation to the rest of Salt Lake City goes back to the 1850s. The Fairpark neighborhood is a part of the Salt Lake Northwest Historic District and designated on the National Register of Historic Places. It was designated in 2001 and the application has some surprising history.</p> <p>I-15 originally isolated the community when it was built in 1957 and took out more homes in 1998 when it was rebuilt. From the application, "One of the most salient features of the neighborhood is the presence of Interstate 15 running north to south between 600 West and 700 West. The interstate divides the eastern third of the district from the western two-thirds. Before the construction of the interstate in the late 1950s, the area between 600 West and 700 West was similar to the neighboring streets. Elevated on a mound of dirt, the completion of Interstate 15 in 1957, became yet another barrier isolating Westside residents from Salt Lake City's downtown. Beginning in 1998, a massive reconstruction of Interstate 15 included the widening of the freeway, which resulted in the demolition of a number of historic structures on both sides and left a number of other properties very close to the freeway mound. Despite the fact that Interstate 15 can only be breached at North Temple, 600 North, and under an overpass at 300 North (200 North, 400 North and 500 North all dead-end at the freeway), the visually divided neighborhood remains a cohesive unit. Interstate 15 does not present a barrier to the district's inclusion on the National Register because the ties between the two sides of the district (architecturally, historically, and culturally) remain very strong."</p> <p>"Physically, the biggest change to the district during this time appeared in the mid-1950s. The Denver and Rio Grande line down 700 West was pulled up to make way for Interstate 15. With the completion</p>

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		<p>of the freeway in 1956, the west side neighborhoods were even further isolated from the rest of the city. The construction of the freeway destroyed whole neighborhoods between 600 and 700 West, and the value of the remaining homes was greatly reduced. One man living on 700 West, complained to the county tax assessor in a letter that he "couldn't get an offer at any price" on his house.[41] The only place within the district to cross the freeway was located at a 300 North underpass."</p> <p>The feces literally rolled downhill. From the application, "The disadvantages of the west side were numerous. During high water seasons the neighborhoods were flooded both from the Jordan River backing up into the irrigation ditches and the City Creek water flowing from the higher levels of the city. In referring to the 1893 typhoid epidemic, the city health commissioner stated, "It is from poor drainage and seepage from privy vaults and cesspools, a condition so much facilitated by this low and damp section of the city, that presumably, is the cause...for the preponderance of typhoid fever in that section over that of any other in the city." [24] By the 1890s, the west side had become the official and unofficial dumping ground of the city. Because the crematory, located near Warm Springs, could not process all of the city's "night soil," trenches were dug at a site half a mile west of the Jordan River and the sewage coverage with two feet of dirt, a practice repeatedly objected to by west side residents. In 1894, the canal running along 900 West had become the receptacle for so much stagnant water and filth that it was condemned and filled."</p> <p>While UDOT bears no responsibility for flooding from privy vaults and typhoid outbreaks, it is responsible for building a freeway that isolated the community multiple times and contributes to ongoing accumulation of negative environmental impacts that continue to contribute to poor individual and community health. There's nothing you can do to fix what has happened in the past, but I hope the snippets of the application help you understand why it is such a big deal to have the freeway widened in this community again. If it was just a few more lanes it might be easier to deal with. But it's not, it's a few more lanes on top of everything else that harms this community and has for over 100 years. You can find the full application here if you want to read more. https://www.slc.gov/historic-preservation/historic-districts-and-buildings/national-historic-districts/</p> <p>I love living in my neighborhood, despite the noise, poor air quality, and accumulation of environmental impacts. It's a part of Salt Lake City that feels connected to the agrarian past, connected to the group of immigrants, refugees, and neighbors whose diversity has enriched this community since its founding. It's also affordable and I have the best neighbors around. I feel it's time to relocate with this project coming online though. I don't think I can personally handle more freeway noise and worsened air quality. I hope that enough mitigations can be made to avoid this.</p> <p>One of the silver linings of this project has been the community coming together to have hard conversations about what this will mean when it is built. Many people plan to fight to stop the project. I don't think that's realistic; money has already been set aside and the legislature is intent on building it. I hope you will do everything you can to mitigate the impacts to my community. I respectfully request the following actions be taken as part of the analysis of this project:</p> <ul style="list-style-type: none"> • study and provide air quality impact information for the preferred alternative in Salt Lake City • study and provide the impact information that air quality and noise resulting from the preferred alternative will have individual and community health in the affected areas in Salt Lake City • consider a screening criterion for the preferred alternative that takes into account the impacts from individual and community health in Salt Lake City • include increased air quality monitoring and improved filtration systems for adjacent residents and nearby schools in areas where the freeway is widened in Salt Lake City • remove one of the underpasses at either 400 North or 500 North and use the money, \$30 million I've

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		<p>heard, to pay for unfunded transportation and safety improvements including the North Temple Community Center and Mobility Hub, Safe Streets project improvements including traffic calming, spot improvements for crosswalks, bike lanes, streetlighting, and pedestrian improvements in Salt Lake City</p> <p>One final request, please improve the information available on the project website. Nowhere does it say that this project is considering widening the freeway. It is easy to hide behind the technical language of the NEPA process, but you can be transparent about what's happening here while meeting the requirements of the process. Improving the language by making it easier and more accessible for community members will go a long way towards providing meaningful opportunities for the public to participate.</p> <p>Thank you for taking time to read my comments. And thank you for your hard work on this project.</p>
1/12/2023	<u>Matthew Smith</u>	<p>Please do not consider Option B. I live in the neighborhood between the [REDACTED] in Farmington, just north of Glover Lane. We already have an exit and entrance at 200 west, and adding one so close on Glover Lane is not necessary. If anything, Option C should be considered to enhance the already existing I-15 interchange. I don't know the cost differences between Option B & C, but they are both likely more expensive than Option A, and if Option A meets the criteria, the lower cost the better.</p> <p>Farmington already has more than one way to access the freeway, and already has access to Legacy and highway 89. Farmington is already home to massive interchanges and roadways. It does not need another one. If needed, please consider adding something between Centerville and Farmington and maybe something between Farmington and Kaysville to alleviate traffic on I-15.</p> <p>In addition, for Option B, large interchanges aren't normally built in residential areas. Our neighborhood is quiet and peaceful and this will add noise and congestion, which will reduce the value of our property and our quality of life. There is no commercial business at this proposed interchange. Increased traffic to the area is unsafe for my kids who walk to and from school everyday. In addition, I run and ride my bike every week across Glover Lane, and am excited that all options include "updating" the Glover Lane overpass. However, option B will also increase the traffic and complexity of the area, which will make navigating the interchanges on foot or bike more complex and dangerous.</p> <p>Lastly, I'm also concerned about the impact of traffic patterns on Glover Lane and 200 East. We do not need more traffic funneled to 200 East and I'm concerned more homes will be affected than initially thought.</p>
1/12/2023	Michael Johnson	I live in Bountiful and work at the University of Utah. If I could take public transportation or ride a bike to work, I would, but it currently requires approximately triple the time it takes to drive. TRAX from downtown to NSL? Protected bike lanes/paths that aren't shared with gravel dump trucks? These would keep me off the roads. More lanes will lead to more traffic.
1/12/2023	Jesse M	More public transit. Less roads
1/12/2023	Ryan Hurst	I'm against widening i15
1/13/2023	Tim Bacheller	I don't think I-15 should be widened. The roughly \$1.5 billion should go to improving and expanding public transit and addressing automobile related pollution, especially in communities most affected along I-15. It's been widely known for decades that widening highways reduces traffic in the short term, but always, always, even just a few years after widening, brings more traffic. By coincidence, the

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		<p>New York Times had an article about it one week ago. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html</p> <p>It's proven that widening highways is not effective in reducing traffic. If I-15 is widened, it will mean spending billions of dollars to add more cars, create longer commutes, more pollution, and more headaches with years of road construction. It's just not worth it. There are much better alternatives. Don't do it.</p>
1/13/2023	Jason Berntson	<p>Apparently UDOT has not yet learned the concept of induced demand. I don't need to explain it here, as it is a well-researched subject. Please tell us the need for extra lanes on I-15. At what point will it be considered wide enough for UDOT? What precedent are we setting by approving another expansion to freeways through I-15? How do we know that the traffic projections are accurate? I understand that traffic is bad - but there is no evidence that traffic will improve by adding a lane each direction.</p> <p>Of course, the even bigger issue than induced demand is the impact this will have on surrounding communities, particularly on the west side of Salt Lake City, which has already born the brunt of bad planning and transportation policy, and subsequent environmental impacts. This is a slap in the face to west side residents who have already disproportionately suffered the effects of displacement and gentrification, and have experienced decades of environmental racism directed towards them. Expanding the freeway through Rose Park will only add to the perception that the concerns of predominantly minority west-side residents are not heard.</p> <p>Even if this I-15 expansion does not result in direct displacement of homes and businesses, it will bring the freeway closer to homes, therefore increasing exposure to noise and tailpipe emissions that are proven to be harmful to health. It will also set a dangerous precedent that shows that UDOT may be willing to expand the freeway again 20 or 30 years down the road. I am also highly skeptical of the supposed traffic catastrophe that is forecast to happen without expansion. Previous projections from the 1990s show that the freeway has not experienced the level of traffic growth expected, which shows either that projections are unreliable and inaccurate, or that FrontRunner has had a noticeable effect on traffic levels - perhaps it is a little bit of both.</p> <p>Invest in double-tracking and electrification of FrontRunner and keep the bike and pedestrian connections that are proposed as part of this project, but do not expand the freeway.</p>
1/13/2023	Nigel Swaby - Fairpark Community Council	<p>To Whom It May Concern:</p> <p>The Fairpark Community Council is opposed to both the proposed I-15 road designs as part of the current EIS process. Two key factors inform this decision. Given the historical redlining of this community coupled with the placement of three freeways within our boundaries, our community has been thoroughly marginalized. The current road designs seem to benefit Davis County commuters at the expense of property owners within the project area who are chiefly in Fairpark and Rose Park.</p> <p>Secondly, we're not convinced extra freeway lanes will improve congestion. Through a process known as "induced demand," studies show extra lanes only encourage additional auto use, not less.</p> <p>We recognize the current I-15 infrastructure needs updating as a matter of course. Our preference for a new freeway would be to bury it under the existing I-15 just before it reaches residential neighborhoods up to the 400 South terminus. When the new freeway is completed, existing I-15 should be torn down and rebuilt as housing, public transit and public amenities. Let's use this opportunity to tear down one of the big barriers between Salt Lake's Westside and the rest of the City!</p>

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		<p>We encourage this model to be employed when additional portions of I-15 are reconstructed in the future. Combined with the Rio Grande plan, an underground freeway system in residential neighborhoods would go a long way in restoring equity to our neighborhood. Reclaiming land currently used for cars would help offset many of the costs of such a large undertaking.</p> <p>Additionally, Federal funding to reimagine freeways in underserved neighborhoods is available through the “Reconnecting Communities Pilot Program.” When Salt Lake City is awarded either the 2030 or 2034 Olympic Winter Games, more Federal transportation funding will also be available.</p> <p>There is not a scenario involving the widening of I-15 at the expense of any private property within our neighborhood we can justify supporting. Let’s look towards better alternatives.</p> <p>Best regards,</p>
1/13/2023	Anne Terry	<p>Please, please don't do any of the alternatives. Expanding I-15 will harm all of the communities alongside it. What we need is expanded rail service. I am someone who has commuted in a car along this section in rush hour. I understand that it's a problem. But more lanes is never the answer, thanks to induced demand; this has been tested in many cities with the same results. You will destroy our already poor air quality and ensure the traffic deaths of so many more people. You can design to move cars or you can design to move PEOPLE. We only need the latter. I would love to not haul a metal box around everywhere I go. Thank you for your time.</p>
1/13/2023	Trevor	<p>Do the Rio Grande plan instead of more freeway expansion!</p>
1/13/2023	Trevor	<p>Why is there not an option to expand rail, like the Rio Grande project? Seems like UDOT is basically giving the public shitty options that no one wants and that anyone with a basic understanding of induced demand knows won't work. Freeways and major roadways have basically been under major construction sense I was a kid and all I have seen is more people being ever more reliant on ever more congested roads and freeways. I don't have to care how congested the roads are going somewhere if I have the option to not be in that traffic and rail is the no-traffic option.</p>
1/13/2023	Christianna Johnson	<p>As a concerned resident of Salt Lake City, I am recommending that the Utah Division of Transportation look into developing alternative plans to the proposed I-15 expansion that incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents will face with the widening of I-15.</p> <p>The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life in terms of increased air pollution, displacement of marginalized communities, and further dividing the connection of east and west side communities along the Wasatch front.</p> <p>The current allocation of funds to support this program would not significantly lower commute times for residents and fail to address Utah's projected transportation needs.</p> <p>UDOT should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative modes of transportation. Studies show that investment in more highways, rather than in expanding alternative transportation like public transit, incentivizes people to drive more and leads to increased air pollution and traffic. From past experiences in states like California, we know that adding more lanes does not relieve congested roads.</p>

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		<p>Instead, it encourages more people to drive until gridlock returns—a cycle referred to as induced demand.</p> <p>Alternative mode of transportation projects that funds should support include,</p> <ul style="list-style-type: none"> -Expanding public transit/transportation infrastructure to connect east and west side communities. -Expanding public transportation infrastructure from Farmington to Salt Lake City. -Updating public transportation infrastructure at current bus stops and platforms for better access. <p>I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.</p>
1/13/2023	Kaitlin Van Wagenen	<p>I am a current high school student and I live just off of Glover Lane. I know Option B would ruin my neighborhood. Traffic to and from school is crazy enough already with all the students driving and would just get even more crazy and dangerous if Glover lane becomes a major freeway access point. Everyone in my neighborhood is perfectly content with driving a few extra blocks to 200 West in order to access the southbound freeway. And to access the northbound freeway, we're still going north anyway to get there so it doesn't take out of our travel time. If you must make any changes then I support option A because it is the least damaging to my neighborhood, however leaving it be would still be ideal.</p>
1/13/2023	Lindsay Zeigler	<p>More lanes is the obvious solution to more cars. But by the time the lanes are complete after tearing down building along the way and all the hassle of construction they will already be not enough. Long term solutions have to be more focused on mass transit. A few people (Or likely one person) in a car for every commute is impractical and unsustainable. Busses, train lines etc are going to reduce traffic congestion. Not one more lane. Two more lanes. 20 lanes across.</p>
1/13/2023	Warren Miterko	<p>Decades have studies have shown that simply widening lanes will not solve our congestion problems. We need to focus on public transit, like a modern city. Salt Lake is known for having some of the worst air in the country, when I tell people I live here, it is always something they mention. Doubling down on highway transport while ignoring public transit options is only going to make it worse. If you don't think people consider the air quality and public transportation options when choosing which city to move their families, talents money to a new city, they do. I am against this expansion.</p>
1/13/2023	Scott Nielsen	<p>It appears that in either option the exit from I-15 Southbound onto Center Street in North Salt Lake will cease to exist. As a North Salt Lake resident, I see this as a terrible idea. The exit at 2600 South is already a mess and I avoid it at all costs. Either plan will only make a bad situation at 2600 South worse. It is clear that UDOT does not care about North Salt Lake.</p>
1/13/2023	Corey Verner	<p>Why don't we use this money to better public transit or help fix the lake?</p>
1/13/2023	Trina Perez	<p>Please consider/study burying the freeway. Other cities have done this with great results. Utah has unprecedented funding and the time to innovate is now. Although the cost may be higher, this would prevent future redlining of westside communities and communities of color. My neighborhood is disproportionately affected by poor air quality and noise pollution as it stands, and considering to make these issues worse is completely unacceptable.</p> <p>Protected bike lanes are improved safety infrastructure- green paint on the road can no longer be accepted as "bike infrastructure" if you truly want to improve safety for all users, add greater protection for pedestrians and cyclists.</p> <p>Amongst other safety considerations:</p> <ul style="list-style-type: none"> Remove "free right-hand turn" movements. Prioritize and incorporate raised pedestrian crossing across interchanges. Consider the impacts of increased heavy-duty truck traffic anticipated from the inland port

