
APPENDIX 9B

Attachments to Emailed Comments on the Draft EIS
and Public Hearing Transcripts

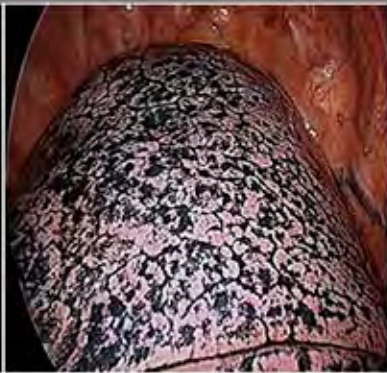
This page is intentionally left blank



**Healthy
Pink Lung**

**Lung of A
Non-Smoker Mid 40s Man**

**Lung of a
14 Year Old Boy**

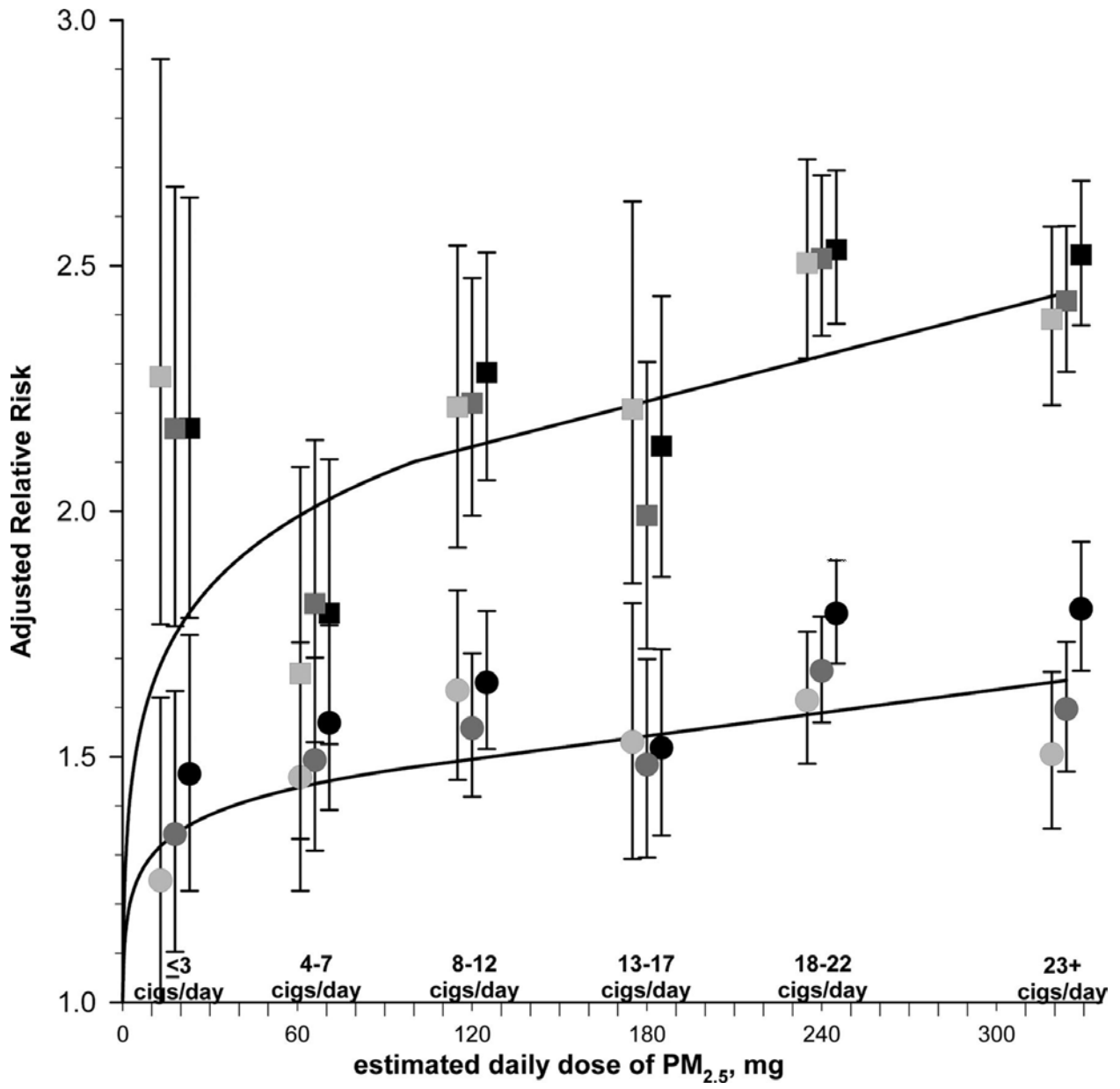


The deposits can NEVER be removed and cause permanent damage.

Image courtesy: Lung Care Foundation



Pollution particles inside a cell





Mayor Ryan Westergard
Council Members:
Wallace Larrabee, Julie Checketts,
Matt Terry, Jessica Kellemen, Gary Sharp
1555 S 800 W Woods Cross, UT 84087

October 17, 2023

Utah Department of Transportation
c/o I-15 EIS
392 E Winchester St., Ste. 300
Salt Lake City, UT 84107

RE: Woods Cross City I-15 Draft EIS Comments

Dear I-15 EIS Team,

On behalf of the City of Woods Cross and in the best interests of the citizens, we respectfully submit our comments regarding the proposed I-15 corridor reconstruction from Farmington to Salt Lake City.

While we wish that our comments submitted on January 3, 2023, remain a part of the public record, we strongly reiterate our opinion on the following:

1. 800 W Connection to Wildcat Way – The Council maintains that taking 800 W under the interstate and connecting it to Wildcat Way is a poor design for following reasons:
 - a. The study fails to prove that stacking on 2600 S Eastbound, stacking on Wildcat Way North and Southbound, and potential stacking in other directions will be alleviated with this design.
 - b. The study has failed to prove that Wildcat Way is sufficiently designed to accommodate traffic movements during the school year and increased traffic during the hours before and after school starts and ends.
 - c. The rerouted 800 W creates an unnecessary amount of traffic movements and additional intersections to be negotiated that we believe will increase the probability of traffic accidents. This includes the factor of high school aged drivers during the school year.
 - d. We feel that UDOT should be able to provide at least two or more examples of where similar traffic patterns exist and how they have improved traffic flow with this type of routing.
2. Sound Walls – We respectfully request that sound wall placement be evaluated to mitigate noise to residential neighborhoods while allowing visibility to businesses that rely on I-15 traffic for much of the business traffic. We ask that UDOT meet with and learn the needs of the businesses and other property owners to determine what those needs are.

We respectfully request that additional effort be made to resolve these issues in order to protect the interests of citizens utilizing this interchange.

Sincerely,

Mayor Ryan Westergard

Cc: Woods Cross City Council

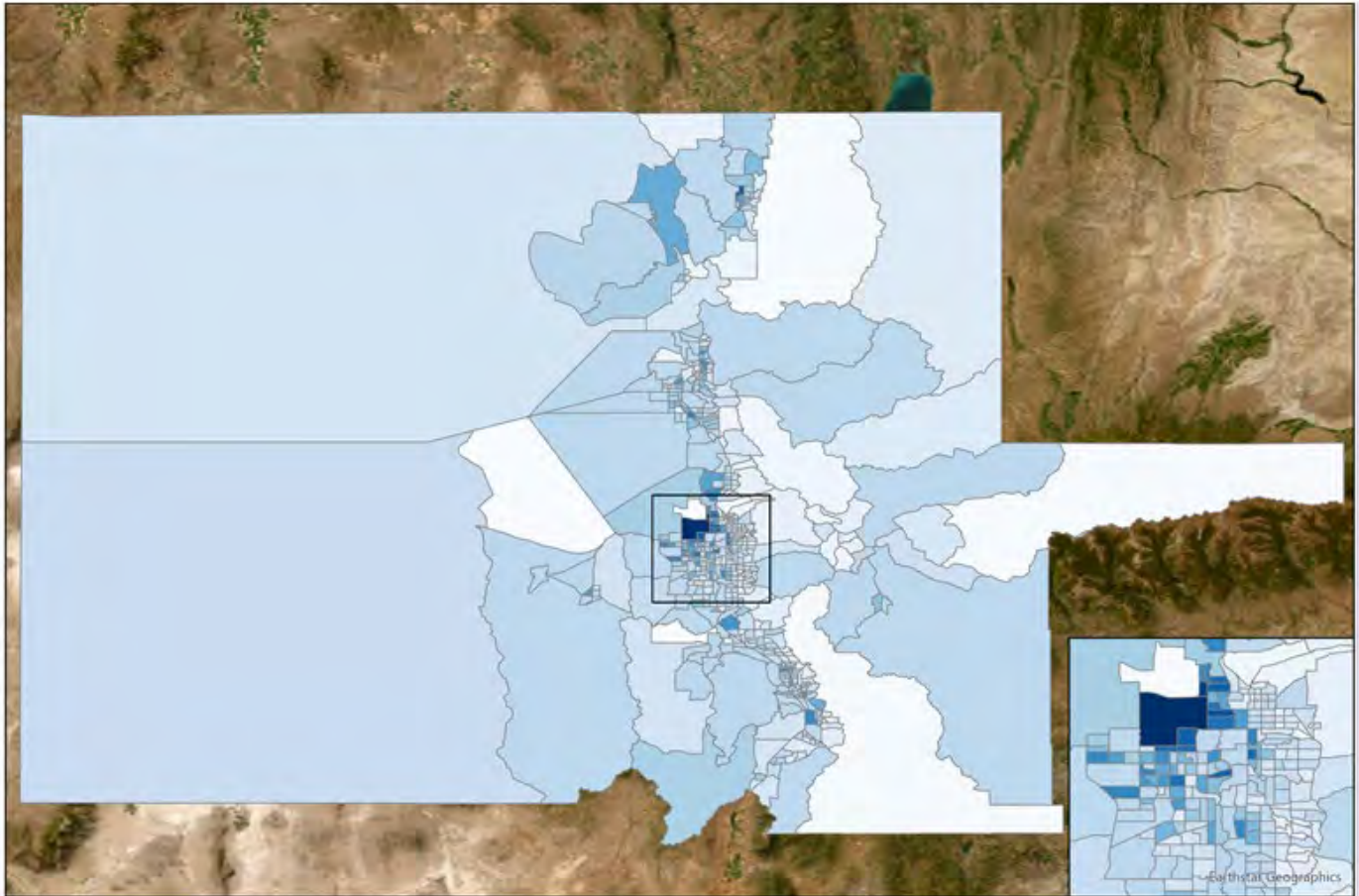
1. Another data set that applies to my comment regarding holding the I15 expansion until all new data and conditions are considered is the NASA study regarding the desiccation of the Great Salt Lake. This study makes clear that the westside is targeted by toxic dust as noted herein:

**NASA DEVELOP National Program, Virtual Environmental Justice
Project Synopsis by Terry Marasco, served on advisory team**

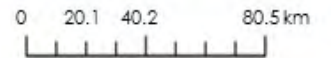
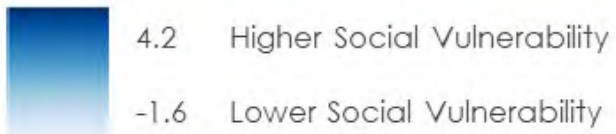
**Great Salt Lake Health and Air Quality Monitoring Lakebed
Exposure and its Impact on Air Quality and Environmental
Hazards in the Great Salt Lake**