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		<p>development throughout the project, including when conducting safety studies and establishing speed limits.</p> <p>The Beck Street improvements seem great, and I am in support. If that occurs, I fail to see why the complete overhaul of the 600 N interchange is necessary, particularly because an overpass improvement was just completed by your organization.</p> <p>Study and communicate the true impacts of noise and air pollution on surrounding communities.</p> <p>Use more current transportation data as a part of your study. Using pre-pandemic numbers from 2019 do not capture current transportation trends and fail to consider the work-from-home movement and how our society has changed. Adapt to the real, current world.</p> <p>I support updating outdated infrastructure to ensure safety. This can be done without widening the existing footprint of the freeway. Innovate in this space.</p> <p>To provide better mobility for all users, double track and electrify Front Runner before spending 1.6 Billion on this project that will only benefit suburbanites. Suburbanite convenience should not be prioritized over my community's health. My child has to breath this air, all so Davis county residents can save 10 minutes? NO THANK YOU.</p> <p>Invest in public transit first.</p> <p>You have the opportunity to innovate and use these funds to improve quality of life, let us remember that we all have to breath this air, and our children deserve better and more RESPONSIBLE planning.</p> <p>Don't widen the existing footprint.</p>
1/13/2023	Austin Taylor	Please do not widen I-15 and direct time, energy, and money to improving public transit instead. Frontrunner double tracking and the Rio Grande Plan would be great uses of the funds.
1/13/2023	Emily H	Getting rid of the exit in North Salt Lake greatly impacts my ability to connect with friends and family that live in that area. It is hard enough that there isn't an entrance to the freeway in that area. Getting rid of that exit altogether, as shown in the majority of the ideas, would greatly impact lots of people who live in that area. North Salt Lake isn't a small town. It has a lot of citizens. We used to live there and used that exit daily. Now we have moved farther North because of jobs, but we still frequently visit there and that is consistently the exit we use to get to them.
1/13/2023	Juan Sanchez	Please consider adding illumination on I-15 in Davis County. It's a matter of safety
1/13/2023	Charles L Vincent	As a career project engineer/manager with a very long resume of project development, I am greatly troubled by the narrow focus of your proposed alternatives and failure to acknowledge the other factors that can and will influence the success of your proposed options. For example, as a very physically active person myself, I love the idea of incorporating improved facilities for walkers, runners and bikers adjacent to the freeway and at interchanges. However, the air quality and climate degradation in the Wasatch Front (and particularly in areas adjacent to high traffic areas) is continuing to worsen making these new "enhancements" of questionable value particularly in light of the health risks and high probability of increasing poor air quality that will result from increased traffic volume, blowing dust from the west desert and exposed Great Salt Lake bed (due to historically low lake levels). I recognize that some of these variables are outside the control of UDOT, but they are not outside of the control of the State of Utah of which UDOT is an integral part. These issues should be

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		much more carefully addressed in your project scope development and particularly the future Environmental Impact Statement (EIS).
1/13/2023	Jacob Schmidt	<p>We need to stop expanding highways and adding lanes. Decades of research have shown the existence of the induced travel effect. Expanding highway capacity increases average travel speed (at least initially), which reduces the time “cost” of driving. When the cost of driving decreases, the volume of driving increases, as is true for most economic goods. This added driving can come from shifts to driving from non-auto travel modes, shifts in destinations and driving routes, and entirely new trips. All this additional driving can ultimately return highway traffic congestion to pre-expansion levels. Studies consistently suggest (https://escholarship.org/uc/item/58x8436d) that the elasticity of the induced travel effect—the rate at which driving increases after expanding a highway—is close to 1.0 in the long term. This means that for every 10% increase in highway capacity, vehicle miles traveled will increase by close to 10% within 5 to 10 years, canceling out any congestion reduction benefits.</p> <p>I would like to see more public transportation options and biking infrastructure put in. Those options will contribute to a better quality of life for all residents. If there are no attractive or desirable alternatives to driving then everyone will drive.</p>
1/13/2023	Corey Shayman	<p>Highway widening is a poor use of my public tax dollars. Induced demand will encourage more drivers when we should be prioritizing public transit and active transit (pedestrian and bike) to meet our climate goals. Spending public money on private car-first projects hurts people who cannot afford cars (even if they own/drive anyways). I suggest that we allow traffic to grow steadily while mitigating it with public transit instead. People need to be stuck in traffic in cars to think about alternative modes and to allow the average car driver to think about how their life might be improved with smaller, slower streets.</p>
1/13/2023	Steffie	<p>Improve Safety: Neither of these alternatives will improve overall safety. By overbuilding I-15 for the small percentage of the time when there is traffic you are just creating a system that allows more drivers to driver at higher speeds more of the time. If you build a racetrack people will drive it like a racetrack. By creating a system that allows for more cars, you will have more accidents, even if the percentage of accidents stay the same. The active transportation improvements are needed, but you do not need to widen the highway to do them. You are also making it more unsafe to live in the communities near I-15. If you really wanted to improve safety, you would focus on getting more cars off the roads, not adding more. Cars the common the denominator in all safety issues. Spending \$4 million (a small fraction of what this 1 project will cost) a year statewide on safety projects is like giving someone with a cut femoral artery a bandaid- sure, you're not doing nothing, but you sure really aren't helping the overall situation either.</p> <p>Better Connect Communities: The parts of either option that act to actually help facilitate west-east connections are great. But you don't need to widen I-15 to do them. Widening I-15 only makes the west-east connections harder because you literally making the barrier bigger between different parts of the city. And the widening of I-15 does not make the north-south connections any easier. All it does is allow more people to think that they can in Ogden and work in Lehi and have an easy commute, adding more and more cars onto the road. So by widening I-15, you are inviting more cars to drive on it, making it busier, making it harder for me to use it in the future.</p> <p>Strengthen the Economy: Widening I-15 will not strengthen the economy. It will force people who had a home close to jobs to move farther from their jobs when they are displaced from their homes. Their cost of living will go up as their transportation costs rise due to the move. It will not improve the economy because it will</p>

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		<p>continue to increase the air pollution in the valley. It will not strengthen the economy because more people will be stuck sitting in their cars due to the latent demand that will fill I-15 soon after it is finished. If you want to make it easy for trucks/freight, etc, work to get more personal vehicles off the roads, not add more of them. If want to strengthen the economy, encourage people live and work closer together. The less time people spend in cars, the more time they to work, shop, and strengthen the economy.</p> <p>Improve Mobility for all Modes: Widening I-15 will decrease mobility for all modes. Again the active transportation connections are nice, but you do not need to widen the highways to do them. Before trying to spend billions to eek out of few minutes of travel time for some, that will inevitable be erased anyway by latent depend, work on first improving the level of service for other modes first- transit and active transportation. If the level of service to transit were the same as vehicular traffic, more people would take transit, which would get cars off the the road, which would alleviate congestions, and save millions, if not billions of dollars.</p> <p>If UDOT really wants to puts its money where it's mouth it and actually commit to it's new 'All Users' marketing slogan, it will not widen I-15. Widening I-15 does not benefit 'All Users'- it benefits a small minority at the expense of the majority.</p>
1/13/2023	Riley Payne	<p>I am opposed to expansion and want there to be no proposal. It is unnecessary and it would minimally reduce traffic time and displace people who live near the highway. It seems like a way to waste tax dollars that should be dedicated somewhere more helpful, perhaps in expanding public transportation throughout Utah instead</p>
1/13/2023	Trevor Schlossnagle	<p>First, some quotes from a recent New York Times article about highway widening: "But while adding lanes can ease congestion initially, it can also encourage people to drive more. A few years after a highway is widened, research shows, traffic — and the greenhouse gas emissions that come along with it — often returns." -- "The concept of induced traffic has been around since the 1960s, but in a 2009 study, researchers confirmed what transportation experts had observed for years: In a metropolitan area, when road capacity increases by 1 percent, the number of cars on the road after a few years also increases by 1 percent." -- "For critics of widening projects, the prime example of induced demand is the Katy Freeway in Houston, one of the widest highways in the world with 26 lanes. Immediately after Katy's last expansion, in 2008, the project was hailed as a success. But within five years, peak hour travel times on the freeway were longer than before the expansion." -- "Sometimes widening is necessary, Transportation Secretary Pete Buttigieg said, but other options for addressing traffic, like fixing existing roads or providing transit options, should be considered. "Connecting people more efficiently and affordably to where they need to go," he said, "is a lot more complicated than just always having more concrete and asphalt out there."</p> <p>Second, some comments specifically directed at the Salt Lake City portion of this study, but may be relevant to the other segments. Once again, this UDOT proposal will disproportionately affect the West Side. This means lower-income, working class, POC, renters, etc. The direct impact of displacement of those living within the widening zone, as well as the impact of noise pollution and air pollution, will be a burden mostly to West Siders once again. Why not invest in transit options for once?</p>
1/13/2023	Kevin Parke	<p>Hello, my family and I have lived in the Rose Park neighborhood of Salt Lake City for 23 years. It is a wonderful neighborhood full of amazing people and history. I attended the Open House at Rose Park Elementary and heard presentations given at other community events and, while I applaud UDOT for their Outreach, I must state that I am opposed to this project.</p> <p>The Westside of Salt Lake City is currently surrounded by I-15, I-215 and I-80 and we receive the pollution and noise (the Westpointe Community west of Rose Park is still begging for sound walls along I-215) from each of those freeways. We are also saddled with refineries, an airport and soon an</p>

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		<p>Inland Port to add to the noise and pollution. I have had two very close friends who have been told that they need to leave Rose Park for somewhere with cleaner air or go on Oxygen. This project will only add to the noise and pollution that we currently experience on the Westside.</p> <p>My other concern is the houses and apartments that will need to be destroyed in order for this project to take place. I have worked in the Title Insurance Industry for more than 25 years so I understand how Imminent Domain works and that anyone who loses their home will be compensated. Many of these homes are (or were) moderately priced homes for people with a lower income. Will these individuals be able to find comparable housing in Salt Lake City or will they have to move further away, possibly making public transportation to work and schools more difficult? My other housing concern has to do with apartments. On the Westside we have several apartment complexes (that are almost affordable) right next to I-15. What happens to the tenants there if these complexes are destroyed to make more freeway lanes? Are the tenants compensated or just the building owners? Will the tenants be able to find comparable apartments in Salt Lake City or again be forced to move and further from jobs and taking their kids out of their current schools because they can't stay in Salt Lake City any longer.</p> <p>Studies conducted in California and several other states have indicated that more lanes does not reduce traffic, it just encourages people to drive more. I have seen suggestions that I-15 be buried under the current road way and I think that sounds pretty cool. But I also think that we could beef up our public transportation system and encourage more work from home.</p> <p>Please do not destroy my beautiful neighborhood so that we can put more cars on the road.</p> <p>Sincerely,</p> <p>Kevin S. Parke Husband and father of an asthmatic wife, son and daughter Chair, Rose Park Community Council Member, Westside Coalition Concerned Westside Resident .</p>
1/13/2023	Courtney Henley	<p>Thank you for taking public comment on this important community plan. I fully support all of UDOT's proposals that enhance transportation while reducing the number of cars and trucks on our roads. I strongly object to adding more lanes to I-15 as this will only increase the number of cars and trucks on our roads. Projects to reduce industrial truck traffic in neighborhoods and community centers like the proposals for the 600N ramps in North Salt Lake are the future of UDOT. Also UDOT needs to focus more on non car/truck transportation. Working with UTA to expand mass transit and prioritizing pedestrian and bicycle lanes, including electric two wheeled transportation.</p>
1/13/2023	Ryan Shuput	<p>I am not in favor of either option. The induced travel effect is intolerable. We do not need 20 lanes of traffic but much better city planning. NO ONE wants to live in a twist of loud, stinking freeways.</p>
1/13/2023	Joel Carpio	<p>Widening I-15 goes contrary to decades of Transportation Engineering science that has demonstrably shown that widening freeways only serves to induce demand and solidify our reliance on vehicles. There is no freeway that will meet the capacity needed for the expected growth along the Wasatch front. We only have to look to the choked freeways of Los Angeles to realize more freeway capacity is the answer. Public transportation should be the focus at the this crucial inflection point and their is now reason why UDOT cannot partner with UTA to coordinate a much better transportation alternative. I am a Civil Engineer with only four years experience and it boggles my mind that experts in the transportation only offer 1950s solutions to modern day problems. I know it's easy to stick to doing what has been previously done, but can we not see how our transportation infrastructure is being overwhelmed already. Continuing to design the same but just expanded infrastructure will yield the</p>

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		same results, which sure the principal designers must surely realize. I am fully against both alternatives to widen the I-15. Thank you.
1/13/2023	Julie A Johnson	I feel the Option B for I-15 in Farmington is much too big and will have a large negative effect on surrounding neighborhoods. Safety will become a bigger problem, as well as noise. Many houses will have to be condemned. This location doesn't need a huge freeway on-off ramp. I am in favor of Option C. It will have less impact on surrounding neighborhoods and will do the job needed.
1/13/2023	Cody Mondale	No on any lane expansion option proposed for I-15. Case studies throughout the US show that lane expansion doesn't significantly reduce traffic, and I don't think it's worth the time, construction costs, and most importantly the displacement of homes and businesses to expand the freeway.
1/13/2023	Bonnie Fletcher	Expanding I-15 with more lanes is a bad idea. It would only promote more speeding and more cars. We should be encouraging the use of mass transit and other forms of transportation during this Climate Crisis. I walk a lot and also ride my bicycle around town. Reconstructing the 600 N and the 400 N ramps so they have pedestrian and bicycle lanes is a good idea.
1/13/2023	Patricia Ramos-Yarber	Our families have grown up in the Rose Park area for over 60 years & still have our homes there. There has to be an alternative that is NOT going to impact so many lives. Many of the residents of Rose Park along the area are seniors. Where are they supposed to go, what are they supposed to do? There are 3 churches along that area, a school & Capitol West Boys & Girls Club that all would be affected, along North Temple wouldn't that congest that up. What about us, our families, our children!! Rose Park, Glendale areas have always been the brunt of Salt Lake's Westside & it's time that we should matter. Please take that into account. Is it your families that would not have a home? We are a very close-knit community & the fear of my family's home, school, or church is beyond imaginable & devastating. I understand needing "better transportation" etc. but there are many other alternatives that would not impact people living. What about along Beck Street, Warm Springs Road, 2100 North where there are NO homes. Think about areas like that. So many people are against this including our politicians please, please hear us out & not make this decision & go for an alternative. Thank you.
1/13/2023	Luciano Marzulli	I'm writing to express my opposition to the proposed I-15 expansion. It's unnecessary and will not solve the congestion problems that it claims to address. It would be much more useful to invest in public transit so that it is reliable, consistent and free. The recent free fare days that UTA has conducted demonstrate an increase in ridership and a willingness to use public transit when it is not cost prohibitive. The proposed expansion would have a detrimental environmental impact to our valley that is already facing a potential environmental catastrophe with the rapidly declining level of the Great Salt Lake. The proposed expansion goes against the logic of decreasing car emissions in order to improve our air quality. I urge you to halt the proposed I-15 expansion proposals and advocate for an increase in reliable, consistent and affordable public transit between Salt Lake and Farmington.
1/13/2023	Chrystie Zaugg	Please do not close the Center Street ramp.
44939	Patricia Ramos-Yarber	A mural standing tall on the façade of the Furst Construction Company headquarters at 700 West and North Temple celebrates the resilience of the Salt Lake west-side community in its fight against gentrification. Created by first-generation Colombian American artist Jessica Sabogal, the mural features an image of community activist Ella Mendoza and the declaration, "Este Barrio No Se Vende" ("This Neighborhood is Not For Sale").

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1/13/2023	R STROMNESS	<p>Concerned that Woods Cross 800 W SB to I-15 SB and the reverse(NB) of that must now go out of direction by maneuvering out and around through multiple intersections taking more time, worse mobility and creating more congestion. Is there sufficient turn storage length on 2600 S and Wildcat Way? Weaving movements on 2600 S may be tricky to cross multiple lanes of traffic. Does Wildcat Way have capacity for all the 800 W traffic to be on it as well?</p> <p>Forcing all the 800 W traffic onto Wildcat Way is changing the feel of the community as there is no longer an obvious south entrance to the "Main Street(800 W)" of Woods Cross City.</p> <p>Maintain a connection of 800 W to 2600 S. Impact Thomas Oil parking lot and shift everything east to make room for 800 W to connect.</p>
1/13/2023	Austin bowcutt	<p>Widening has only temporarily "fixed" problems anytime we have done this in the past. It doesn't seem to address the fact that we need more alternate infrastructure, as well as access from the northern/southern ends of the valley</p>
1/13/2023	K Baker	<p>LEAVE GLOVER LANE alone, please:</p> <p>You might not have been here when we were promised Lagoon amusement park was enough revenue. Or buildings in SLC should reflect more than money (and let our treasured place set the height limit).</p> <p>But your studies will surely show that pulling traffic away from its congested area to this small "narrow neck of land" is economically impractical.</p> <p>Please realize that the overpass at skater's park is sacrifice enough for this small area and Convince all of the UDot teams to leave Glover Lane and nearby streets alone to protect the extreme \$ investment of the high school (this neighbor cannot walk those 3 blocks to school, but have to go to Viewmont - how crazy is that)?</p> <p>Add freeway traffic where new developments are forming. Please.</p> <p>Honor our heritage and promises (covenants) from past officials.</p> <p>We beg you.</p> <p>It's hard to feel safe in this world. Please let us feel safe in our houses and neighborhood. Stop the insane idea of pushing traffic in our small corner of the world trapped between the mountain the freeway and the lake.</p> <p>Please</p> <p>I have been near Farmington Station with all the congestion created by developments on the west side (because the lake has receded) and the flow of traffic is nonstop. I have been near the new high school on Glover Lane and that traffic is long for only about 15 minutes. Why divert all that west side traffic onto our little neighborhood and destroy new houses?</p> <p>One day a criminal came up I 15 and decided to block the freeway beside my house. The whole</p>