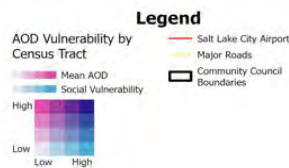
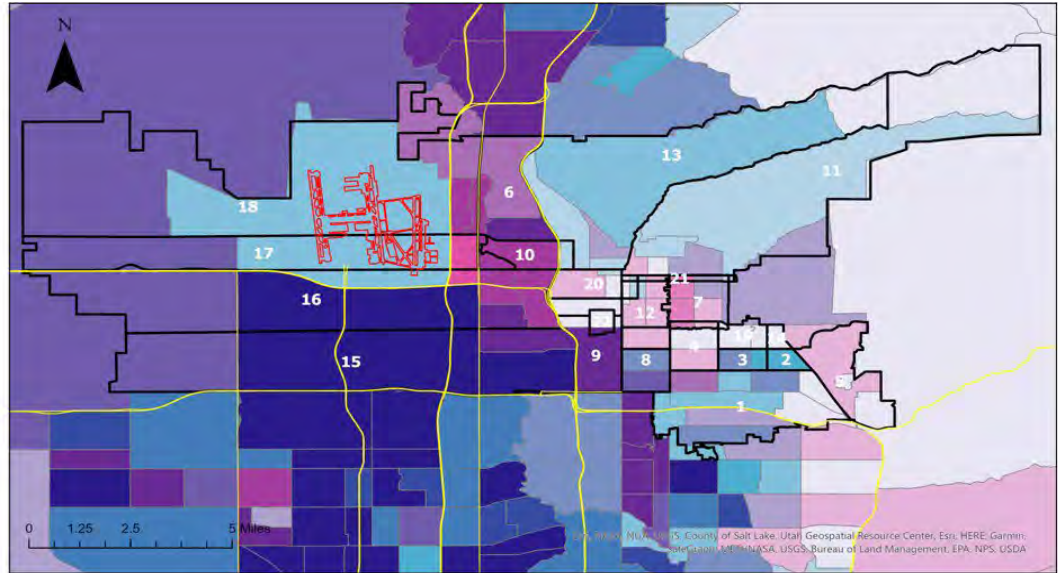
Watershed Water flow into the Great Salt Lake (GSL) has rapidly declined in recent years, and fifty percent of the lakebed is now exposed. This contributes to increased frequency and intensity of dust storms and poses a public health risk across northern Utah. The NASA DEVELOP team applied satellite-sourced data and demographic data to quantify air quality, lakebed exposure, and community vulnerability. Deliverables supported the Utah Division of Air Quality and Utah Division of Forestry, Fires, and State Lands by informing targeted air monitoring, lakebed management practices, and GSL advocacy. The team found that increasing lakebed exposure correlated with elevated dust levels.

Summary: The findings revealed that declining lake levels are associated with an increase in intensity of dust events, and these dust events will particularly impact residents of Tooele County and the west side of Salt Lake City. Project resources support partner needs by informing targeted air monitoring efforts, lakebed management practices, and advocacy efforts for GSL stewardship.



Social Vulnerability by Census Tract (2019)

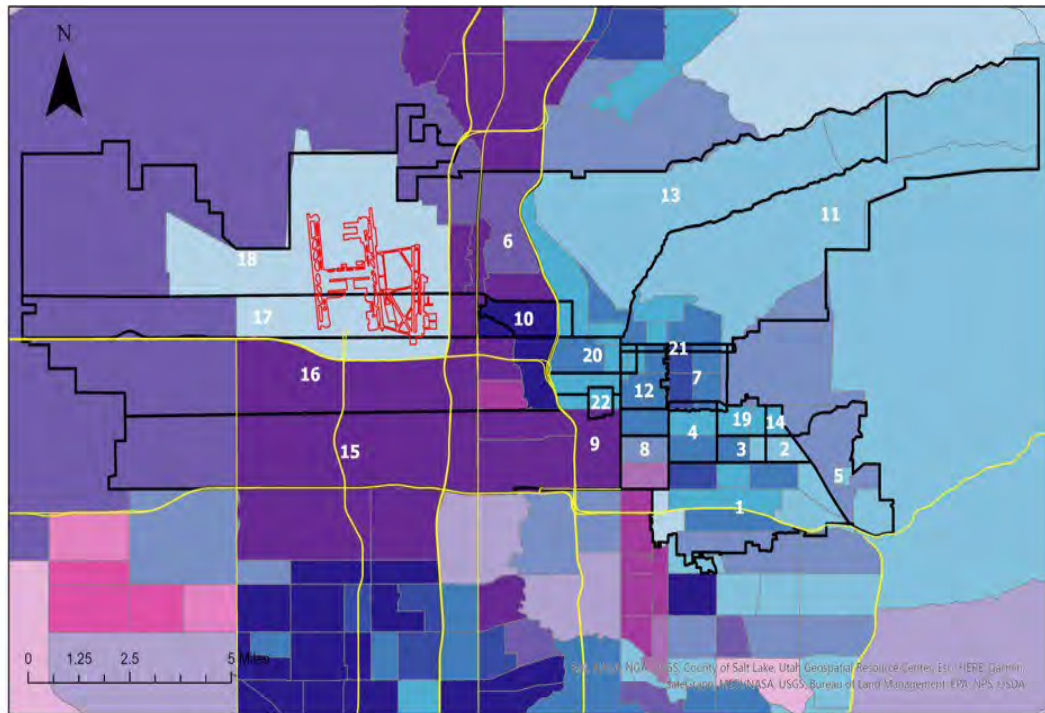




Neighborhood Key

No.	Neighborhood	No.	Neighborhood	No.	Neighborhood	No.	Neighborhood
1	Sugar House	7	East Central	13	Capitol Hill	19	Yalecrest
2	Bonneville Hills	8	Liberty Wells	14	Foothill/Sunnyside		Downtown
3	Wasatch Hollow	9	Ballpark	15	Glendale	20	Alliance
4	East Liberty Park	10	Fairpark	16	Poplar Grove	21	Avenues
5	East Bench	11	Greater Avenues	17	Jordan Meadows	22	Central 9th
6	Rose Park	12	Central City	18	Westpointe		

PM2.5 Vulnerability - The above notes PM2.5 in dust, darker color indicates more vulnerability PM2.5 is 2.5 Microns of particles. Short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. Note councils in darker colors-most vulnerable



Legend		Neighborhood Key			
Salt Lake City Airport	NO2 Vulnerability by Census Tract	No. Neighborhood	No. Neighborhood	No. Neighborhood	No. Neighborhood
Major Roads	Mean NO2	1 Sugar House	7 East Central	13 Capitol Hill	19 Yalecrest
Community Council Boundaries	Social Vulnerability	2 Bonneville Hills	8 Liberty Wells	14 Foothill/Sunnyside	Downtown
	High	3 Wasatch Hollow	9 Ballpark	15 Glendale	20 Alliance
	Low	4 East Liberty Park	10 Fairpark	16 Poplar Grove	21 Avenues
	Low High	5 East Bench	11 Greater Avenues	17 Jordan Meadows	22 Central 9th
		6 Rose Park	12 Central City	18 Westpointe	

Nitrous Oxide Vulnerability Health effects - Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂.