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		<p>freeway was blocked as a crime scene. ALL THAT TRAFFIC was diverted onto our 2 tiny streets and for 3 hours I tried to get back home from picking up medicine and the only shop available at the time. PLEASE don't push all that traffic onto our tiny streets everyday.</p> <p>Already the houses exposed to frontage road is subject to home invasions, cars are tampered with, garages are forced. Making more streets visible to passersby will increase criminal adventurism. This strip of land for houses is only a few blocks wide, don't destroy what little is left by increasing onramps here. please</p> <p>The south onramp is about 5 blocks away, and close to the newest housing developments. The north onramp is another 5 blocks away. The new developments already have major, streets surrounding commercial not residential areas.</p> <p>There are very few pieces of land which could add more traffic in our "narrow neck of land".</p> <p>The wetlands along side our Frontage Road is supposed to be protected. If I bought a house with any hint of that, I would not be able to use that piece of land, but this freeway expansion would encroach on that strip of wetlands along the freeway. It is only a block off the existing freeway now ... how can you dislocate people and ignore this federal rule on protecting wetlands?</p> <p>The noise is already nearly unbearable and we do not use our outdoor space in the summer because of the constant hum of traffic. Moving the road onto our backyard is cruel.</p> <p>The WEST SIDE OFFRAMP seemed to be a promise that further roads would join with that road. Will it just end in a residential area? It was promised that adding that offshoot would lessen traffic. The lower speed limit on the west side highway has made another route north and south, give that roadway your attention, divert through traffic away from residential areas.</p> <p>There are trail that the wildlife travel to this area. I see deer and small mammals at all times of day and night. This construction will block that trail off the mountain and as the animals search for food during hard times, they will not find food in our strips of land along the freeway, but will be hit by traffic endangering them and the neighbors and any passerby.</p> <p>It is clear that people who have moved into Utah to take advantage of the rich heritage of caring for neighbors, and the environment seem to have lost sight to what has made this area great. Please reverse this trend. Those people can move further out where things are less developed and create the environment they want to push on the rest of us. PLEASE.</p> <p>Respect our heritage of small town living.</p>
1/13/2023	Jacquie Bernard	<p>I live in the Capitol Hill neighborhood and have two comments about the alternatives proposed:</p> <p>#1. The reversable lane corridor should be toll-free and all-occupancy in order to maximize efficiency and avoid adversely affecting low-income people. Everyone needs to use the freeway. Until mass transit is as good as it is in NYC or Europe, residents will need to drive. It is unfair to penalize those who must get to work, do errands, pick up their kids, etc. and who are unable to always have a second passenger or pay the toll. Look at what goes on in California: most drivers are squeezed into 3-4 slow-moving lanes while expensive cars and Google buses zip along in the spaciouly underused HOV lanes. That's not what we need in Utah. Maximize lane usage!</p> <p>2. The 1500 North interchange should be designed to trucks away from 600 North but it also should be designed to encourage residents in Capitol Hill and the Avenues to use it for freeway access instead of winding through the heavily impacted neighborhood of Marmalade.</p>
1/13/2023	Joan H Entwistle	<p>Rather than expand a highway and increase the amount of concrete pavement in Salt Lake City and North, UDOT should merge with the UTA, and start building more mass transit and creating more</p>

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		pedestrian-friendly roads. Even if all drivers switched to EVs, the PM2.5 and micro particles that are emitted by all cars will still be a significant cause of air pollution in these neighborhoods. Air pollution and health effects from highways are experienced up to 1 mile on either side of a highway. Emissions increase the faster a car is going. These emissions are trapped during winter inversions. Citizens of Utah need cleaner air. Expanding highways will only increase the number of drivers and hours wasted driving, and cause more development in areas where everyone needs a car to get to school, work, and recreation. Please expand mass transit!
1/13/2023	Jerome Horowitz	<p>Designing the freeway exchanges so that you can only go one way between I-15 and I-215 was a poor idea. Fixing the exchange at the south end of Davis county so traffic can move in both directions provides for better flow in the future.</p> <p>Having the split exchange at the 400 North while non standard provides better capacity between highway 89 and I15. Making it standard will require traffic to turn at the and at the near intersection reducing capacity. I think the extra capacity is a better trade off.</p> <p>Having carpool lanes that flow in both directions provides better carpool access along the length of the road rather than only supporting carpools between North Davis and SLC, which seems very unbalanced.</p> <p>I appreciate the effort to provide better access across the freeway to make the areas less split, I hope that good access across the freeway can be maintained.</p>
1/13/2023	Nathan Johnson	Make the lane guides reflective paint or put down reflective guides on the lanes because when it rains, snows, or any kind of inclement weather, you cannot see anything. Most states have this now and I'm surprised utah does not. I believe a major reason for accidents in inclement weather falls on not being able to see the lines on the road.
1/13/2023	GARTH BARLOW	I would like to see an extra lane added in both directions !
1/13/2023	Kate Cronin	I use the center street exit in north salt lake every day to get to work. The 2600 exit is always congested and would add 10 minutes to my commute. I will be very upset if the center street exit closes.
1/13/2023	Madelyn Corey	Hi! Please, don't expand I-15. We don't need more freeways, leading to more traffic, decreased private property value and more pollution in the air. Us our tax payer money for things that will actually benefit the public, more green space, more public transit, saving the great salt lake!
1/13/2023	Brenda Scheer	As an urban planner and activist, who cares about the environment, I understand that widening the freeway is only a stopgap because of induced demand that will eventually fill this freeway up as others are. The environmental consequences of large numbers of cars entering and leaving Salt Lake City through this river is not the way to plan our future.
1/13/2023	Lizzie	Please consider expanding the front runner. Doubling up the trains would help significantly for transit. Less people on roads. Cuts back in pollution. Maybe even electrification of front runner. This helps make it more accessible for people. Make slc known for good transit
1/13/2023	Amy Plaizier	Option B for Glover's Lane would not be cost-effective or safe for the residents of Farmington. It would be the only freeway off-ramp directly through a neighborhood. And with Utah's housing crisis, where would all the displaced residents go? The additional traffic that would inevitably flow to 200 East (at the top of Glover's) would also need a light, thus displacing more people. It is an awful idea and terrible option. It would be better to use a bigger street and lights already in place (like option C) or put the off-ramp further west (1500 West) where it is needed.

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1/13/2023	Kathryn Lindquist	Please do not cut up or expand into existing neighborhoods. This is totally unfair to people who live and work there. You're making it hopeless for them.
1/13/2023	Lara McLellan	I would like to express my concerns about and opposition to any potential widening of I-15. It is concerning that UDOT's alternatives only recommend a widening when this is a temporary solution for congestion at best. As we have seen time and time again with widening projects all across the country, widening I-15 will not solve its congestion issues. Travel in a personal vehicle is never going to be the most efficient way to move people. A widening project would only serve to harm people, particularly those residents of Salt Lake City who stand to see their homes demolished in the name of theoretically saving commuters a few minutes off their drive. The impacts that a widening would have on Salt Lake City's most diverse neighborhoods and residents are simply horrendous, and quite frankly, it is shameful that UDOT is even considering this. If such a major project is to be undertaken, why not spend the major funding necessary to bury the freeway and begin to heal the divide that I-15 and other barriers such as the railway create in the city? The project recommendations as they stand would have far too many negative impacts on too many people and I implore a reconsideration of the options. Thank you.
1/13/2023	Ryan	The I-15 expansion is unnecessary. Such projects have not been shown to decrease traffic congestion and the expansion will result in loss to homes and businesses along the highway. Effort and funding would be better spent on public transit infrastructure such as the Rio Grande Plan. https://www.deseret.com/2022/8/1/23287347/opinion-the-rio-grande-plan-could-solve-salt-lake-traffic-rail-yard-union-pacific-bangerter-highway
1/13/2023	Tom Cronin	From the "Alternatives Phase Info and Exhibits" it is hard to tell how many more people UDOT anticipates will need to move between Davis and Salt Lake Counties. Judging by the increase in number of lanes it appears that it is significantly more. This implies an increase in population density. We are witnessing this today with recent and continuing construction of 4 - 5 story apartment and condo buildings in both counties. So, where is the alternative that describes a societal shift to mass transit? Thank you, Tom Cronin My proposal is that existing road width remains unchanged, and that future transportation spending covers existing road maintenance and investment in new mass transit. The new mass transit will also need to be built in such a way that all climate goals are met. The argument against mass transit here has traditionally been that the population density is too low. At the rate Utah's population is increasing, it will be high enough to support much more mass transit in 10+ years. Furthermore, we should not assume that the automobile will be the preferred mode of transportation in 20 years. There is rapid innovation in autonomous transportation and transportation in general. Please work with UTA and take a hard look at autonomous mass transit options. Let's discontinue the old transportation model of perpetually making roads bigger.
1/13/2023	Ayden McGonigal	I don't think these expansions would serve any of the above outlined issues. The rio grande plan seems a much better use of tax money. The research shows that if you build more roads they'll just get filled up with traffic anyways. So don't build more roads and improve public transit instead please.
1/13/2023	Celine Dammond	Hi, I would truly prefer that neither option be completed due to the significant impact that both Option A and Option B will have in promoting cars as the primary mode of transport with no funding for alternative transport methods including cycling, use of trains, and not implementing tolls for people who are driving alone currently.

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		<p>It is imperative that we decrease emissions from vehicles as the impacts of climate change including drought and lack of water continue to impact not just Utah, but humans' quality of life and the health of people living in the region. These proposals would create significant turmoil in low income communities that would be forced out of their homes and communities.</p> <p>Please use the money to look at alternatives, like tolls, for people driving alone in cars on highways, and building TRAX and alternative modes of transport including cycling, walking, and bussing.</p>
1/13/2023	Cory Ward	<p>I am not opposed the concept of widening the Interstate and adding capacity. But I believe it is important to mitigate the impact of additional vehicle trips and demolished homes by working to improve the area around the west side of Salt Lake City and downtown. Popularly known as the "Rio Grande Plan," a realignment of the railyards into a train box below 500 West has the potential to provide smart planning for the future. The realignment would allow the ramps to I-15 and bridges over the rail lines to be simplified. This allows for more connectivity underneath the freeway. Although this proposal may be outside the scope of this specific project, I hope this type of project can coincide with the I-15 expansion and be considered as part of the EIS. Proper alignment of the highway will allow the Rio Grande Plan to be possible. It will require more coordination between Union Pacific and UTA, but it will also allow the project to meet the objectives of the project:</p> <p>Improve Safety - Eliminate at grade rail crossings in Salt Lake City. Better Connect Communities - provide better connections underneath the highway for the West side and downtown Strengthen the Economy - Open up the abandoned railyards for new city blocks with development Improve Mobility for all modes - Improve the transit rail connections, open up more space for sidewalk and multi-use paths, improve walkability downtown.</p>
1/13/2023	Jonny Vasic	<p>Utah Physicians for a Healthy Environment (UPHE) is one of the largest civic organizations of health care professionals in the Western US, with over 450 physicians and 3,000 members of the lay public. We appreciate the opportunity to comment on the Utah Dept. of Transportation (UDOT) proposal to spend \$1.6 billion widening the I-15 freeway 18 miles from North Salt Lake to Farmington.</p> <p>The headline of a New York Times article on Jan. 9, 2023 reads, "Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?"¹ In trying to answer that question the article points out that state departments of transportation were established for the exclusive purpose of building highways for vehicles, and given far more money than cities that were usually tasked with mass transit. But the world has changed dramatically since UDOT was formed in 1975. The pollution, public health, and sociologic mistakes made by the car-centric city planning of 40 and 50 years ago are now easily recognizable and constantly written about. The climate crisis is an indisputable reality now, an existential threat to modern civilization and to most of the world's human inhabitants. And it will only become more so in the future. These are just some of the reasons why it is long overdue that UDOT re-evaluate its identity, its mission, and its relationship to the public. It should begin that much needed "make-over" immediately, starting with abandoning the proposal to widen I-15. Below we list multiple reasons.</p> <p>Freeway Expansions Have Failed to Improve Traffic Congestion in Other Cities</p> <p>The phenomenon of "induced demand" was recognized as early as the 1960s and given terms like,</p>

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		<p>The Law of Peak-Hour Expressway, and The Fundamental Law of Road Congestion.^{2,3,4} The phenomenon has now been repeatedly documented, meaning that increasing freeway capacity increases use of the freeway such that over time, often only a short time, the benefit of reduced congestion is eliminated by increased overall use. For example, a 2019 study found “aggregate vehicle miles traveled increase in exact proportion with lane-mileage, and that congestion relief from capacity expansion vanishes within five years of capacity expansion.”⁵ For every 1% increase in road capacity, traffic increases 1%.⁴</p> <p>The Katy Freeway in Houston, Tx is a prime example. In 2008, \$2.7 billion was spent widening it to 26 lanes, the widest freeway in the world. In just two years, commuter times worsened for 85% of drivers.⁶ By three years after construction, morning commutes had increased 25%, and afternoon commutes had increased 55%. “I’m surprised at how rapid the increase has been,” said Tim Lomax, a traffic congestion expert at the Texas A&M Transportation Institute, a think-tank friendly to freeways. “Naturally, when you see increases like that, you’re going to have people make different decisions.”⁶</p> <p>The Rocky Mountain Institute (RMI) found that “from 1993 to 2017, new freeway lane-miles in the largest 100 urbanized areas increased 42%, while the population rose 32%—yet congestion increased 144%.” RMI has produced a formula that projects the increase in vehicle miles traveled (VMT) created by freeway expansion. Using their formula, the distance of the expansion and the number of lanes added, we can calculate that the project would increase VMT between 529 and 794 million, while burning 43 million gallons of gas, every year.⁷</p> <p>\$1.6 billion is an enormous sum on what all the evidence suggests will be only a temporary fix. UDOT undoubtedly is well aware of this phenomenon so it begs the obvious question, “Why is it using traffic congestion as justification for this project?”</p> <p>Freeways Create Urban Sprawl: UDOT’s Value System Doesn’t Reflect the Public’s Value System</p> <p>Freeways create physical, social, and economic barriers in cities that isolate, exploit, and degrade parts of the community. That is a primary reason why many cities are tearing them down, instead of expanding or building more of them. Throughout the world, cities are revitalizing their downtown areas by removing freeways. The double decker Embarcadero Freeway in San Francisco, the Cheonggyecheon Freeway in Seoul, Korea, Harbor Drive in Portland, Park East Freeway in Milwaukee, Rio Madrid in Madrid, the Alaskan Way in Seattle, the Clairborne Expressway in New Orleans, and the Inner Loop in Rochester, NY are just a few of many examples.</p> <p>Freeway expansions, like original freeway construction, reduce local neighborhood quality of life, especially in central cities. Indeed, as with this project, construction usually involves physically demolishing residences and businesses. One study found that neighborhoods next to a freeway experience 18% lower overall amenities.⁸ While the negative impact diminished with increasing distance from the freeway, the effect didn’t disappear until 2.4 miles from the freeway. “One-third of the effect of freeways on central city population decline can be attributed to freeway disamenities.”⁸</p> <p>The book, Highway Robbery: Transportation Racism & New Routes to Equity by Robert Bullard explains that freeways “physically isolate residents from their institutions and businesses, disrupt once stable communities, displace thriving businesses, contribute to urban sprawl, subsidize infrastructure decline, create traffic gridlock, and subject residents to elevated risks from accidents, spills, and</p>

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		<p>explosions from vehicles carrying hazardous chemicals and other dangerous materials.”</p> <p>Freeways, and obviously expansion of freeways, are monuments to environmental injustice. Freeways have long been recognized as contributing to “white flight” to the suburbs, leaving minority and low-income neighborhoods to bear the brunt of freeways’ collateral damage, including air pollution, noise, and public health consequences. Much has been written about the inherent racism in the original citing of freeways, dividing intact neighborhoods of color, and disconnecting them from business districts. Politically impotent neighborhoods have long been the target of freeway construction plans because they represent “the path of least resistance.”</p> <p>The proposed expansion of I-15 will only aggravate that effect in North Salt Lake.</p> <p>Like original freeway construction, the project will create real economic victims, by, among other things, diminishing property values for businesses and residents nearby. For those residents who are physically displaced, their compensation is often insufficient to attain housing in unaffected parts of a city.</p> <p>On the other hand, freeway removal has been shown to increase property values. For example, removing the .8 mile elevated Park East Freeway in Milwaukee and restoring the street grid cost \$25 million. But the removal transformed 24 acres into prime downtown real estate. Ensuing development in those acres has led to more than \$1 billion in new downtown investments. Between 2001 and 2006, the average assessed land value per acre in the freeway footprint grew by over 180%, compared to a citywide increase of 25%.⁹ Peter Park, former Milwaukee planning director, says, “There are no examples of a neighborhood that improved when a highway was cut through or over it. But every in-city highway removal has improved economic, environmental, and social opportunities for the local community.”⁹</p> <p>Lincoln Institute of Land Policy Associate Program Director Jessie Grogan, says, “No longer are cities being planned for cars and commuters from the suburbs; instead, their multiple roles as commerce centers, homes, and places of recreation and tourism are being acknowledged and encouraged.”⁹ But with this proposal UDOT is ignoring this trend in other cities.</p> <p>UDOT is forcing a value system and an urban planning template upon Wasatch Front residents that prioritizes reducing commuter time above all other considerations, including the destruction of some neighborhoods merely to enhance convenience in other neighborhoods. Time and again UDOT proposals and projects sacrifice every other quality of life consideration, including those that literally define certain communities: like the sacrifice of natural vistas and aesthetics with its Little Cottonwood Canyon Gondola, and the proposed bypass route in the north fields of Heber Valley, and the physical danger to pedestrians and cyclists of widening and straightening Wasatch Blvd so that cars can increase their speeds. If you were to ask the average Wasatch Front resident, “Should Utah follow the Los Angeles blueprint for urban sprawl?” it is almost certain virtually no one would say yes. Yet that is exactly what UDOT is pursuing.</p> <p>Car-centric development imposes other down-stream demands, like the proliferation of parking lots that dominate urban landscapes. To what extent has UDOT considered the effect of this proposal on demands for more parking and car storage in downtown Salt Lake City and elsewhere along that stretch of freeway? To the extent that newly created parking demand cannot be met, how does that influence UDOT’s forecast for future freeway traffic?</p> <p>Fertilizing more and more urban sprawl with more and more freeway building requires issuing bonds,</p>

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		<p>taking on debt, cutting services, and increasing taxes so we can keep on doing more of them same.</p> <p>Expanding Freeways Contributes to the Climate Crisis,</p> <p>Virtually every scientific and government body in the entire world, from health organizations to our own Defense Dept., has warned the climate crisis is the biggest threat to humans and modern civilization in recorded history. The devastating impact that the climate crisis is having on life in Utah will only get worse. Undeniably this project will add to that in multiple ways. As a state tax payer funded agency, UDOT should be representing the interests of the people they are supposed to serve, and mitigating the climate crisis should be their number one priority. If every relevant decision-making body throughout the world takes the position that their country or state's pet project only contributes a miniscule amount to the climate disaster, then we proceed as we are now, courting "death by a thousand cuts." That attitude is the height of irresponsible public policy, especially when the supposed benefits are so marginal and so temporary.</p> <p>This proposal is a massive source of carbon emissions, both in the freeway construction itself, and the resultant urban sprawl and the increase in VMT that it will promote. Transportation is the nation's largest source of greenhouse gases in the US, responsible for 29% of emissions. Cement manufacturing itself is the third largest source of global, human caused greenhouse gases, contributing somewhere between 5 and 10% to the total. Furthermore, concrete is not permanent, needing repair and replacement typically after a few decades, especially when used on road and bridges, as UDOT well knows.</p> <p>Freeways are essentially fossil fuel infrastructure, and like other freeway expansions, this project will lock in increases in greenhouse gases for the next 40 to 50 years at a minimum, at a time when we can least afford to let that happen. Recent studies found that residents of suburbia have the largest carbon footprint compared to urban and rural residents.^{10,11,12} The most obvious reason is because of the increased CO2 emissions inherent in the travel on that freeway.</p> <p>Replacing our lakes and rivers with rivers of concrete for greater vehicle convenience will only accelerate the climate crisis.</p> <p>Did UDOT's Future Traffic Density Modeling Omit Important Trends?</p> <p>UDOT must consider changing commuter trends, and how that factors into Utah's future. In the post pandemic economy, more and more workers are able to work from home. Studies suggest that remote work is here to stay, for around 25% of the work force.¹³ The CEO of Ladders, Marc Cenedella, says it's "the largest societal change in America since the end of WWII."¹⁴ Thirty-five percent of workers now have the option of working from home five days a week, and 58% have that option at least one day a week.¹⁵ Furthermore, when workers are given that flexibility, 87% of the them take it.</p> <p>While the pandemic has been a set-back for mass transit ridership, millennials still aren't driving as much as older generations. A 2022 study from researchers at Austin, Tx found they are driving 8-9% less than older generations, and that they are likely to continue driving less as they get older.¹⁶ Millennials are the largest share of the country's population and will soon be the largest consumer</p>

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		<p>group, along with Generation Z (those born between 1995 and 2010).¹⁷ Millennials are more rejecting of the personal car culture in general. Fifty-three percent of millennials have indicated they would likely partake in a car-sharing service and 55% indicated they are making an active effort to drive less.¹⁸ This change in behavior should be encouraged; expanding interstates does just the opposite.</p> <p>Gen Z now makes up 21% of the US population. Attitudes among Gen Z could have significant implications for future traffic modeling. For Gen Z, consumption means having access to products and services, not necessarily owning them. They are less interested in “owning” a car.¹⁹ Three quarters of them state that “sustainability” is more important to them than brand names, and they prefer environmentally friendly products.²⁰ They are highly engaged on the issue of the climate crisis.²¹ They are less likely to have a driver’s license, they own fewer cars than any previous generation, and transportation consumes a larger share of their income than any previous generation.²² Getting married, owning a home, and having children are milestones that influence car ownership, but are all being pushed further and further back in the lives of younger generations.</p> <p>We always hear that Utah is one of the fastest growing states in the nation. But Utah’s growth is now primarily net migration,²³ and that means people are making a deliberate choice to move here. Yet other trends will likely come into play soon that will have a negative feed-back effect on growth, including the high price of real estate, the housing shortage, traffic congestion, and all the negative publicity of our environmental problems, like air quality, the drought, and the shrinking of the Great Salt Lake. If this megadrought continues, and the scientific community predicts it is has become the new normal,²⁴ then water availability alone will limit Utah’s growth potential.</p> <p>All of these trends would affect future traffic. Did UDOT consider any of this in their modeling?</p> <p>Freeways are Major Contributors to Air Pollution in Multiple Ways and Increase Urban Heat</p> <p>Never ending expansion of freeways is a major contributor to our notorious Wasatch Front air pollution problem. In a study of the impacts of a freeway expansion in Houston, researchers estimated that the expansion would increase highly toxic benzene emissions in the freeway corridor, 175%.²⁵ Freeway generated pollution includes every major pollution type; the toxic gases like NOx, VOCs, and carbon monoxide, precursors of ozone, primary and secondary particulate pollution, toxic chemicals like PAHs, and heavy metals like lead that still contaminate road dust throughout the highway network. While freeway pollution concentrates in the corridor, it can extend a mile in either direction, especially downwind. Freeway corridors have especially high concentrations of ultrafine particulate pollution (UPM),²⁶ the most toxic subset of particulate pollution, as much as 25 times higher concentrations as background levels.²⁷</p> <p>All of the proven health consequences related to air pollution are more frequent in populations that live close to busy roads. A few examples illustrate the broader point. Children living within 300 meters of high traffic roads are six times more likely to develop cancer.²⁸ Proximity to busy roads is a risk for poor pregnancy outcomes, such as reduced birth weight, low birth weight syndrome,²⁹ shorter gestation,³⁰ placental abruption,³¹ and birth defects.³² More air pollution during intrauterine development and childhood negatively and permanently alters brain anatomy in children.³³ Living near a busy road increases a person’s risk of dementia,³⁴ stroke,³⁵ and premature death by 20%.³⁶</p> <p>UDOT cannot dismiss pollution concerns with a response that newer gasoline engines and electrification of the vehicle fleet in the future will significantly reduce freeway generated pollution.</p>

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		<p>"Port fuel injection" gasoline engines are being replaced by "direct injection" engines in pursuit of reducing CO2 emissions. These newer engines have higher compression ratios and lower charge temperatures which improve overall fuel efficiency with less CO2 emissions. Unfortunately, they also produce much more UPM.³⁷ UPM is by far the most toxic subset of PM pollution, made worse by the fact that UPM contributes very little to the mass of PM that is captured on government PM2.5 monitors. This increased hazard is not adequately reflected in the EPA's monitoring network.</p> <p>Another way to look at this issue is that the real villain in PM is not the mass of PM2.5, but the number of nanoparticles in that mass. Newer, more efficient direct injection engines produce five times more nanoparticles than older port fuel injection engines.³⁸ To that extent, newer engines are even greater public health hazards.</p> <p>Battery powered cars are not a panacea either. Research from 2020 showed that mechanical friction, i.e. primarily tire wear, and brake pad dust, suspension of road dust and friction wear from other car parts, account for 60% of primary PM2.5 generated by vehicles.³⁹ Newer research paints an even more disturbing picture. "Comparing real-world tailpipe particulate mass emissions to tire wear emissions, both in 'normal' driving, the latter is actually around 1,850 times greater than the former."⁴⁰ Considering only airborne PM, the number changes to around 400 times greater, still an astonishing number.⁴⁰</p> <p>Particulate pollution from tire wear and suspension of road dust increase with the speed of the vehicle, as does fuel consumption. These effects reduce the otherwise health and air quality benefits of reducing congestion.</p> <p>Non-combustion PM will even increase as electric vehicles are generally heavier, and increase further still as batteries become larger to meet the demand of greater driving range. "Non-exhaust emissions are expected to be responsible for the vast majority of PM emissions from road traffic in future years."⁴¹ Dust from the expanding Great Salt Lake will only increase the road dust component of non-tail pipe emissions in the Wasatch Front going forward. Faster freeway speeds, one of the avowed UDOT objectives for this project, increase non-tail pipe emissions dramatically. Although the research on this issue is still early, indications are that non-tail pipe nanoparticles are largely aromatics, are probably equally toxic and equally carcinogenic as those emitted from fuel combustion.⁴¹</p> <p>Asphalt itself is a significant source of pollution, and not only for a few days after initial paving. Semi-volatile organic compounds that form toxic aerosols continue to be emitted, albeit to a lesser extent, for perhaps as long as the life of the surface, especially during conditions of hot sunshine. Researchers estimated that in Southern California, this was a greater source of molecular precursors of particulate pollution than is emitted from their gasoline and diesel cars.⁴²</p> <p>Freeways also increase urban temperatures. The transportation sector is a major contributor to the urban heat island effect. Obviously automobile fuel combustion generates heat, and the road surfaces, especially asphalt, absorb and retain even more heat. Paved areas can experience heat enhancement compared to atmospheric temperatures of as much as 22o F. Heat islands have collateral impacts, such as increasing demand for air conditioning, and the increase in energy consumption that goes with it. Electricity demand can increase up to 9% for each 2o F increase in temperature.⁴³ Because ozone formation is catalyzed by heat, and much of the increased electricity demand is met by fossil fuel combustion, and because the heat increases asphalt emissions as noted above, the heat island effect is also responsible for increased air pollution and further increase in greenhouse gas emissions.</p>

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		<p>As temperatures during the summer steadily increase due to the climate crisis, the urban heat island effect will increase, as will the contribution to it from freeway expansion.^{44,45} In turn, the heat island effect makes highways vulnerable to the consequences of heat extremes, such as increased maintenance costs secondary to pavement deterioration and buckled rails and bridge joints.</p> <p>We always hear that Utah is one of the fastest growing states in the nation. But Utah's growth is now primarily net migration,⁴⁶ and that means people are making a deliberate choice to move here. Yet other trends will likely come into play soon that will have a negative feed-back effect on growth, including the high price of real estate, the housing shortage, traffic congestion, and all the negative publicity of our environmental problems, like air quality, the drought, and the shrinking of the Great Salt Lake. If this megadrought continues, and the scientific community predicts it is has become the new normal,⁴⁷ then water availability alone will limit Utah's growth potential. How much if any of this has UDOT taken into account for their traffic projections?</p> <p>Freeways are Not the Solution and they are a Poor Return on Investment</p> <p>With this overwhelming body of evidence and objective data that shows how deeply devastating interstate expansion will be, we must consider transit alternatives. There are far better, more cost effective solutions than more asphalt, more cars, more pollution, more traffic.</p> <p>Less money spent, more stable jobs created, and a better quality of life for all could result if UDOT would invest in mass transit alternatives. According to an article from the American Economic Association, "Using a simple choice model, we predict that transit riders are likely to be individuals who commute along routes with severe roadway delays. These individuals' choices thus have high marginal impacts on congestion. We test this prediction with data from a strike in 2003 by Los Angeles transit workers. Estimating a regression discontinuity design, we find that average highway delay increases 47 percent when transit service ceases. We find that the net benefits of transit systems appear to be much larger than previously believed."⁴⁸</p> <p>Compared to mass transit infrastructure, freeway expansion is poor return on investment. UTA could move the same number of people for a fraction of the cost. For every \$1 billion invested in public transportation, 50,000 jobs are created and sustained across industries, offering a 5 to 1 economic return.⁴⁹</p> <p>In contrast, much of the research on the economic benefits of building highway infrastructure, in the United States and foreign countries, show that the gain in economic benefit is not sustained over time, but is merely a one-time boost. The original interstate system reaped the benefits of new transportation and trade networks, but new spending now does not create new networks and therefore doesn't produce new economic gains beyond the temporary construction jobs involved. Thus there is no overall economic gain, merely a redistribution of economic activity to the suburbs and away from city centers.⁵⁰</p> <p>In another study of the recent American Recovery and Reinvestment Act, researchers found that spending on public transportation generated 31% more jobs per dollar than the construction of new roads and bridges.⁵¹ Other studies found that number is much higher, 70%.⁵² Freeways obligate cities and states to long term, costly maintenance commitments compared to mass transit alternatives.</p>

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		<p>They become long term “economic losers.”⁵³</p> <p>Conclusion</p> <p>In conclusion, Utah Physicians for a Healthy Environment strongly advise UDOT to abandon this project. We encourage the state to divert this amount of money to many more worthy projects that would provide real benefit to Utah residents, such as buying out alfalfa farmers and allowing more water to reach the Great Salt Lake, providing shelter and services for the homeless, and funding mass transit.</p> <p>Brian Moench M.D. President, UPHE</p> <p>Kirtly Parker Jones, M.D. Vice President, UPHE</p> <p>Jonny Vasic Executive Director, UPHE</p> <p>Scott Pynes Board Member, UPHE</p> <p>John MacFarlane M.D. Board Member, UPHE</p> <p>Richard Kanner M.D. Board Member, UPHE</p> <p>Sara E. H. Johnson, M.D. Board Member, UPHE</p> <p>Courtney Henley, M.D. Board Member, UPHE</p> <p>E. Thomas Nelson, M.D. Board Member, UPHE</p> <p>Sean Slack, M.D. Board Member, UPHE</p> <p>References</p> <p>1. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html</p> <p>2. https://trid.trb.org/view/694596 https://cityobservatory.org/reducing-congestion-katy-didnt/</p>

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Date	Name	Comment
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Date	Name	Comment
1/13/2023	Chuck Richardson	<p>I urge a "no build" alternate. There are other options - routing to avoid the geographic bottle neck that will always exist between the lake and the mountains in this area.</p> <p>I would consider a route that bypasses this area by building a causeway (above any potential lake level on piers) parallel to the east side of Antelope Island and connecting to I-15 in the Ogden, I-84 vicinity. Then it would connect to I-80 at about where the Mountain View corridor could be used to handle the N-S traffic. My Lake loving friends will hate me for this suggestion.</p> <p>There should also be a N-S link between I-80 in the Park City area (Jeremy Ranch) and I-84 at Trapper's Loop running along the east slope of The Wasatch at about East Canyon thus diverting traffic from I-15.</p> <p>I hope it's not too late to consider these ideas. Thank You</p>
1/13/2023	Emily Hardy	<p>I would like to share my thoughts and opinion on my option B is not a good plan and will negatively impact the city of Farmington.</p> <ul style="list-style-type: none"> • One of the main concerns I feel needs to be considered and thought about is the kids that have to walk to school. The children in the areas around Glovers Lane are not bussed to school. They all must walk and putting a freeway exit on Glovers lane will make it very dangerous and difficult for them to walk to and from school. If traffic backs up on Glovers Lane, and it will, drivers will use the neighborhood as a "short cut" increasing the traffic inside the neighborhood. The high school kids that drive to Farmington High School will not use the freeway to get to school. It is unreasonable to expect, and want, high school aged drivers to travel via freeway during rush hour to get to school. Also all the students that go to Farmington High School come from the north of the school and will not back track to Kaysville to get on the freeway to take it 1 exit. If you have ever driven on Glovers Lane during the school hours, you will notice that students park on the Glovers Lane in front of the school all the way up onto the current overpass. This is the most desired place for overflow parking, which will make cars parked on a freeway exit. • Glovers Lane is a dead-end road both east and west. Once traffic gets off the freeway Glovers Lane doesn't go anywhere other then east to 200 east or west to the bird refuge and the lake. This is going to cause major issues. There is no light on 200 east. If one is added it was cause major back ups on 200 east going north and south as it is the only road in east Farmington to get through the city. It will also cause major back-ups on Glovers Lane because it is a short 2 city block road. • Davis Creek Lane is the entrance into the Creekside Estates neighborhood. The only entrance and exit to this neighborhood is on Glovers Lane. With the traffic backup trying to turn onto 200 east, the residents of the neighborhood will not be able to enter and exit their neighborhoods. Not only will they not be able to get in and out what if there was an emergency? Emergency vehicles will have to fight unneeded traffic to get to them. • Glovers Lane has a high amount of pedestrian traffic. There are people exercising, kids walking to and from school, people walking their dogs, riding their bikes, children walking to their friends home. Even Farmington High School's Cross Country team uses it as their route for practice. Making Glovers Lane a freeway exit will make this too dangerous for pedestrians to use. • Glovers Lane has tons of wildlife. Davis creek runs just a block south of Glovers Lane and is the home and water for deer, elk, mountain lions, skunks, racoons, fox, birds. This year a moose was even spotted in the neighborhood. By creating the freeway exit, it will displace the wildlife likely causing many accidents and possible contamination. This wildlife is here year round. The space north of the current overpass that is used as a water catch is home to many deer. They bring their young and bed down there because they are safe and have access to food and water. The building of a