NO₂ along with other NO_x reacts with other chemicals in the air to form both particulate matter and ozone. Both of these

are also harmful when inhaled due to effects on the respiratory system.

Note how historical redlining overlays the most vulnerable communities.



November 1, 2023

Comment ID: EM62

RE: Environmental Impact Study for the I-15 Widening Project

To Whom It May Concern,

Thank you for this opportunity to respond to the Environmental Impact Study for the I-15 widening project. We recognize that there are ongoing conversations about a potential underpass at 500 North and so we're reaching out to weigh in on some potential options related to active open space.

With a community-centered approach, I believe **UDOT's proposal to turn** this transit underpass into a public space, with amenities such as art installations, and well-lit active recreation such as a dog park, pickleball, and/or a bike park will create an active and safe pedestrian thoroughfare. Opening this passageway would connect Guadalupe and Jackson Parks and join these two neighborhoods.

Recently, I visited the cities of Milwaukee (SLC's Urban Exploration) and Dallas (National Parks and Recreation Conference) and toured their creative examples of transformed transit underpasses. **Milwaukee's "Brighten the Passage" initiative** in 2021, transformed their downtown under-highway space into pickleball courts and an amphitheater. They included double-sided murals by local artists on freeway support piers and well-lit basketball courts with multicolored light features to celebrate holidays, cheer on local sports teams, and create a lively atmosphere. This project helped rejuvenate unused areas beneath the freeway and foster neighborhood connections.

In Dallas, a decades-**old parking lot seen as a deserted swath of downtown Dallas'** eastern edge, with trash, weeds, and broken asphalt, has become a vibrant downtown park. In March of 2022, Dallas opened Carpenter Park, a 5.74-acre green space with a dog park and basketball court under the freeway. This park, and others recently built in the downtown Dallas area, have acted as agents of change in otherwise blighted urban areas.

These examples created activities protected from the summer's heat and winter's rain and snow. They are innovative and environmentally based approaches that have resulted in long-term change for the vibrancy and health of surrounding neighborhoods.



Salt Lake City's 9Line bike park is a great example of the positive use an under-highway recreation amenity can produce.

As Salt Lake City continues to grow, we have an increasing need for public recreation spaces. A well-designed and well-used public space has long been associated with increased neighborhood cohesion and community well-being. The spaces beneath our overpasses should be used to support the critical role of urban public recreation, bringing neighborhood amenities, such as dog parks and pickleball, that encourage increased physical activity, social interaction, and a sense of community.

I appreciate your consideration.

Best,

A handwritten signature in blue ink that reads "Kristin Riker".

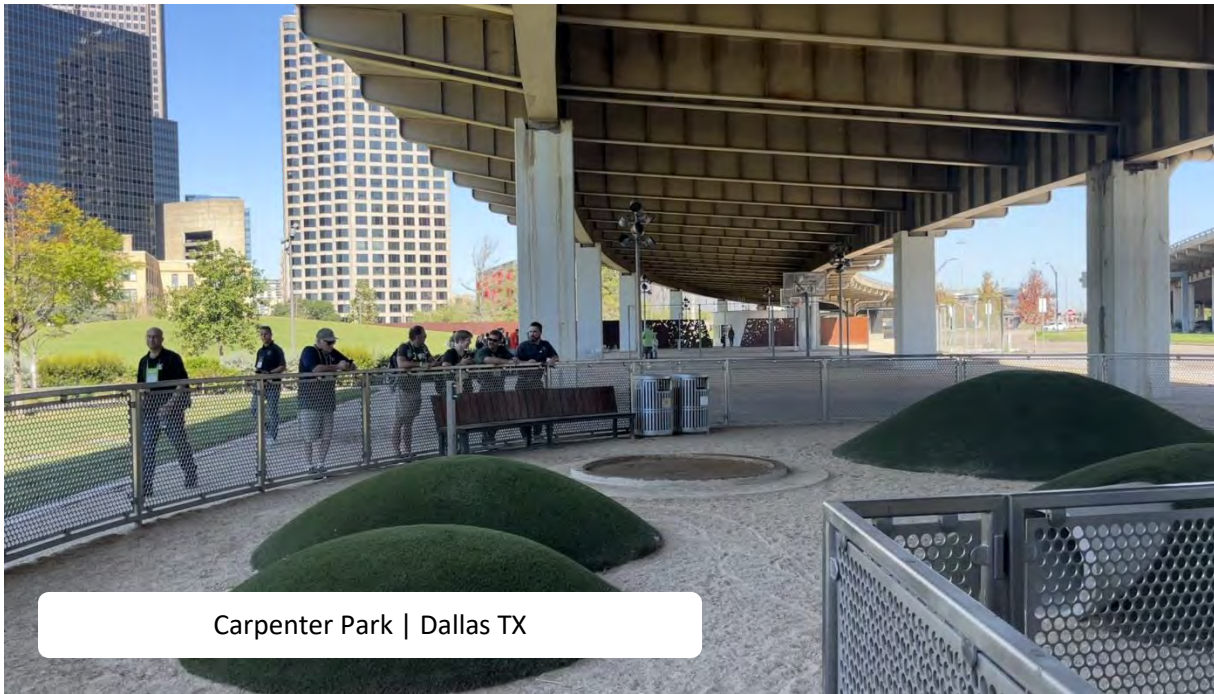
Kristin Riker, Director
Department of Public Lands
Salt Lake City Corporation