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		<p>freeway exit will take that away from them. It will also make entering and exiting the Davis Creek Trailhead dangerous to access for those that want to enjoy the hiking trail.</p> <ul style="list-style-type: none"> • South Farmington is fully developed. There will not be much more traffic added in the future. There is not much room for growth. The growth in Farmington is all happening in the northern part of the city. People will not use Glovers Lane as an exit if they are going north, they will use the Park Lane exit. Also, there are no commercial business on the south end of Farmington. They are also all on the north end, people will use the Park Lane exit. There also is no mass housing units in south Farmington. Again, that is all happening in North Farmington. • We have looked at the state of Utah from Payson to Brigham City and there is not one I-15 exit that dumps into a neighborhood. Why is this different? It is unrealistic for those living near Glovers Lane to feel safe and to even be able to get out of their driveways if you have people exiting into a residential area. <p>Thank you for your time.</p>
1/13/2023	Lynn Carroll	<p>I don't believe that adding additional lanes to I-15 will increase my safety. More lanes are an incentive to people to work farther from their homes or move farther from their workplaces. This increases the number of miles driven on these roads, which increases the pollution created in the vicinity of the freeway. It also increases the sprawl of housing into inappropriate areas and leads to a viscous cycle of need for more roads. Because people have a greater distance to drive, they tend to drive faster, resulting in more deadly collisions. I am particularly concerned about the areas where additional lanes will take out existing housing.</p> <p>Of the 2 alternatives provided here, Option A is the lesser of two evils, simply because it is narrower. What I would prefer is an option that does not add lanes, but would change the 600 N ramps to make the 600 N viaduct safer for pedestrians, add an overpass to keep Beck St. quarry trucks off of 600 N, and make other proposed safety improvements.</p>
1/13/2023	KATHRYN FITZGERALD	<p>History and transportation studies show that the wider the highway, the more cars that travel it. These proposals will inevitably lead to more traffic and slower travel times.</p> <p>Isn't this what Frontrunner was built to prevent? How about 4 tracks with an express train traveling straight to Ogden and a local train doing all the stops in between. Let's make Frontrunner more convenient than the highway.</p>
1/13/2023	Terry Tischmak	<p>Should I-15 Be Expanded, Again?</p> <p>I think not. Let us stop building highways to the past, and instead build a future we can all live with. A highway that is full cannot be remedied by adding more lanes. A highway that is full every day with commuters, one passenger in each vehicle, should be a signal to us all that we are living in a way that is out of balance. People are encouraged to live far away from where they work and shop, rather than choosing to live where what they need is close by. Adding more lanes will only encourage more people to seek to live this way, adding more cars, more congestion, more pollution, and more stress to the lives of more people. This would only make a bad situation worse.</p> <p>A better idea is to invest in improvements that will end the need to drive! We can restore balance by making some common sense changes to the ways we move and live. First, with so many people going the same direction at the same time every day, it only makes sense to gather them together in an expanded mass-transit system which is up to the task. It must be convenient, inexpensive, and adequately serve the access needs at both ends of the journey. This would be much less costly over time, would conserve our resources, and would keep our air cleaner. It could also grow and evolve with the city without requiring constant road expansion. We must not forget that more pavement</p>

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		<p>means more heat and faster evaporation from our already endangered lake! This expansion would also encroach on critical wetlands, which are rapidly disappearing.</p> <p>Second, we could take steps to make our city more livable, both in terms of residential options with nearby amenities, and opportunities for meaningful employment. Making our neighborhoods walkable, with decent, affordable places to live, nearby shops and restaurants, and critical open space, with clean industry intermixed is a city that we can live with, and a better future. Making these investments in our city will draw people in rather than driving them away, and would pay us much greater long term dividends.</p> <p>Terry Tischmak Resident of The Avenues</p>
1/13/2023	Robert Allen	Would add an additional lane to Legacy before starting any kind of rebuild of I-15 between Farmington and Salt Lake City.
1/13/2023	Rep. Paul Cutler	<p>Dear UDOT,</p> <p>I would like to respectfully request that as the design team for the I-15 Farmington to SLC rebuild work with UTA, WFRC and local cities to consider where future transit stations, such as additional FrontRunner stops, may be located in the future. Over the next 20 years, as Frontrunner is doubletracked and electrified, it opens the possibility for additional stops and stations along the route, for example close to the Megaplex near Parrish Lane in Centerville. Considering the possibility of this future station in the re-design of the Parrish Lane Interchange and associated pedestrian trails and walkways could save time, millions of dollars, and improve transit options for everyone.</p> <p>Thank you.</p>
1/13/2023	Ray Jacobs	<p>Howdy, I'm one of the tech workers that Utah has been so avid to bring in from out of state, and I live in an apartment building adjoining the proposed expansion.</p> <p>I've lived in this apartment for nearly 4 years now. It's not the fanciest place on the market and I'm never entirely satisfied with the management, but I sincerely enjoy living here. I have a wonderful view of the capitol building, the mountains, and the downtown, even if a passing semi sometimes causes the building to vibrate a little. I am extremely concerned about what the outcome will be for me and my neighbors if the highway expansion goes through. As a renter, I know that the management company will be compensated for the loss of the building should it need removing, but me and the other tennants will see none of the payout, and there are few enough options that give us the amount of space this building does for a similar price.</p> <p>I also enjoy my neighborhood. Even if my building isn't demolished for the expansion, the additional traffic the new lanes will induce will bring about more noise, more polution, and more traffic. And we sincerely don't need another divider between the wealth of the city and the working-class folks who support it.</p> <p>I recently got an ebike so I can get to the other neighborhoods easier and enjoy the ground-level businesses that make a neighborhood vibrant. It's hard enough to deal with cars on streets with bike lanes, adding more cars from the anticipated car-dependant Farmington and North Salt Lake population growth will make this more hazardous for me throughout the city.</p> <p>Here is my Option C: No new lanes, convert one of the existing lanes to a bus-lane, and spend the cash instead on running a bus-line on this lane every 5 minutes. That will increase the capacity of the existing highway infrastructure without imposing upon me and my neighbors. If developers want to</p>

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		<p>create sprawl in North Salt Lake, I don't care, so long as they keep the cars contained to said sprawl. If the residents want to commute to the city, they can take the bus. Or, hey, I work in Provo, they can take the train like me. In my years of driving to Provo when the train doesn't cut it for whatever reason, the worst traffic is in the areas with the most lanes. You won't be able to convince me that induced demand ain't real.</p> <p>Sincerely, Ray</p>
1/13/2023	Tim Knutson	<p>Why are we even considering any widening of highways? The best way to reduce congestion for a growing population is to offer more space efficient alternatives in the form of public transit. You want less congestion? Widening I-15 is the worst way to do so. One train car removes 10s of cars off of the highways, invest in that.</p> <p>Stop displacing people and wasting space on a very expensive form of transportation.</p>
1/13/2023	Luke Gangi-Wellman	<p>Not only does freeway expansion defy public opinion on the issue (more transit is a clear preference), it has repeatedly been shown to fail in other cities, and is well known to be a poor return on investment. Detailed information opposing this motion can be found here: https://www.uphe.org/comments-to-udot-on-the-proposed-I-15-expansion/?fbclid=PAAabkeXEmmBw3MeEhB_y9-5bLgf5vVWd4jgdLpPNZmuu_Qv7XXTdbpkr_wBs</p>
1/13/2023	JR Souder	<p>I choose None of the Options Above; I opt for better public transportation efforts and the research that goes with those efforts.</p>
1/13/2023	Harrison	<p>This solution is an attempt to temporarily appease a problem that won't go away once the highway is wider. By the time we have all suffered the construction for god knows how long, Utah's population will have grown by two lanes of traffic as well. Please just don't. Also scrap the gondola while you're at it.</p>
1/13/2023	Steve Erickson	<p>While I prefer Option B over A, I urge UDOT to select the No Action/No Build Alternative. Emphasis needs to be on mass transit, not more pavement, as inducing demand will clog even the largest freeways. Focus road building and improvements on arterials.</p>
1/13/2023	Jan Carbone	<p>For the West Bountiful 400 North option A is the best. It keeps the route most people are already familiar with. I worry that getting in and out of West Bountiful will be a nightmare with either of the other two options.</p> <p>Thank you</p>
1/13/2023	Kathryn Wright	<p>I am opposed to the widening of I-15. I think the state should discourage use of private vehicles given our poor air quality. Use the money to make FrontRunner affordable. I do like the pedestrian/bicycle access improvements. I think we continue to bow to economic growth at the expense of our quality of life.</p>
1/13/2023	Ed Johnson	<p>To all concerned,</p> <p>Back when Station Park and Park Lane (formerly Burke Lane) were being planned/designed, the intent was to have traffic on- and off-load I-15 without major impacts to the adjacent local housing neighborhoods. This is why this location (land triangle adjacent to Park Lane) was selected for Station Park development and the Frontrunner stop in Farmington. I was a member of the Farmington City Council during the time period of these decisions two decades ago. We also have the I-89 interchange and Legacy Parkway impacting our city. It would be a tragedy to turn the Glover Lane neighborhood into another major interchange, in an effort to mitigate Parrish Lane or Park Lane traffic. Glover Lane Interchange Option B flies in the face of low-impact and safety challenges to the local neighborhoods. The only major locations drawing many people within the Glover Lane vicinity are Farmington High</p>

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		<p>School and the Eccles Wildlife Education Center on the West side of I-15, with local parks, Farmington gymnasium, etc. down the road a bit along 650 W. An Option B interchange would certainly congest the neighborhoods and become an alternative feeder system to Station Park. This is contrary to the original traffic design intent for I-15 travelers feeding Station Park because of the negative safety impacts to the local neighborhoods. Station Park is a regional draw for traffic and should only be primarily accessed via Park Lane for the general public, or via State Street for the local residents. At Glover's Lane on the east side of I-15, there are only neighborhoods of homes, the frontage road, and the 200 East principal North/South travel route. With the proposed widening of I-15 further to accommodate 9-10 lanes of traffic, there will already be severe impacts to the Frontage Road and adjacent neighborhood houses. Farmington has borne the brunt of I-15 already dividing our City, and Park Lane/Highway 89 further dividing it into separated sections.</p> <p>I am a heavy user of the frontage road trail along the west side of the Frontage Road, north of Glover Lane. I have used this running trail 4 times a week for the last 16 years as a jogger. I very frequently observe wildlife along this frontage road trail adjacent to wetlands. This huge interchange idea of Option B will severely impact my use of this scenic Farmington trail as I presume it would have to be rerouted somewhere. This road has already been severely impacted by all of the heavy haul trucks carrying fill dirt for the Legacy North corridor and produced local road damage (asphalt shifting via weight depression grooves) due to the truck weights in hot summer weather. Park Lane on the other hand has been able to handle a good deal of this heavy haul truck traffic. I travel from South Farmington to the Park Lane interchange every night and morning and have observed these traffic patterns. I don't mind the slight inconvenience of using the Park Lane Interchange to get on I-15 NB in the mornings, and off I-15 SB in the evenings. Better than Option B is Option C, as this 200 West Street already is a SB interchange in a more commercial part of the city. A traffic light at the 200 West/Frontage Road Option C interchange, however, would likely improve the safety of the intersection. It may also necessitate a 200 West pedestrian overpass to safely get children across the street (East to West) at Farmington Jr. High.</p> <p>We in South Farmington, already live in the "narrow corridor of land" that separates the eastern mountains from the Great Salt Lake. The widening of I-15 in this area will always have adverse impacts on the neighborhoods; land/housing values; wetlands; undesirable increases to traffic noise levels; safety of the local residents (peds/bikes) in "getting to" Glover's Lane overpass between East/West Farmington. The existing Sound wall along the Frontage Road between 1470 S and 1150 S here is quite insufficient to mitigate much of the existing traffic noise levels which negatively impacts local residents. In spite of a lot of users crossing I-15 on Glover's Lane, increasing the overpass width to Option B's 6-lanes and 2 bike lanes nearly rivals the width of the existing Park Lane overpass and is just too much for the needs of the local community. There are too many potential negative safety impacts to the Farmington High School drivers and pedestrians and other residents.</p>
1/13/2023	Joelee	Please do not expand the freeway. It would be better to invest in easily accessible and cheap public transportation. It's better for the environment and people.
1/13/2023	Jocelyn	Please make sure during any construction and after that lines are clearly seen! And please make sure there aren't rocks flying up ruining windshields in construction zones!
1/13/2023	Jeanette Bergen	I am very concerned about option B that has been suggested. It doesn't seem to address the issues that have been stated. Putting a freeway on and off ramp on Glovers lane would create a lot more traffic for everyone, including those high school kids who are going to and from school and the junior high students who walk past there to get to school. I cannot see how that would make things safer for them. I also do not think it would strengthen the economy. There are no businesses there and it wouldn't make it easier to get to businesses as there are closer on/off ramps to the businesses. It also

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		would be a huge unnecessary expense. I don't see any reason to increase the costs when there are better options when it comes to budgeting. I never see a reason why houses should be knocked out if there are other options. In my opinion, that should be the last resort possible-especially with Utah's housing market. I hope you will reconsider and not choose option B as it will not strengthen anything or anyone in this community, only make it harder to live here and more unsafe.
1/13/2023	Smith Griggs	I vehemently oppose the expansion of I-15. We do not need to spend the money and time on creating more room for vehicles. These would be much better spent expanding and improving on our public transit in SLC and throughout Utah. Everyone I've spoken to has loved using the train and only wish that it was more accessible to the public (more affordable, etc).
1/13/2023	Emily Kaemmer	I completely oppose the projected plans to expand I-15. It has been scientifically proven time and time again that widening roads does little to nothing to alleviate traffic. The process of construction would slow traffic and cause more headaches for commuters than already exist. The budget set aside for widening the road would be better spent improving UTA services for all of the Wasatch Front. An improved public transportation system would alleviate traffic throughout all of Utah, not just Salt Lake City, and would help to improve air quality throughout the state, leading to reduced medical costs for citizens affected by our terrible air pollution. I want our state to take environmental concerns seriously. Utah is such a beautiful place, and keeping it that way is important for everyone. Utah should be working to reduce the amount of cars on the road, not to pave over neighborhoods and displace citizens to make more room for them.
1/13/2023	Maurie Ita	Please don't remove the center street sb off ramp!!! We use it all the time since the 2600 south exit is so busy all the time. North Salt Lake needs more alternate routes besides just 2600 south. We wish there was a north bound on ramp from center street to avoid 2600 south congestion. It makes it more convenient for west side travelers too. We do not support removing the ramp.
1/13/2023	Ian Van der Merwe	I'm opposed to the proposed expansion of the I-15 because it will quickly induce further traffic, completely undoing any benefits to travel time and speed that might be seen initially. To address the purpose and need of commuters moving between Davis and Salt Lake Counties, UDOT and the legislature should commit to funding and constructing the Frontrunner double-tracking (Frontrunner Forward) and the UTA Davis-Salt Lake Connector projects.
1/13/2023	Brandon Squires	While I appreciate the idea of expanding I-15, I think a better investment would be an extension of Frontrunner.
1/13/2023	Steve Parker	Please DO NOT eliminate the South bound exit at NSL. I use it 2-3 times a week. Doing so will make the Woods Cross 2600 S. intersection more dangerous and busy than it already has become. Especially EB traffic. It will only get worse. Is UDOT prepared for major improvements to 2600 S. and US89 intersection in the coming years to handle the additional congestion there? STOP IT UDOT. LEAVE THE SB EXIT AT NSL INTACT!!!!
1/13/2023	Karen Evans	This project won't help much as it's being proposed. All the traffic will funnel into the existing lanes south of 4th South, creating slowdowns and backups. There is only 1 SB exit to 1-80 westbound, and shares its dedicated exit lane with the 4th South exit. The 2 to 5 minutes saved by commuters will be lost when they hit the clog. Use the money to expand mass transit and restore neighborhood bus loops instead of doing this.
1/13/2023	lindsey christensen	Please do not remove the south bound i15 center st exit in north salt lake/woods cross. This would significantly impact our daily lives in a negative way.
1/13/2023	Rachel Buswell	DO NOT remove the Center St south bound exit in NSL!!!! It's used by so many residents in the nearby area. We actually need a north bound entrance, too!!