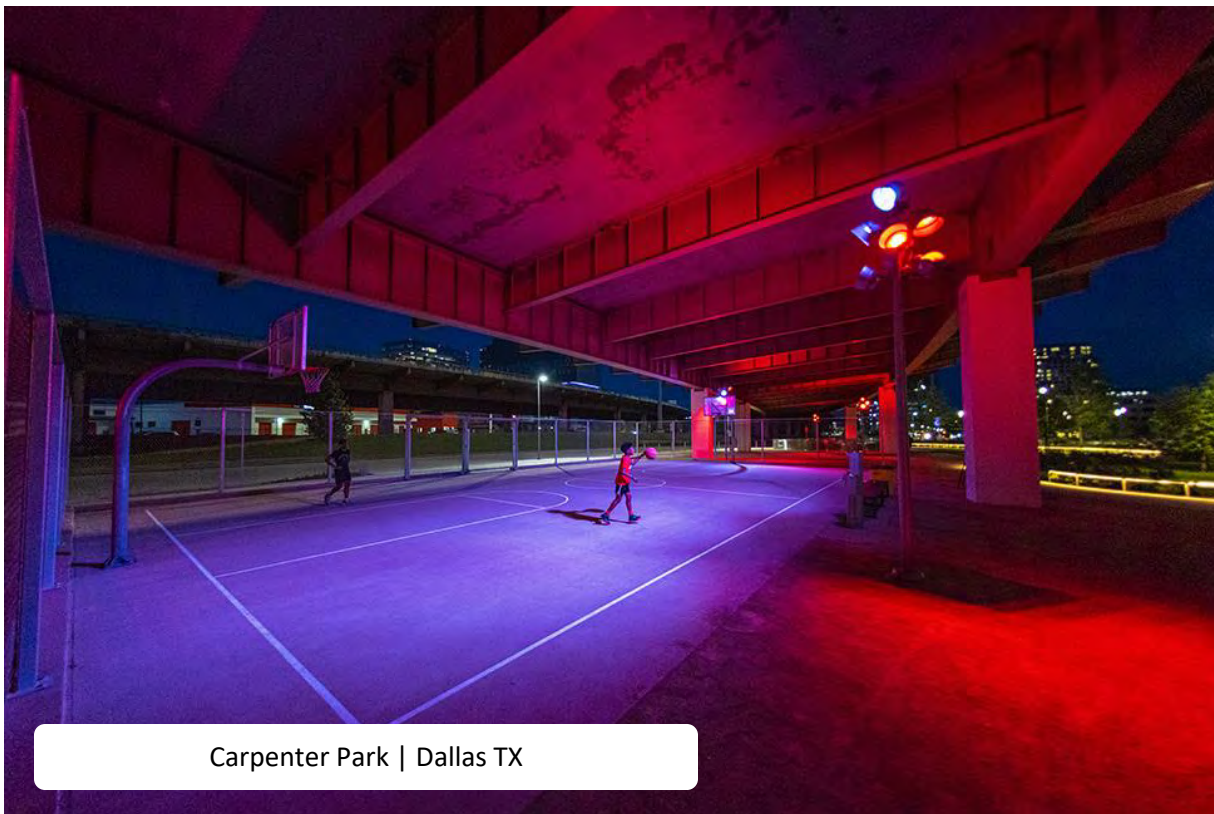
I-794 Pickleball Courts | Milwaukee WI

Image: Mark Kase





Carpenter Park | Dallas TX



Carpenter Park | Dallas TX



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 53
Post Office Box 25207
Denver, Colorado 80225-0007

In reply refer to:
ER23/0401

November 1, 2023

Brandon Weston
Director of Environmental Services
Utah Department of Transportation
4501 South 2700 West, Salt Lake City, UT 84114

Subject: Utah Department of Transportation (UDOT) Draft Section 4(f) Evaluation for the I-15 Farmington to Salt Lake City Draft Environmental Impact Statement in Davis and Salt Lake Counties, UT.

Dear Brandon Weston,

The U.S. Department of the Interior (Department) has reviewed the Utah Department of Transportation (UDOT) Individual Section 4(f) and 6(f) Evaluations for the Draft Environmental Impact Statement (EIS) for Interstate 15 (I-15) to Salt Lake City in Davis and Salt Lake Counties, Utah. The Department understands the purpose of the project is to increase safety, decrease congestion, and improve travel on I-15. The evaluations seek to analyze impacts that qualify as properties under Section 4(f) of the Department of Transportation Act (DOTA) and 6(f) of the Land and Water Conservation Fund (LWCF).

The Department concurs with the Individual Section 4(f) Evaluation that there are no prudent and feasible avoidance alternatives for Section 4(f) use of the historic properties noted, and that the 4(f) evaluation describes the affected Section 4(f) resources including properties that are listed or eligible for listing in the National Register of Historic Places (NRHP). The Department concurs that the proposal would result in a *de minimis* Section 4(f) uses, Section 4(f) Temporary Occupancy impacts, and a greater-than-*de minimis* impact to Ezra T. Clark Park. Contingent on a Memorandum of Agreement (MOA) in consultation with the UT State Historic Preservation Office (SHPO), the Department has no objection to Section 4(f) approval of this project.

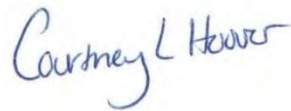
The proposed road project will impact two LWCF assisted sites, as noted in the Section 6(f) overview: 49-00325-H, Centerville Community Park, and 49-00034, Hatch Park. Please Continue to consult with the Utah Department of Natural Resources (UT DNR) related to the

listed sites. Any mitigations must be coordinated with the UT DNR in addition, as noted in the Draft EIS, to mitigate loss parkland with valuable, suitable, viable and eligible replacement lands for park use. For further coordination, please contact Susan Zarekarizi at 385-239-323 or susanzarekarizi@utah.gov

The Department has a continuing interest in working with UDOT to ensure that impacts to resources of concern to the Department are addressed. For matters related to these comments, please coordinate with Karen Skaar, NEPA Specialist, National Park Service Region Serving Department of Interior Regions 6, 7, and 8 at 303-349-4160 or karen_skaar@nps.gov

If you have any questions for the Department, please contact me at (303) 478-3373, or courtney_hoover@ios.doi.gov.

Sincerely,

A handwritten signature in blue ink that reads "Courtney Hoover". The signature is written in a cursive, slightly slanted style.

Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance



November 2, 2023

Tiffany Pocock
I-15 Farmington to Salt Lake City EIS
392 E. Winchester St. Suite 300
Murray, UT 84107

RE: UDOT Project Number S-15-7(369)309 /UDOT PIN 18857
I-15 Farmington to Salt Lake City Environmental Impact Statement

Comments on the I-15 Farmington to Salt Lake City Draft EIS

Ms. Pocock:

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 I-15 Farmington to Salt Lake City Draft EIS. Provided below are comments from WFRC. Please note that these comments were prepared by WFRC staff and were not considered by our Council.

We thank the Utah Department of Transportation (UDOT) for your commitment to addressing the growing transportation needs across the state and particularly along the Wasatch Front. The significant effort and resources dedicated to the I-15 corridor between Farmington and Salt Lake City demonstrates UDOT's commitment to identify solutions to connect communities, address safety, health, and the environment, and support all mobility options and modes, with an eye towards the regional and local economy in southern Davis County and northern Salt Lake County.

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.

Understanding the focused 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.

The RTP process includes input from local communities, transportation partners (including UDOT and UTA), stakeholders, and the public through a robust engagement process. The need to make improvements to I-15 in southern Davis County and northern Salt Lake County has been identified as a regionally

significant need and has been included for decades in prior RTPs as well as included in the current 2023-2050 RTP, but relies on the EIS to consider specific alternatives and more fine-grained details relative to the Study's Purpose and Need.

Stemming from our regional and long-term perspective, we acknowledge that the I-15 Draft EIS (DEIS) reflects several of our previous recommendations and should continue to consider recommendations made previously by WFRC:

- The I-15 DEIS acknowledged and utilized the RTP's broader plan to provide a system of multimodal improvements (driving, transit, biking, and walking) in the vicinity of I-15.
- 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 functionality of I-15 and mobility in the corridor.
- WFRC appreciates the approach taken in the I-15 DEIS to maximize community connectivity by accommodating multimodal connections across the I-15 corridor, through pedestrian and bicycle improvement at existing crossings and working with local communities to identify new connections.
- Efforts should be taken to consider demand that may be induced as a result of potential improvements, thereby potentially diminishing the functionality intended to be achieved through potential improvements. Efforts should be made to employ 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 DEIS, the potential broader regional impacts and benefits of regional system connections 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.
- We applaud UDOT's concerted effort to minimize the taking of property that would impact existing residences, particularly given the housing shortage in Utah.

Again, thank you for the opportunity to provide comments and participate in this important study. WFRC looks forward to our continued participation.



Jory S. Johner
Director of Long Range Planning



November 3, 2023

Delivered Via Email

UDOT I-15 EIS Team
Tiffany Pocock

RE: Request for Public Comment Regarding UDOT's I-15; Farmington to Salt Lake City, Environmental Impact Study.

Tiffany and UDOT I-15 EIS Team Members,

Thank you for reviewing the current construction plan incorporated in the: **I-15; Farmington to Salt Lake City, Environmental Impact Study** with Reagan Outdoor Advertising's staff. On behalf of our staff, I express appreciation for teaching us how to use the tools demonstrating the impacts to Reagan's Billboards and Real Property Parcels, then subsequently meeting with us in person to learn about Reagan's concerns.

Should this construction plan be implemented, Reagan will have **eighteen (18) Billboards and three (3) large Parcels of Real Property impacted to various extents. Required actions will include: Relocations, Condemnations and Access Changes. In some instances, all of these actions will be required.**

Implementation of these measures will be very expensive for the Tax Payers of the great state of Utah.

Moving forward, Reagan hopes it can continue to collaborate with UDOT, creating an "Eminent Domain Reduction Plan" for this project. The purpose of the plan being to reduce to the greatest extent possible, both UDOT's need to relocate or condemn Reagan's Billboards and also acquire Reagan's Real Property through purchase or condemnation.

Reagan looks forward to continuing the communication on this matter in the near future.

Sincerely,

A handwritten signature in blue ink that reads "Dewey A. Reagan". The signature is fluid and cursive.

Dewey A. Reagan
G.M Reagan Outdoor Advertising Utah

CC: Carmen Swanwick, Carlos Braceras
Enclosures: Reagan Outdoor's Impact Description & Portions of UDOT's Impact Map

UDOT I-15 Expansion: 400 South SLC to Farmington

Impacts on Reagan Owned Billboards and Real Property Interests

1. Bridge Apartment Property (Reagan Identification Label)
Parcel Record 08363530180000
Owner UT CITIFRONT APARTMENTS LLC
Address 631 W NORTHTEMPLE ST SLC
Billboard Size: 14'x48' **Number of Billboard Structures: One (1)**
Temporary Construction Easement – No Address
Does Reagan need to move this Billboard to another spot on the same property for the widening of I-15? Will Reagan have access to this Billboard during the time the property the Billboard is located on is used as construction/staging area for the I-15 Construction? Or, will this Billboard need to be moved to another parcel or condemned?
2. Logan LLC (Reagan Identification Label)
Parcel Record 08264790020000
Owner LOGAN LLC
Address 725 N WARM SPRINGS RD SLC
Billboard Size 14'x48' **Number of Billboard Structures: One (1)**
Full Acquisition – No Address
Reagan hopes the Billboard can be moved to another parcel? Or it will need to be compensated for both its property (owned in the common ownership entity listed above) and Billboard. The entire parcel is being condemned and Reagan cannot determine at this time if the Billboard can be relocated to another parcel.
3. Granite Construction (Reagan Identification Label)
Parcel Record 08262770030000
Owner GRANITE CONSTRUCTION COMPANY
Address 1000 N WARM SPRINGS RD SLC

Parcel Record 08264260080000
Owner GRANITE CONSTRUCTION COMPANY
Address 825 N WARM SPRINGS RD SLC
Billboard Size 14'x48' **Number of Billboard Structures: Five (5)**
Partial Acquisition – 825 W Warm Springs Road/849 N Warm Springs Road/1000 N Warm Springs Road/1130 N Warm Springs Road
Five (5) of the five (5) Billboards on the property will need to be moved. Hopefully Reagan can relocate the five (5) on the remainder parcel(s). However, it is not clear if this is possible at this time. If Reagan cannot relocate the five (5) Billboards, they will need to be condemned.