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1/13/2023	Alexis Jensen	You cannot take away the Center Street off-ramp. I use it multiple times a day. It's crucial for my family
1/13/2023	Tyler Buswell	I request that you do not remove the south bound exit on Center Street in North Salt Lake. We use this very frequently. If you were to set up a camera you would see it's used a lot. Please reconsider.
1/13/2023	Dana James	DO NOT TAKE AWAY THE CENTER STREET NSL EXIT
1/13/2023	Scott	Don't you dare take the center street exit away. That's the entrance to north salt lake from that area and we deserve one!
1/13/2023	Emily Bott	PLEASE do not get rid of the southbound I-15 Center Street Exit! It is the best route for most of North Salt Lake. The 2600 S. Exit is already congested and this would be the only option to exit for our homes.
1/13/2023	Julie Ann Grant	I understand the SB center street exit not being able to handle the traffic, but closing the exit won't fix the issue. 2600 south cannot handle the current traffic and adding that additional traffic is a safety concern. There are additional school zones the traffic heading east towards the golf course will need to drive through on 89 or orchard passing Adelaide.
1/13/2023	Sharie Giles	Please don't take the I-15 south Center Street North Salt Lake, exit off the grid. So many people use this exit. You need to work on the 2600 south exit southbound. Someone failed us on that exit.
1/13/2023	Tori Thorne	Please do not get rid of the Center street exit. It is valuable to all those who live in North Salt Lake.
1/13/2023	Laura Parker	PLEASE leave SB I-15 exit at Center Street in North Salt Lake! 2600 South exits and intersections are a nightmare. They are congested and dangerous. I-15 SB Center Street exit is the best option for those needing access to the south section of NSL and the south end of Foxboro. Best to spend time, energy and funds for an overpass to avoid the railroad crossing. Thank you for your consideration. Sincerely, Laura Parker
1/13/2023	Paul Wheelwright	North Salt Lake need to keep the off-ramps. North Salt Lake also needs an on-ramp going north bound from center street.
1/13/2023	Brandice Bringham	Please do not remove the southbound off ramp at Center Street exit! I am a North Salt Lake resident and really want this to stay!
1/13/2023	Kate Hinton-Smith	None of the Above!!!!!! You're paving over and destroying the reason we live here. Why..... just to save a few minutes of drive time for people that don't live here yet? Our neighborhoods have been here for decades. Centerville and Farmington city planners have given us green space buffers and now you want to destroy everything. What about the increased pollution! We have already lived through one I-15 expansion, Legacy, and now the expansion to Syracuse. Enough! We need efficient public transit you can count on to reduce demand on I-15. Please work with the Utah Transit Authority first before just pouring cement. Share the money!
1/13/2023	Steven Moosman	Reducing our transportation options off Center Street in North Salt Lake is a terrible option. Our family votes this down and petitions UDOT to not eliminate the Center Street consideration.
1/13/2023	Zachary Nielson	Hello, please do not remind the SB I-15 North Salt Lake center street exit. I live above center street in North Salt lake and travel to Layton and back multiple times a day. The 2600 s exit is always busy and traffic there is heavy pretty much all day. By eliminating the center street exit it will add an additional 7-10 minutes of traffic to my commute. It would be nice to have a northbound ramp to the center street area. Thanks!
1/13/2023	Greg Frazier	The North Salt Lake I-15 exit is vital to the economic wellbeing of the city. It must be kept open!

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1/13/2023	Lindsey Reynolds	Please don't get rid of the SB I-15 Center street exit. I use it everyday and need it for the most efficient way for me to get home. Thank you.
1/13/2023	Karyn Brown	Please keep the NSL Center Street exit! There is so much growth happening in this area. To close it will cause other issues. Also, It is so convenient having it. Honestly, I'd love to see an option for a north bound on-ramp on Center Street. But I know that isn't a option. For now, Please keep the Center Street exit.
1/13/2023	Lesley Iverson	The center street exit in north salt lake is vital. I absolutely vote to keep the exit and to add an on ramp north.
1/13/2023	Jenny Johnson	<p>I live in East Farmington, right along the frontage road and [REDACTED] (Centerville). My home is right at the start of the West Davis Corridor. I am very concerned and upset about the potential expansion, especially because no one at UDOT can definitively answer my questions about why this was not taken into account with the WDC studies and planning. Will the new WDC off-ramp have to be torn down and rebuilt? We were told by UDOT officials there was barely any room for a sound wall and the WDC itself. I can't imagine there is any room for an expansion of I-15 without tearing down the off-ramp, new roads, and sound wall. How is this fiscally responsible? This will cost taxpayers millions of unnecessary expenses and to be quite honest, feels extremely dishonest to taxpayers and unethical. Not to mention the homeowners who are already suffering from construction, noise, vibrations, pounding, etc. as the WDC is built. It is unacceptable to redo the WDC because UDOT didn't plan for a freeway expansion.</p> <p>There are many studies that show expanding roads DOES NOT solve traffic problems long-term. In fact the NYT recently came out with an article citing several studies and real world examples in the U.S. about this exact thing: https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html. Lawmakers continue to increase speeds which does nothing to help solve any of these problems. We would be better served spending time and money on expanding public transportation options North to South and East to West. East to West public transportation are non existent. We continue to encourage urban sprawl with these short-sighted decisions which only makes traffic worse. If we truly believe in "the Utah way" we shouldn't be considering a freeway expansion that will make our beautiful state become a mini LA or any other number of cities locked in grid lock on concrete jungles.</p>
1/13/2023	Terry Jenkins	I apples the closing of the NSL/wood across exit. It is valuable to our business for our employees and customers easy access.
1/13/2023	James Allen	<p>The expansion of freeways is known to induce increased driving demand and thus revert to prior congestion after new traffic and driving patterns stabilize.</p> <p>What is the reasoning that this expansion is different from other similar projects in the United States?</p> <p>Have alternatives been addressed that induce demand in more scalable forms of transport like increased front runner service and expanded light rail or bus service to north salt lake?</p> <p>The increased population of Utah needs increased lower cost and lower emissions forms of transport and freeway expansion does not seem to fit the bill.</p> <p>Have alternatives regarding public transit improvements and/or additions been researched?</p> <p>If so what are they and how do they compare?</p>
1/13/2023	Rhea Lisonbee	I'm not thrilled with the plan to expand i15. It's a dumb and cruel idea. Dumb because it will just fill up with cars bumper to bumper within a few years. Cruel because homes will be destroyed and people

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		displaced and suffer great stress, not to mention the construction he'll with noise and air pollution. Instead, spiff up the train system. Build on what is there and expand access to it. Push to make UTA systems free and frequent, and maintain our existing crumbling roads. They are an embarrassment! Widening freeways and building gondola towers belies your mission of health,quality of life etc. It's sinister to even bother that fake facade. Just say "We are the mighty UDOT,we don't care because we don't have to care". And asking for public comment is such a nasty joke! Everyone knows it won't make a bit of difference! It just pisses people off! T
1/13/2023	Peter C	Please don't widen our freeways. It will have such an extreme negative effect on the local residents' mentality. Please stop turning our city into the disgusting-looking place it is turning into. Stop letting those that own construction companies dictate the future of our city. This place used to be beautiful. It used to be a fun place to live. I used to be proud of it. Now I'm ashamed of being from Salt Lake. I wish I could afford to live anywhere else, and it's because of useless, wasteful projects like this. Please don't give in to greed, and show you actually care about what the people who live here want. We don't want this
1/13/2023	Chris ONeill	As a Salt Lake County resident and stakeholder in this project, I prefer that we invest in alternative forms of transportation including rail, busses, and bike lanes, rather than the I-15 widening project, which creates a hideous landscape, encourages greater and more inefficient car usage, and requires people to be displaced from their homes.
1/13/2023	Carolyn ONeill	As a Salt Lake County resident and stakeholder in this project, I prefer that we invest in alternative forms of transportation including rail, busses, and bike lanes, rather than the I-15 widening project, which creates a hideous landscape, encourages greater and more inefficient car useage, and requires people to be displaced from their homes.
1/13/2023	Sam Thomas	The Wasatch Front is growing, and its transportation needs with it. Infrastructure absolutely needs to rise up to meet these needs. However, widening a freeway is the worst way to go about doing this. While this will improve congestion temporarily, history has shown us time and time again that more lanes induces more driving, leaving us with a worse state of congestion than before. The answer to this area's growing needs is public transportation. If UDOT were instead to invest the budget of this project into the Rio Grande Plan, the return would be exponentially greater. As a Salt Lake City resident, I am concerned for how this expansion will impact the Rose Park community. Children growing up in this neighborhood and all others along I-15 have a right to live in a healthy, safe environment. Increasing the volume of cars is antithetical to this. Furthermore, we are at a critical decision point for our climate. We have less than a decade to move toward efficient and clean modes of transportation. The time to make real changes to our habits, and to our addiction to cars, is now. Please do not expand I-15. It is a grave mistake.
1/13/2023	Becky Abbey	I strongly oppose this project. Myself and the Utah Physicians for a Healthy Environment strongly advise UDOT to abandon this project. We encourage the state to divert this amount of money to many more worthy projects that would provide real benefit to Utah residents, such as buying out alfalfa farmers and allowing more water to reach the Great Salt Lake, providing shelter and services for the homeless, and funding mass transit.
1/13/2023	Robert Bair	I use the North Salt Lake Center Street SB exit regularly. I want to keep this exit.

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Date	Name	Comment
1/13/2023	Staci Barlow	Please do not get rid of the Center street southbound i15 exit. Many people use this exit multiple times a day. If there is a need to get rid of that exit then there needs to be another alternative coming south on I15 to exit in North Salt Lake. Exiting at 2600 south will not be a great alternative. Thank you.
1/13/2023	Nicole Coles	Please keep the off-ramp on center street off the free way in North Salt Lake.
1/13/2023	Janice Taylor	I appreciate your efforts to make our committee safer, however there's been some oversight. While your ideas are great, the 2600 South exit is already a very busy intersection and is notorious for accidents. Removing the center street exit leaves those of us in north salt lake with 2600 South as our nearest option, thereby creating heavier traffic. It also isolates a large amount of people and businesses which rely on that traffic. Our only next available option would be to travel past our destination to SLC and backtrack. There are a large amount of people who live in north salt lake who rely on this exit, both east and west of the freeway. Please leave the center street exit where it is.
1/13/2023	Keely Kellett	Please do not take the southbound off ramp out for Center St in North Salt Lake. It is the only off ramp for North Salt lake and we have no northbound freeway on-ramp. It might not seem like a big deal but it would add 10 minutes on my commute. That's 50 minutes a week and 200 a month. 2400 minutes a year=40 hours a year. And that is just for me not to mention all of the people who live in my community. You are supposed to be making things better, not worse.
1/13/2023	Pauline Bair	I use SB i15 North Salt Lake Center Street exit. I want to keep Center Street exit in North Salt Lake.
1/13/2023	Melissa Plowman	Please keep the I-15 Center Street exit in North Salt Lake! This is my most used exit. It would be extremely inconvenient to lose that exit and have to find an alternate route. It could add 15+ min to my daily commute. Please keep this exit!!
1/13/2023	Jason Taylor	I am in the strongest sense completely opposed to the changes to the NSL Center Street So. Bound exit. Least of which is there logistical nightmare this will create. 1. The proposed changes will harm local business as traffic would not longer have direct access heading So.to get off in NSL. If the choice of to get off at 2600S, or 600N, then backtrack to NSL, people will just find alternative solutions near the closest exit leading to lost revenue for NSL. 2. It's going to cost the residents of NSL additional time and money as they will have to travel farther to gain highway access that currently exists nearby. What's really needed is an I-15 N on-ramp near Center Street to help alleviate congestion on 2600S. The intersection of HW89 and 2600S is notorious for accidents, I fell to see how these measures improve upon that. 3. One of the selling points of residents in North Salt Lake is our access to downtown Salt Lake City getting rid of I-15 southbound exit, removes that selling point, and again harms both the economy and the residents of North Salt Lake. This plan essentially turns North Salt Lake into an island. Complicating local traffic patterns and limiting access to both town its businesses while at the same time. Economically disadvantaging those who do not have easy access to transportation.
1/13/2023	Susan Andersen	Please keep the southbound center street exit. Lots of us in north salt lake use this exit and removing it would cause excessive congestion on an already too Busy 2600 south exit
1/13/2023	Steven Williams	Please DO NOT TAKE THE SB I-15 off-ramp at North Salt Lake. What a travesty. You should fix the atrocity which is Centerville the traffic is awful. Or the 4th south north bound off ramp in Bountiful. Or

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		the 5th south off and on ramps. Congestion all day long. The NSL SB off ramp is the only way to NSL that is easy and convenient for the citizens if NSL. Unless we don't matter!
1/13/2023	Sherry Brooks	Please please don't take away this exit!!! That would be so frustrating to those of us who live here. We wish we had a north bound on ramp so to take away the one ramp we have would be the worst decision!!
1/13/2023	Ashley Olsen	This freeway will disrupt the homes in the area. I'm strongly against another freeway.
1/13/2023	Darcy Papenfuss	NSL needs access to the freeway going both ways. Please do NOT remove the Woods Cross SB center street exit, terrible idea! How would people access NSL coming from Farmington? Removing the exit you would add more congestion to the 2600 exit going south down hwy 89 to access NSL. The entire area south of Bountiful would be cut off from the north. NSL needs a NORTH BOUND freeway entrance right there as well, add that!
1/13/2023	Laurence Burdett	I'm a occasional Ogden-to-SLC commuter and Utah native, now in his 50s. I am absolutely opposed to any further widening of this section of Interstate 15. We need to focus on any and all alternatives to increasing motor vehicle traffic in this corridor. Expand and improve FrontRunner. Implement congestion charges. Make it so those who have the option are incentivized to travel on days/times when there is less traffic. It's an abomination what we have done to our air and environment through neverending expansion of the I-15 corridor. Let's be the generation that says enough is enough.
1/13/2023	Rosemary	Switching lane direction depending on traffic flow is a fools game. I think new lanes should be added as a permanent fix. If we are going to allow uncontrolled growth in an area that has very little remaining water resource, we should be prepared to make permanent traffic improvement. Suck it up and prepare properly.
1/13/2023	Kristi Cable	PLEASE do not take away the SB I15 exit on Center Street in NSL! 2600 South is already busy and dangerous enough. We do not need to add extra cars to those intersections. If anything, you need to consider on ramps off of Center Street.
1/13/2023	Grant Aagard	The I-15 corridor through Farmington and northward does not need FLEX lanes. At a time that our state is being inundated by wrong way drivers this is just asking for more problems. I'm an Uber driver and drive that section multiple times a day. Yes something needs to be done but FLEX lanes are not the answer.
1/13/2023	Candace Hull	I like the idea of the reversible carpool lanes to help with traffic flow. Please please keep the NSL center street exit. We use this exit so often as the other exits aren't that close by.
1/13/2023	Andy Vernon	The SB exit at Center Street in NSL is the main off-ramp for the large communities east and west of I-15. The 2600 S exit is two miles north of this area and is already extremely congested. The impact of closing the Center Street exit will be far reaching and negative. Please do not make this mistake or the community will pay for it for years to come.
1/13/2023	KATRINA WENZ WEISS	With so much evidence that enlarging highways does not solve the problem of long commuting times, why is it always the first choice? Have the nearly constant modifications along I-15 from Utah county actually reduced driving times? (Why on earth is there now a proposal to widen I-15 when the current construction in Davis county isn't complete?) The construction of Legacy Highway - a much touted and well respected compromise between human and environmental needs - was a worthwhile effort, but the state has already reneged on its promises in order to 'reduce traffic' - to the detriment of both the land and the people who created communities believing in those promises. Success stories in planning and infrastructure renovations are few and far between these days - witness the disaster of the Salt Lake International Airport, the boondoggle of the new Prison, the understandable resistance to the inland port project and the new warehouse district. It is hard not to think that short term profit is

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		<p>the actual goal of these 'solutions.'</p> <p>It seems that the old models for predictions no longer work as well now that both environmental and social parameters are changing - climate change, globalization and the pandemic have made that abundantly clear. I wonder, too, if studies of other causes need to be done before we jump to the traditional, obvious ones. Do we know for certain what the role of accidents - rather than sheer volume - is on commuting time? Shouldn't the recent increases in truck traffic, erratic weather events, distracted driving and the incomprehensible but horrific frequency of speeding be assessed as well? Has the impact of additional impermeable surfaces with the possible increase in substantial rain events been investigated (think of Houston, or even the current nightmare in California). Can we really predict that the population will continue to grow, given the undeniable problems we are facing with water, pollution, and social tensions? Is it not possible that telecommuting and working from home - which many desire - wont persist or resurge?</p> <p>Given the expense - in dollars, environmental damage and health consequences - isn't it imperative to start first with those improvements that offer the most potential benefit while doing the least harm? Let a longer commute become a factor in where people choose to live and work (something that is constantly changed by everything from generational preferences to interest rates to working from home to personal ideals). Put the emphasis on access to public transport rather than make it easier for more cars with single drivers. When this is added to the unavoidable inequitable sacrifices that will be made by some for the benefit of others, we need to be very conservative and careful - otherwise, it is difficult to deny the possibility of a hidden agenda in which some are more concerned with profiting at the expense of others. We should and must be better than that.</p>
1/13/2023	Samantha Taylor	Im a senior at Woods Cross High School who lives in NSL and I use this exit to get home quicker and more effectively. There are alot of families that use the Center Street exit to get home. We use it to get to work. Closing the Center Street exit would cause the traffic down in Woods Cross by the high school and the highway traffic to be alot more dangerous and scary. When you put alot of new drivers on a busier road. The amount of accidents would increase and cause a lot of fright and danger to the new drivers causing more accidents and putting more drivers at risk.
1/13/2023	Nicole Marcelo	We live in North Salt Lake and taking away the center Street exit would not be convenient for us traveling to and from our house. It would make it more difficult for others to access us and add time to our travel. Please consider a different alternative to this.
1/13/2023	Cathy Sorenson	<p>I think adding lanes would be best. It would be even better if extra lanes could be added further north to Ogden if not Brigham.</p> <p>I don't think changing direction of traffic would be too confusing and not safe. We already have enough drivers going the wrong way on the freeway. I feel changing directions on freeway will be too confusing & add to wrong way driver problems.</p>
1/13/2023	Tiffany Ujifusa	I strongly vote against the closing the center street exit.
1/13/2023	Bryant Jensen	Removing the NSL Center Street exit would deeply inconvenience residents that live South of 2600 south in bountiful and would force traffic into the 2600 South exit which would overwhelm the intersection of 2600 South and US 89. A north and south ramp somewhere in NSL should be considered
1/13/2023	Aaron Tibbitts	We appreciate your work on the I 15 Corredor. Please consider keeping the I 15 N. Salt Lake Center St. exit and making it compliant with federal guidelines. It is used by many east and west North Salt Lake residents. Hwy 89 and Redwood Rd would be much busier between center Street and 2600 S. if the exit were deleted. Thank you