4. Reagan (East side of I-15) (Reagan Identification Label)
Parcel Record 08233270030000
Owner TESORO LOGISTICS OPERATIONS LLC
Address 1665 N WARM SPRINGS RD SLC
- Parcel Record** 08233270020000
Owner REAGAN, WILLIAM K
Address 1775 N WARM SPRINGS RD SLC
Billboard Size 14'x48' **Number of Billboard Structures: One (1)**

Full Acquisition or Partial Acquisition? – No Address & 1775 N Warm Springs Road
 One (1) Billboard will need to be relocated or condemned due to the condemnation of a significant portion of Reagan's property under the Billboard. Reagan cannot determine at this time, if it will be able to relocate this sign on the remainder parcel or another parcel.

5. Reagan (West side of I-15) (Reagan Identification Label)
Parcel Record 08233260030000
Owner GATEPARK CORPORATION
Address 1502 N 1200 W SLC
Billboard Size 14'x48' & 12'x25' **Number of Billboard Structures: Five (5)**

Partial Acquisition – 1502 N 1200 W
 Five (5) Billboards will need to be moved, and a significant amount of property will be condemned. Reagan is the property owner through the common ownership entity listed above. Reagan is hopeful the Five (5) Billboards can be relocated on the remainder parcel. However, there is not enough information available at this time to determine if this will be possible. If the Five (5) Billboards cannot be relocated, they will need to be condemned.

6. Storage City/Doug White (South) (Reagan Identification Label)
Parcel Record 014210004
Owner STORAGE CITY LLC
Address 205 W CENTER STREET NSL
Billboard Size 14'x48' **Number of Billboard Structures: One (1)**

Partial Acquisition – 205 W Center St
 This Billboard will need to be moved. Possibly the remainder parcel will have enough area to accommodate the Billboard, however, there is not enough information available at this time to determine if this will be possible.

7. Storage City/Doug White (North) (Reagan Identification Label)
Parcel Record 014210002
Owner STORAGE CITY LLC
Address 209 W CENTER STREET NSL
Billboard Size 14'x48' **Number of Billboard Structures: One (1)**

Full Acquisition – 209 W Center St

Hopefully this Billboard can be relocated to another parcel if full condemnation of this parcel takes place, or it will need to be condemned. However, there is not enough information available at this time to make a determination.

8. UTA (Reagan Identification Label)
Parcel Record 060390175
Owner UTAH TRANSIT AUTHORITY
Address NOT LISTED
Billboard Size: 14'x48' **Number of Billboard Structures: One (1)**
Partial Acquisition – No Address
This Billboard will need to be moved. Possibly it can be relocated on to the remainder parcel. However, there is not enough information available at this time to make the determination. If the Billboard cannot be relocated, it will need to be condemned.

9. Rick Bangerter (Reagan Identification Label)
Parcel Record 06450016
Owner DOJEN FARM LLC
Address NOT LISTED
Billboard Size: 14'x48' **Number of Billboard Structures: One (1)**
Partial Acquisition? – No Address
Possibly a portion of this parcel will be acquired and the Billboard will need to be moved on the remainder parcel, if the remainder parcel is large enough to accommodate the Billboard. Otherwise, this Billboard will need to be moved to another parcel or condemned. However, there is not enough information to make this determination at this time.

10. Hotel (Reagan Identification Label)
Parcel Record 060370190
Owner 2230 Provo River LLC
Address 999 N 500 W WEST BOUNTIFUL
Billboard Size: 14'x48' **Number of Billboard Structures: One (1)**
Full Acquisition – 999 N 500 W
Hopefully this Billboard can be relocated to another parcel if a full condemnation of this parcel takes place, or it will need to be condemned. There is not enough information to make this determination at this time.

11. Dr. Kohno/Thackery Johansson (Reagan Identification Label)
Parcel Record 060390230
Owner SUN DEVELOPMENT LP
Address 391 N 500 W WEST BOUNTIFUL