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1/13/2023	Anita	<p>Do not get rid of the i15 s on ramp it would backup 2600 and 89 worse than it already is</p> <p>Please keep in mind the increase in wrong way drivers on i15 lately when making some of the alternating freeway lane decisions as it could get worse with certain options.</p> <p>Add an overpass at both 2600 or Center. The trains backing tanks in and out gets old when they don't let cars/bikes/pedestrians have a turn.</p> <p>This is probably a NSL city item, but the roundabout at 89 and Eagleridge is too small to have 2 lanes. Not sure what engineers signed off on that, but it's likely the same ones that signed off building houses where the landslide happened. Just because you can make it work doesn't mean you should.</p> <p>Kudos and good luck to the committee/team doing this!</p>
1/13/2023	Bryan Hardy	<p>There is a family living in this area that speak Mandarin and will be losing their home if Farmington Option B is selected. UDOT needs to bring someone that speaks Mandarin to visit with them so that they can understand what consequences are for them if Farmington Option B is selected.</p>
1/13/2023	Spencer Moon	<p>In addition to the comments left on the map, I would like to provide an overall summary regarding the Farmington options. In particular, option B seems it does not meet any of UDOT's stated purposes of the rebuild better than the other alternatives and fails to meet certain of the criteria:</p> <p>a. Improve Safety (not met)</p> <p>i. Glover Lane and the surrounding community is entirely residential. It is clear that placing the freeway interchange in a residential neighborhood will decrease safety rather than increase safety.</p> <p>ii. This will alter biking and walking patterns in a manner that will make them more dangerous.</p> <p>iii. The interchange is unsafe for pedestrian traffic (as stressed by UDOT representatives multiple times in our meeting).</p> <p>iv. The proposed pedestrian walkway is located in a non-intuitive location that is inconsistent with human behavior.</p> <p>It will lead to increased jaywalking across the frontage road to access the pedestrian bridge as it is located far from an existing intersection.</p> <p>The inconvenient pedestrian bridge will lead cyclists and others to attempt to cross the unsafe overpass.</p> <p>b. Strengthen the Economy (not any better than other options): Options A & C achieve the same goals of replacing infrastructure and reducing travel delays on I-15.</p> <p>i. There is no apparent advantage to the main flow of I-15 in alternative B compared to other options. If anything, the dual merge points on SB I-15 in alternative B may create more traffic problems.</p> <p>c. Better Connect Communities (see subpoints below)</p> <p>i. Be consistent with planned land use, growth objectives and transportation plans (not met)</p> <p>1. This contradicts the planned land use, growth objectives and transportation plans. This would "serve" a wholly residential area with little planned growth and no related transportation plans. This lack of planned growth and residential nature is entirely inconsistent with installing a freeway interchange at Glover Lane.</p> <p>ii. Support the planned FrontRunner double track project and enhance access and connectivity to FrontRunner, to regional transit and trails and across I-15. (not any better than other options)</p> <p>1. Options A and C also support the double track project.</p> <p>2. Option B does not improve connectivity to FrontRunner (there is no FrontRunner station near Glover Lane)</p> <p>3. It decreases access to trails and across I-15 compared to options A and C by moving the safe</p>

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		<p>pedestrian crossing at Glover Lane from the Glover Lane intersection</p> <p>d. Improve Mobility for All Users (not met)</p> <p>i. This decreases mobility for pedestrians and bicyclists compared to options A & C due to the out of the way location of the pedestrian bridge in option</p> <p>e. For Level 2 Criteria:</p> <p>i. It is my understanding that Option B would impact a number of acres of flood plain as well as Davis Creek and the Davis Creek trail. I am sure UDOT will further additional analysis. This may or may not be a differentiating factor.</p> <p>ii. There are no regional transit facilities in the area of Glover Lane</p> <p>iii. This option would impinge on the existing community park and baseball diamond and likely require the city to surrender a portion of the park to UDOT to complete the project.</p> <p>iv. Option B impacts the most homes of the alternatives including several homes currently owned/occupied by minority families.</p> <p>The supposed benefits of this option are the following but are not real solutions to any problems:</p> <ul style="list-style-type: none"> • Improves access for Farmington, North Centerville residents <ul style="list-style-type: none"> o The people who would supposedly benefit are the very people that will be displaced and NEGATIVELY impacted by the project. It is such a narrow stretch of inhabited land, few people will benefit without also bearing the adverse effects. o Access to I-15 is not currently an issue for us. We can currently access I-15 in less than 2-10 minutes depending on the direction and where we live. Most Utahns would love to have that kind of access! o Our quality of life is impacted by more than our ease of access to I-15. The adverse impacts of option B are greater than any marginal benefit to our quality of life from slightly improved freeway access. • Reduce traffic at Park Lane and Parrish Lane <ul style="list-style-type: none"> o From the East side, access to I-15 at Parrish Lane or Park Lane has never been a problem and there is limited room for growth near either Parrish or Park Lane on the East side. If this is an issue of growth to the west, then access to the West David Corridor seems like the logical solution. Even then, this growth would largely be away from Glover Lane, so any benefit from adding a Glover Lane interchange would be limited. o Given the limited future growth in this area, the solution would seem to be to better engineer the supposed problem areas (Parrish Lane or Park Lane) rather than creating new problems in an existing residential neighborhood. Parrish Lane and Park Lane have been developed around the freeway access, while Farmington has no intention of doing so at Glover Lane (not to mention the lack of available land). • During the comment period, UDOT has expressed that some people have liked the prospect of improved freeway access to Farmington High School from the North. <ul style="list-style-type: none"> o This is not a freeway problem; this is a school zoning problem and may also be a temporary problem as school boundaries can change over time. <p>§ I live within walking distance of Farmington High School (FHS), yet I am not in the FHS boundaries as my children would attend Viewmont roughly 7 miles to the South.</p> <p>§ I have heard anecdotes of people within walking distance of Davis High School who attend Farmington and who like the prospect of freeway access.</p> <p>§ The solution is to address school zoning issues rather than building a freeway around the current zoning.</p> <p>o People who would like better access to a high school should request a zoning variance (particularly if they have been impacted by zoning changes since they purchased their home). If proximity or access to high schools is that important to these individuals, they can voluntarily relocate their family rather than forcing other individuals out of existing homes and disrupting other communities.</p>

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		<p>Finally, the placement of the offramp at Glover Lane will likely increase the noise in adjacent communities, particularly in neighborhoods where homes will also be lost. The current noise buffer created by those homes, coupled with the increased noise from the offramp and closer proximity of the frontage road, would likely call for higher noise mitigation costs in alternative compared than in alternatives A & C.</p> <p>Thank you for allowing input on this project. I hope that it will lead to the selection of the best alternative that meets the needs of all users with the least disruption to the existing community.</p>
1/13/2023	Tammy Hardy	There is a family living in this area that speak Mandarin and will be losing their home if Farmington Option B is selected. UDOT needs to bring someone that speaks Mandarin to visit with them so that they can understand what the consequences are for them if Farmington Option B is selected.
1/13/2023	Cindy Aguirre	<p>I am opposed to the Alternative B plan for I-15. It would be harmful for our community by bringing in more noise and air pollution and just more traffic in general. We have a lot of families and students who walk and bike on our frontage road and Glovers Lane. As a family we have used the roads to bike on and walk. My children have walked the frontage road to attend Farmington Jr. High School. My youngest also has walked to Farmington High School along Glover Lane. There are biking and walking paths also on the west side of Glovers Lane, accessible by crossing the bridges. I have seen bikers along that road using it to access the bike path and am concerned for the youth biking to school on a busier road. I also have a concern with putting high school students going to Farmington High School on I-15. They are our least experienced drivers and will be on the freeway at times that are the busiest. As a mother I wouldn't want my kids on the freeways at this time.</p> <p>Also we are a residential area and there are no plans to put any businesses in. As far as I know there isn't another off ramp from I-15 dumping in a residential neighborhood. And I feel the off ramp isn't needed on Glovers Lane because there isn't room for growth in our area. It will be devalue our property values and the lifestyle of our community. Alternative B will destroy the close knit community we have here and take away homes. As someone with asthma, I am concerned for the health of our community because of the added air pollution so near us and it will be even closer if you use Alternative B. Also the noise pollution is already bad in this area.</p> <p>Also I am concerned about the increase of crime in our area with the off ramp. With more people in the area there will be more crime. I am also concerned about the increased traffic close to homes on the frontage road. Having lived on 3500 So. in West Valley, I know that my family has experienced car accidents taking out our mailbox and fire hydrants. And with the proposed road expansion it will bring the frontage road extremely close to homes where cars could go into houses. We also get wildlife crossing the road in this area and feeding alongside the road.</p> <p>I would UDOT put an exit where they already exist. We already have 3 in Farmington and we are smaller than Bountiful (which has 2 exits).</p>
1/13/2023	Douglas Richins	I believe the reversible lane concept is worthy of considering.
1/13/2023	Sheree Bennion	<p>Please do not put an interchange at Glover Lane. This would be the only freeway exit into a residential area instead of commercial area. It would increase traffic in an area with children and no major roads to handle the traffic. Studies have shown that there is also an increase of crime at freeway exits and entrances. It has been said that people from Kaysville want the exit to get to Farmington High School. School boundaries change all the time in Davis county so building an off-ramp to accommodate students could be short lived. If Parrish Lane interchange had been done correctly there wouldn't be a need for a new Farmington exit. South and west Farmington residents already have given up a lot for the West Davis Corridor. Please do not add to this burden with a Glover Lane interchange.</p>

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1/13/2023	Jake Young	<p>Yes to the bicycle infrastructure. Anything that makes it easier to cross I-15 with a bicycle or as a pedestrian is preferred.</p> <p>Resurfacing without changing I-15 layouts and then diverting funds to non-vehicle transportation changes is heavily preferred.</p> <p>Imagine if all the biggest and baddest population and transportation needs for 2050 come true and I-15 wasn't changed in any way in the 2020s. Is it really that awful? Widening freeways for more throughput is a soulless, toxic cycle. Pump that money into the Rio Grande Plan.</p>
1/13/2023	Jean Tabin	Very concerned that the expansion of I-15 will include areas too close to wetlands and the Great Salt Lake. We should not do any more construction near the borders of our lake.
1/13/2023	Patricia Rothacher	None of the alternatives should be implemented. They are not in the best interests of Utahns. Studies show that soon after a widening project, more cars are using the highway and we are back to where we started, except with even worse air pollution that our children are breathing. How many times can we keep widening? Please use the money to expand and improve Utah Transit Authority projects, including double-tracking FrontRunner and increasing frequency that will then be possible. Let's consider the health of our citizens before moving ahead with widening projects.
1/13/2023	Jake Christensen	Do Not eliminate the off ramp at I-15 on center street in North Salt Lake. A large number of the residents of north's alt lake rely on this exit all the time as traffic at the 2600 s exit in Woods Cross is always very busy. Closing this exit would dramatically increase drive times to north salt lake and add unnecessary traffic to an already congested 2600 s. Instead of considering the elimination of this exit, we should be adding an on-ramp at Center Street in NSL.
1/13/2023	Craig Bennion	<p>With regards to Farmington Option B, please reject this option. Putting an interchange at Glover will destroy the quality of life of the neighborhoods in that area. Having the onramp to the West Davis Corridor has already disrupted the area and had a negative impact on neighborhoods in the immediate area. Placing an interchange 1/2 mile away will further impact the area adversely. With only two 2-lane north-south surface roads in the area, the infrastructure isn't designed to handle that much more traffic. Putting more traffic into the area will increase safety issues for pedestrians and cyclists. With the ease of access, it will encourage commercial growth in the area, displacing residences and creating an environment which is inconsistent with the development plans of Farmington City. Furthermore, interchanges tend to attract pan handlers and others, creating other issues for the community. Another concern is that with easier access to the freeway, it will increase crime in the areas close by the interchange.</p> <p>Putting an interchange that routes traffic into a residential area doesn't make sense. Please reject Farmington Option B.</p>
1/13/2023	Herman Wenz	<p>I agree with the following:</p> <p>With so much evidence that enlarging highways does not solve the problem of long commuting times, why is it always the first choice? Have the nearly constant modifications along I-15 from Utah county actually reduced driving times? (Why on earth is there a now a proposal to widen I-15 when the current construction in Davis county isn't complete?) The construction of Legacy Highway - a much touted and well respected compromise between human and environmental needs - was a worthwhile effort, but the state has already reneged on its promises in order to 'reduce traffic' - to the detriment of both the land and the people who created communities believing in those promises. Success stories in planning and infrastructure renovations are few and far between these days - witness the disaster of</p>

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		<p>the Salt Lake International Airport, the boondoggle of the new Prison, the understandable resistance to the inland port project and the new warehouse district. It is hard not to think that short term profit is the actual goal of these 'solutions.'</p> <p>It seems that the old models for predictions no longer work as well now that both environmental and social parameters are changing - climate change, globalization and the pandemic have made that abundantly clear. I wonder, too, if studies of other causes need to be done before we jump to the traditional, obvious ones. Do we know for certain what the role of accidents - rather than sheer volume - is on commuting time? Shouldn't the recent increases in truck traffic, erratic weather events, distracted driving and the incomprehensible but horrific frequency of speeding be assessed as well? Has the impact of additional impermeable surfaces with the possible increase in substantial rain events been investigated (think of Houston, or even the current nightmare in California). Can we really predict that the population will continue to grow, given the undeniable problems we are facing with water, pollution, and social tensions? Is it not possible that telecommuting and working from home - which many desire - wont persist or resurge?</p> <p>Glven the expense - in dollars, environmental damage and health consequences - isn't it imperative to start first with those improvements that offer the most potential benefit while doing the least harm? Let a longer commute become a factor in where people choose to live and work (something that is constantly changed by everything from generational preferences to interest rates to working from home to personal ideals). Put the emphasis on access to public transport rather than make it easier for more cars with single drivers. When this is added to the unavoidable inequitable sacrifices that will be made by some for the benefit of others, we need to be very conservative and careful - otherwise, it is difficult to deny the possibility of a hidden agenda in which some are more concerned with profiting at the expense of others. We should and must be better than that.</p>
1/13/2023	Sydney Taylor	<p>This exit is used for many people in north salt lake. As of 2021 there are roughly 22,000 people living in north salt lake. That's roughly 10,000 people who drive and at least 5,000 who use this exit every day. That is an extra 5000 people who you want to re-route to other exits that are already over crowded. Is there is anything you should be doing it should be adding an on ramp in north salt lake and keeping the off ramp so the residents of north salt lake don't have to drive to woods cross to get on I-15 in order to head north bound. Not to mention the dangers of high schoolers driving in the area where you want to re-route the residents of north salt lake. Overall this will only cause more problems, more accidents, and more time spent driving, which is bad for the environment. This is a dangerous idea to close this exit.</p>
1/13/2023	Braydon Shunk	<p>This exit is used for many people in north salt lake. As of 2021 there are roughly 22,000 people living in north salt lake. That's roughly 10,000 people who drive and at least 5,000 who use this exit every day. That is an extra 5000 people who you want to re-route to other exits that are already over crowded. Is there is anything you should be doing it should be adding an on ramp in north salt lake and keeping the off ramp so the residents of north salt lake don't have to drive to woods cross to get on I-15 in order to head north bound. Not to mention the dangers of high schoolers driving in the area where you want to re-route the residents of north salt lake. Overall this will only cause more problems, more accidents, and more time spent driving, which is bad for the environment. This is a dangerous idea to close this exit.</p>
1/13/2023	Kent Stanger	<p>I strongly support option B for the Glover lane full access option! This will give a much better access for north Centerville and south Farmington residents and greatly improve safety and efficiency as well as significantly reduce excessive traffic through much of Farmington to Park lane!! I also prefer option B with the reversible lanes to achieve greater long term capacity and efficiency and makes the glover lane interchange possible!! Please please choice B!</p>

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1/13/2023	Jaden Holt	This exit is used for many people in north salt lake. As of 2021 there are roughly 22,000 people living in north salt lake. That's roughly 10,000 people who drive and at least 5,000 who use this exit every day. That is an extra 5000 people who you want to re-route to other exits that are already over crowded. Is there is anything you should be doing it should be adding an on ramp in north salt lake and keeping the off ramp so the residents of north salt lake don't have to drive to woods cross to get on I-15 in order to head north bound. Not to mention the dangers of high schoolers driving in the area where you want to re-route the residents of north salt lake. Overall this will only cause more problems, more accidents, and more time spent driving, which is bad for the environment. This is a dangerous idea to close this exit.
1/13/2023	Tanya Simpson	I live 1 block north of Glover Lane on [REDACTED]. The area between the frontage road going way past 2nd east is all residential. There are no commercial businesses, just residential. This is a peaceful neighborhood with lots of families. We want safety for the kids to go to and from school, Farmington Jr. High and Farmington Elementary. This type of interchange will create more traffic thru the school zones and the neighborhoods. Please put this type interchange in a commercially designated area not residential areas. Thank you for considering my concerns.
1/13/2023	Jamie Nopper	I am opposed to the removal of the SB I15 Center Street exit in North Salt Lake. I use it daily and it greatly helps increase my connectivity to the community and get where I need to go. In fact, I would love for there to be a NB on-ramp at Center Street.
1/13/2023	Alexandra Weiss	With so much evidence that enlarging highways does not solve the problem of long commuting times, why is it always the first choice? Have the nearly constant modifications along I-15 from Utah county actually reduced driving times? Why on earth is there a now a proposal to widen I-15 when the current construction in Davis county isn't complete? The construction of Legacy Highway - a much touted and well respected compromise between human and environmental needs - was a worthwhile effort, but the state has already reneged on its promises to the detriment of both the land and the people who created communities believing in those promises. With the numerous examples of new infrastructure projects failing to meet any of their promises (airport, prison, etc.) it seems that short term profit is the actual goal of these 'solutions.' The world has changed and continues to change rapidly, such that old models for predictions no longer work. Between climate change, globalization and the pandemic, we need to change our approach not simply do more of the same. Glven the expense - in dollars, environmental damage and health consequences - isn't it imperative to start first with those improvements that offer the most potential benefit while doing the least harm? Let a longer commute become a factor in where people choose to live and work. Put the emphasis on access to public transport rather than make it easier for more cars with single drivers. Expanding the road will only lead to more drivers, more traffic, more accidents and more fatalities while also destroying things that cannot be replaced or substituted- our environment and our communities.
1/13/2023	Sue Feltis	I understand very well the need for a better movement of traffic on the I-15 corridor. I don't think that lanes that alternate direction depending on time of day is NOT a good idea, and here is why. With more and more vehicles coming on the market with "auto drive", and more systems getting hacked, there is just too much chance of MORE head on collisions. We have already seen a huge uptick in heading as it is. Changeable lanes would only make it a bigger problem. More light rail, more buses. More encouragement for businesses to stagger their work hours (cheaper parking in off hours, better lit streets at night). Double-deck the highway, don't make it wider. It may cost more, but if you don't have to buy out

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		thousands of homes, it may in fact be cheaper. Just some thoughts. Good luck!
1/13/2023	Derek Ballard	I think more critical research would reveal this will not solve traffic issues. A better alternative would be increased rail infrastructure, accessibility and incentive. No need to reinvent the wheel, we can clearly see what is working in other cities and what is not. Historically widening freeways has not been a good move or a viable solution.
1/13/2023	David and Shelley Petersen	We are residents of North Salt Lake. We are strongly opposed to the removal of the freeway off-ramp at Center Street. In fact, we would love to see an on-ramp in the same location. Removal of this off-ramp would put our nearest freeway ramp 2 miles further north at 2600 S, significantly increasing traffic on Highway 89. Mobility, movement, safety, and air quality would all be adversely affected.
1/13/2023	Nicole Stohl	As citizens of NSL we do not want the south bound off ramp on Center Street eliminated. You should really add an on ramp going north.
1/13/2023	Stephen Allred	<p>Subject: Farmington Alternatives</p> <p>First of all, many thanks for your sincere, effective, and active efforts to solicit and factor in the public's comments regarding the I-15 EIS project.</p> <p>Regarding the cross section at Glovers Lane, I believe Alternative/Option A is the best option. In my experience living nearby and frequently driving through this area, traffic flow seems to be low approximatley 90% of the time. Heavy traffic flow occurs during brief internals in the morning and mid-afternoon when Farmington High School is in session. Constructing a SPUI at Glovers Lane seems unnecessary and difficult to justify, both in the near term and in the long term (i.e. the year 2050). As has probably been mentioned by others, there is limited residential expansion that can occur to the east and to the west of the area. It seems to me that demand is relatively low in south Farmington and that it will continue it to be for many years into the future.</p> <p>Have traffic patterns been closely monitored since the spring of 2022 when the last of the cautious employers had their employees return to work? More people telecommute than ever before. Rush hour traffic between Salt Lake City and Farmington seems to have notably decreased compared to pre-pandemic levels.</p> <p>Has UTA service expansion been taken into account? Currently, there isn't a good Express bus option for Centerville or south Farmington residents who commute to Salt Lake City. Is there a possibility that options like will be added in the near future? This would help absorb increased demand for transportation.</p> <p>It seems that the composite effect of telecommuting, the expansion of UTA services, and the West Davis corridor have and will reduce demand such that a full interchange in south Farmington is unnecessary.</p> <p>Regarding Option C for Glovers Lane/200 West in Farmington, it would be convenient for northern Centerville and south Farmington residents to have a northbound on-ramp at 200 West. However, the time savings of would be minimal. For those commuting to Ogden during rush hour, the existing access points to I-15 and Highway 89 provide effective options for the near and long term.</p> <p>Thank you kindly for your work on this project and for your outreach efforts.</p>
1/13/2023	Staci Barlow	I previously made a comment about not getting rid of the Center Street in North Salt Lake off ramp. I didn't realize there is a major interchange planned for a little bit further down the road which includes on/off ramps for I15 & 215. I would be in favor of the Center Street exit closing if this interchange includes both on & off ramps going north & south. This would be a great addition to this growing area & is definitely needed. Thank you!
1/13/2023	Ryan Miyake	Farmington Option B – Why would you destroy so many homes and ruin a neighborhood to add an off ramp 5 seconds from an existing off ramp? I can't believe this is even being considered when there are far less invasive options available. This proposal would dump traffic directly into a residential

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		neighborhood. This will impact those that use the Farmington trails and surrounding areas. High school students use this road on their walk to Farmington High School. Many students park along Glover Lane. Joggers, Bicyclist, etc. all use this road. Increasing traffic in this area will not only make Glover lane more unsafe, but also the surrounding areas. Why would you have an off ramp right into a residential area?? If there are really people lobbying to have this exit here, then there should be transparency into who that is. I don't believe there are any significant number of people who actually want this., although I am sure that is the message that will get out if a few people in UDOT decide to destroy homes and cripple the rest of the neighborhood.
1/13/2023	Logan Millsap	<p>I appreciate the thought and effort put into this project so far, especially with regards to connectivity for people on foot and on bicycles. I would like to see protective bollards or curbs given to pedestrians and bicyclists along roadways and across bridges. Modal shift should be our goal and that requires protective separation from cars.</p> <p>Of the two alternatives given, I don't have a strong preference because they're both fundamentally flawed in the same ways: expanding capacity on Interstate 15 will not improve safety, will not strengthen our economy, and will not better connect our communities in a healthy or just or fiscally sustainable way.</p> <p>Interstate 15 should not be expanded. Everything we know about induced demand, the harmful effects of highways, and sprawling, wasteful land use should compel us to choose a No Build alternative.</p> <p>We should be spending our dollars in ways that set us up for the future. It may sound counterintuitive, but we should embrace congestion to make our places stronger and more economically productive, and to reduce VMT.</p> <p>Utahns deserve better than these outdated, car-centric, sprawl-inducing alternatives.</p>
1/13/2023	Daniel Nelson	<p>I'm all for keeping our roads from falling apart, but adding more lanes has been proven to not be a long term solution to traffic congestion due to induced demand. I'm not convinced that enough is being put into developing transportation alternatives and encouraging people to use them.</p> <p>Additionally, I'm confused as to why existing DDIs are being proposed to be turned into SPUIs. I thought the reason we started building DDIs was because they are safer due to less conflict points, what reason is there to change it to a less safe intersection?</p>
1/13/2023	John Pearson MD	<p>The expansion of I-15 deeply troubles me for a number of reasons, detailed below, and for these reasons I am calling on UDOT to rescind the proposal and work to expand alternatives to single occupancy vehicle use in improving transportation in Utah along the Wasatch Front. I write these comments as a private citizen and they do not reflect any position of my employer.</p> <p>The first reason I say this is because we know that expansion of highways only leads to create more demand, so called induced demand, and that the widening of highways does not substantially reduce traffic beyond the first few years of use. Others I am sure have provided greater detail so I write in concurrence with this.</p> <p>The second reason is that we are facing a public health crisis from air pollution along the Wasatch Front. Multiple sources of pollution threaten Utah, from dust from the Great Salt Lake, to wildfires both within and outside Utah, from industrial pollution, and from traffic related air pollution (TRAP). These air pollution threats make us an EPA non-attainment zone. Though we have made progress on PM2.5, tightening federal standards make this target increasingly difficult to obtain without reexamining our</p>

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		<p>transportation policy. This is on top of the ongoing threat to cardiopulmonary diseases, neurovascular disease, metabolic disease, and mental health that is represented by TRAP. By expanding I-15 and increasing the number of vehicles</p> <p>Some in transportation and urban planning anticipate that electric vehicles will reduce TRAP. This is actually not true. I urge UDOT to thoroughly study the emissions scenarios that various timelines of electric vehicle implementation will result in. Electric vehicles are heavier than ICE vehicles with lower centers of gravity. This means that they require more wear and tear on their tires and brakes. This alteration in vehicle properties results in more particulate emissions, which may range from fine to coarse particulates (PM2.5 and PM10). With greater vehicle travel combined with more electric vehicles, it is unlikely we can make dramatic improvements to air quality from TRAP with expansion.</p> <p>The expansion of the highway will also make the use of private vehicles in the neighborhoods surrounding the expansion more likely and will double down on car dependent infrastructure and development. This means less investment in walkable and transit oriented neighborhoods and less walkability. Again, this threatens public health and exacerbates the obesity epidemic and related metabolic diseases (diabetes, etc).</p> <p>The funds from this expansion could instead go to improving public transit options for all Utahns, in addition to improving active transit such as pedestrian and bicycling pathways. The rise of electric bicycles and golf carts also presents a unique opportunity for growth in the communities along the wasatch front. Unlike highway expansions, these options improve social connections, do not require massive displacement of housing, and are much lower cost to maintain. Additionally, our existing infrastructure such as Front Runner rail could be double-tracked at a much lower cost than this expansion.</p> <p>I therefore urge UDOT to study true alternatives to this project that will result in reduced traffic loads on I-15. We can much better enable a future of growth and prosperity by implementing the above solutions, walkability, bikeability, and transit oriented development, and these solutions are more fiscally sound than continuous expansions of highways with their associated costs to maintenance and public health.</p> <p>Sincerely, John Pearson MD Member, Board of Directors Utah Transit Riders Union</p>
1/13/2023	Emily Price	<p>Please keep the exit open in north salt lake by center street/ the gas station, I'm not sure what it's called but it needs to stay. Not only</p> <p>Is it convenient for where we live but it allows us access quickly to salt lake for hospitals and doctors.</p>
1/13/2023	Isabel Harouny	<p>It's utterly unfathomable how these UDOT taskmasters cannot comprehend the disaster that will come to be with the I-15 widening. How can it be possible to lack such common sense? This pitiful plan will deepen the divide between the west side of the highway and the opportunities that lie east in Salt Lake City. How many times have we widened our roads only to experience more pedestrian deaths, more incidents of speeding, and more inaccessibility in general to businesses, schools, and other essential locations. Just this week two young children were hit by a truck while crossing seventh east. How many of these incidents will it take to realize that widening our roads creates more danger, does not aid with traffic flow, and underprivileged communities. The alternatives UDOT has proposed are despicable and we cannot allow this plan to continue. No build option only!</p>

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1/13/2023	Cydney McBride	We live straight up Center Street in North Salt Lake and have for 46 years. I am not in favor of losing the Center street south bound exit off I-15! We will need to go quite a way out of our way to get home with this change. Please leave our exit open!
1/13/2023	Karen Holman	Do not remove the southbound center street exit. The traffic on hwy 89 from 2600 south to get to the north end of north Salt Lake would greatly increase with the loss of this exit.
1/13/2023	Vicki Turner	Efficient use of lanes makes sense, but why are 6 lanes still necessary? Accommodating pedestrians and bikes is best if separated. The greatest concern is the effect on communities, health impacts, and loss of property. We can't keep accommodating cars in this valley. UDOT's sole purpose is to build roads. We need serious alternatives and a major commitment to public transit. Extra Front Runner tracks is nice, but we need a highly integrated transit system that reduces vehicle use. UTA appears to be the orphan child. Meanwhile, necessary improvement to infrastructure needs to proceed. Please get it right. Thank you.
1/14/2023	Lisa Zollinger	Eliminating center street SB exit will cause much congestion for local truck drivers who will be forced to get off at 2600 south. This will cause safety issues for local truck drivers who haul doubles and triples on 2600 south. This will be a major safety issue when it comes to trucks at traffic lights next to cars. My husband is a local truck driver and there are multiple trucking companies that use center street to avoid congestion with cars on 2600 South. From the perspective of a North Salt Lake resident who lives east by the golf course, it's also not a convenient option to remove Center Street exit. We're already forced to use 2600 south to access NB I-15.
1/14/2023	Stacey Sterling Nordell	I am a Farmington resident and want to comment on the Plan B for I-15 that impacts our Farmington neighborhood significantly. There is absolutely no reason to have an extensive on and off ramp at Glovers Lane. This would be the only major off ramp that I know of along the I-15 corridor that goes right through a neighborhood with no commercial services. This would cause major safety concerns for citizens, cause established Farmington residents to be uprooted, cause added noise and air quality issues. All the surrounding side streets cannot handle any additional traffic that this would cause. Expanding capacity at Park Lane or Parrish Lane makes so much more sense if it is really needed. Residents of Centerville and Farmington moved where they did knowing full well what the access points are to I-15. Additionally adding an extension to Legacy Highway does provide an alternative to I-15 for these same residents. Being a 27 year resident living just off of Glovers Lane, I beg you to listen to the citizens and tax payers that such a ridiculous plan with so negatively impact.
1/14/2023	Angela Kraniski	One more comment: the forecasted longer commute times and congestion assume regular commuting to work. However, work has radically changed from commuting to remote work due to the pandemic. During the pandemic, Utah had the cleanest air in a long time because no one was commuting. Remote work is here to stay. This changes the outlook of congestion in the future and provides an even more compelling reason to not widen I-15 especially because of the induced demand phenomenon.
1/14/2023	Virginia Peery	Oh my goodness, please do not remove the freeway I-15 exit in North salt lake at center street. We need this! There are so many people who live in this area that need this exit. It would be lovely if you ADDED a booth bound entrance for us. It takes so much time to get from my home to the 2600 south north bound entrance. I can't imagine having to exit there as well. So much time and gas wasted, not to mention the increase in traffic it will cause if you take our exit away. The south- bound exit at 2600 is horrible, don't know why that was changed years ago. The traffic there is horrible already. Take our exit away in North salt lake, the exit at 2600 will be backed up. Please please please do not take away the exit in North salt lake.

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1/14/2023	Laila Bremner	<p>I hope this comment goes through. Anyways, I am just a regular SLC citizen who cares about the impacts to the environment and surrounding communities with such proposed freeway expansion. I believe that history tells that expanding freeways DOES NOT work for decreasing congestion. The true is what would work is population management, BUT this is not going to be even considered but any legislation; thus, I propose to look outside the USA, to countries that are managing this issue with traffic. Plus, just looking locally, it is just more waste of taxpayers money on something that DOES NOT work!</p> <p>1- It would displace many people from their homes (mostly lower income folks, very unfair) 2- It will go into the bike lane Legacy parkway during its construction, blocking many cycling commuters! 3- It will affect many wild animals which we are already depleting and hurting 4- It will create more pollution not only during its construction but after putting more cars out on the roads</p> <p>Better solutions, greener solutions, better for general health and reduces general health costs and taxes!</p> <p>1- Make a plan for people to start cycling (I cycle to work not only in SLC, but go to Bountiful, Ogden and Provo!) with billboards, giving tax-payers a credit, business who have employers who cycle or use public transportation, introduce a bill or find a policy maker to support such belief. Keep the established Legacy Parkway clear all year long. 2- Make a lane for only e-bikes and scooters along the freeway but with a very good barrier to protect humans from cars, keep the roads clear all year long, so won't interfere with movement. 3-Support public transportation by having Frontrunner and other buses pass more often and improving routes to accomodate more diverse riders.</p> <p>I see other countries where there are people of ALL ages riding their bikes and have much better health, lower healthcare costs, because they move! Why not do that here? It will be better for everyone if we have people move than keep destroying the environment so people don't move, keep increasing health costs, keep polluting the air, wasting taxes on something that has been proved that DOES NOT work!! Also, why just don't use that money you want to use in expanding this freeway on keeping all existing roads in proper condition.</p> <p>Hope you listen to us, who are commenting for doing something better for everyone! And I mean EVERYONE!!!</p> <p>Thank you,</p>