Parcel Record 060390217
Owner COMMONS AT WEST BOUNTIFUL
Address NOT LISTED

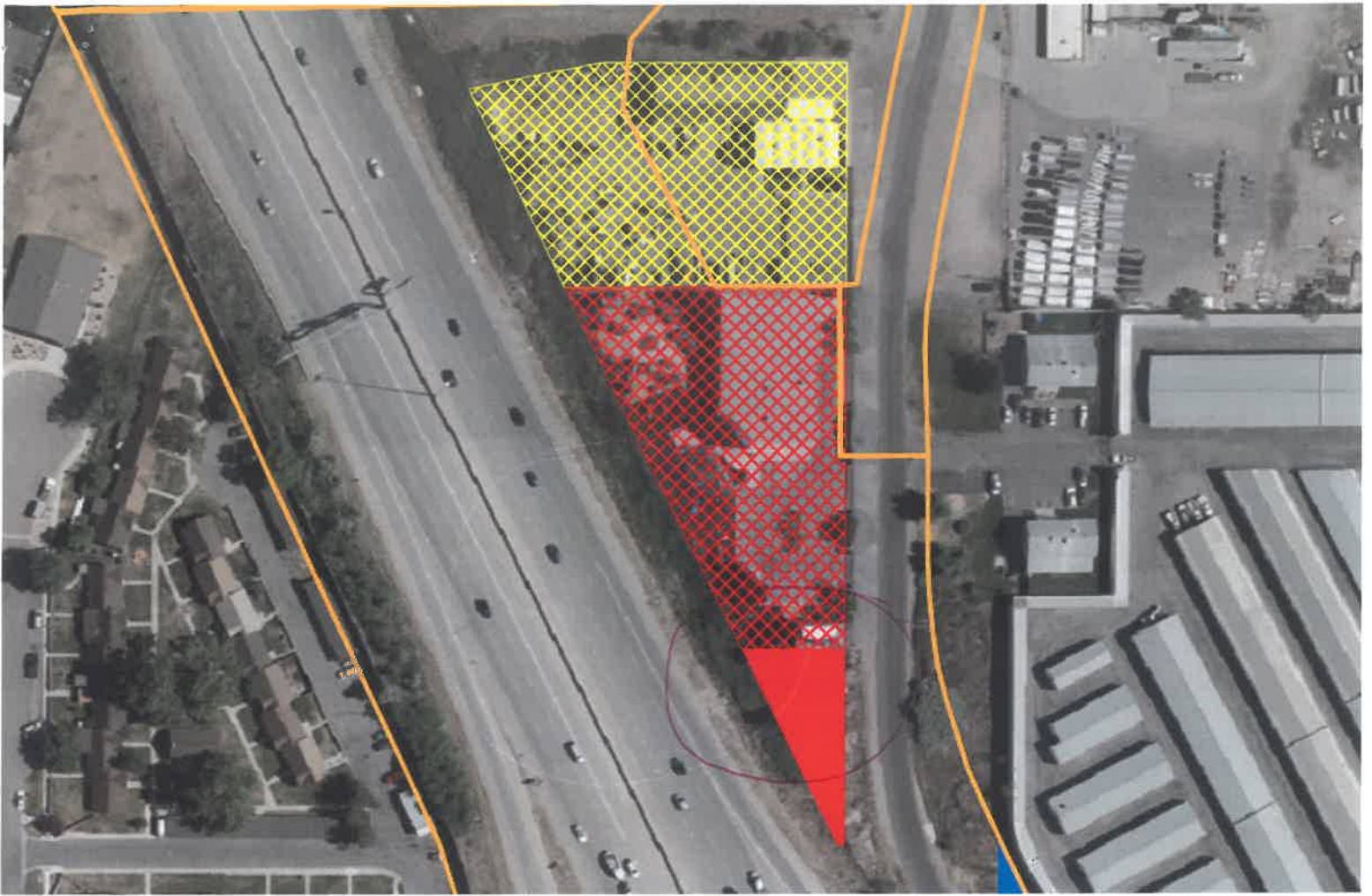
Billboard Size: 14'x48' **Number of Billboard Structures: One (1)**

Our sign is on parcel 060390217.

Both parcels are just outside of relocation currently, but the project line is very close and subject to change.



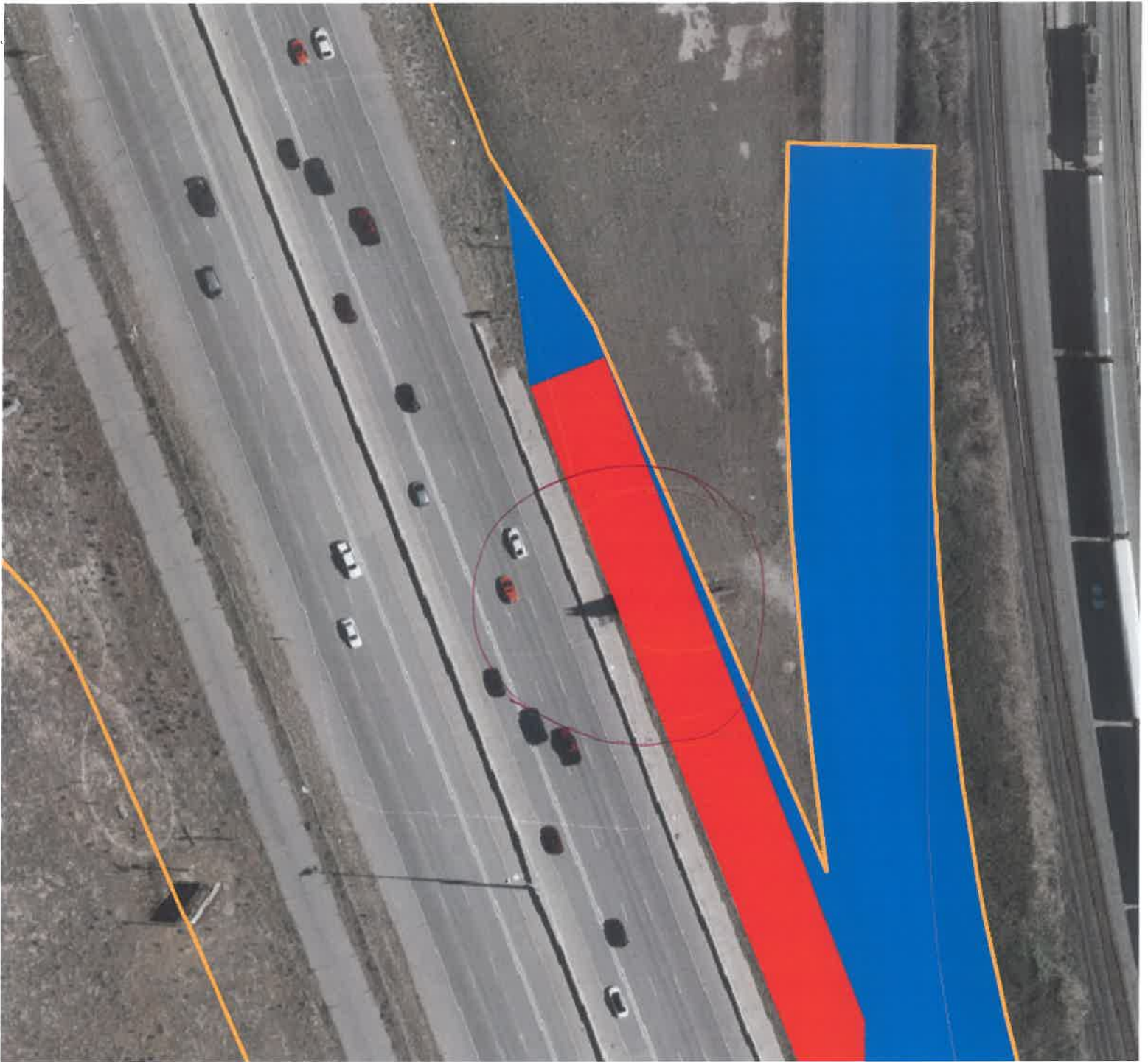
↑ #



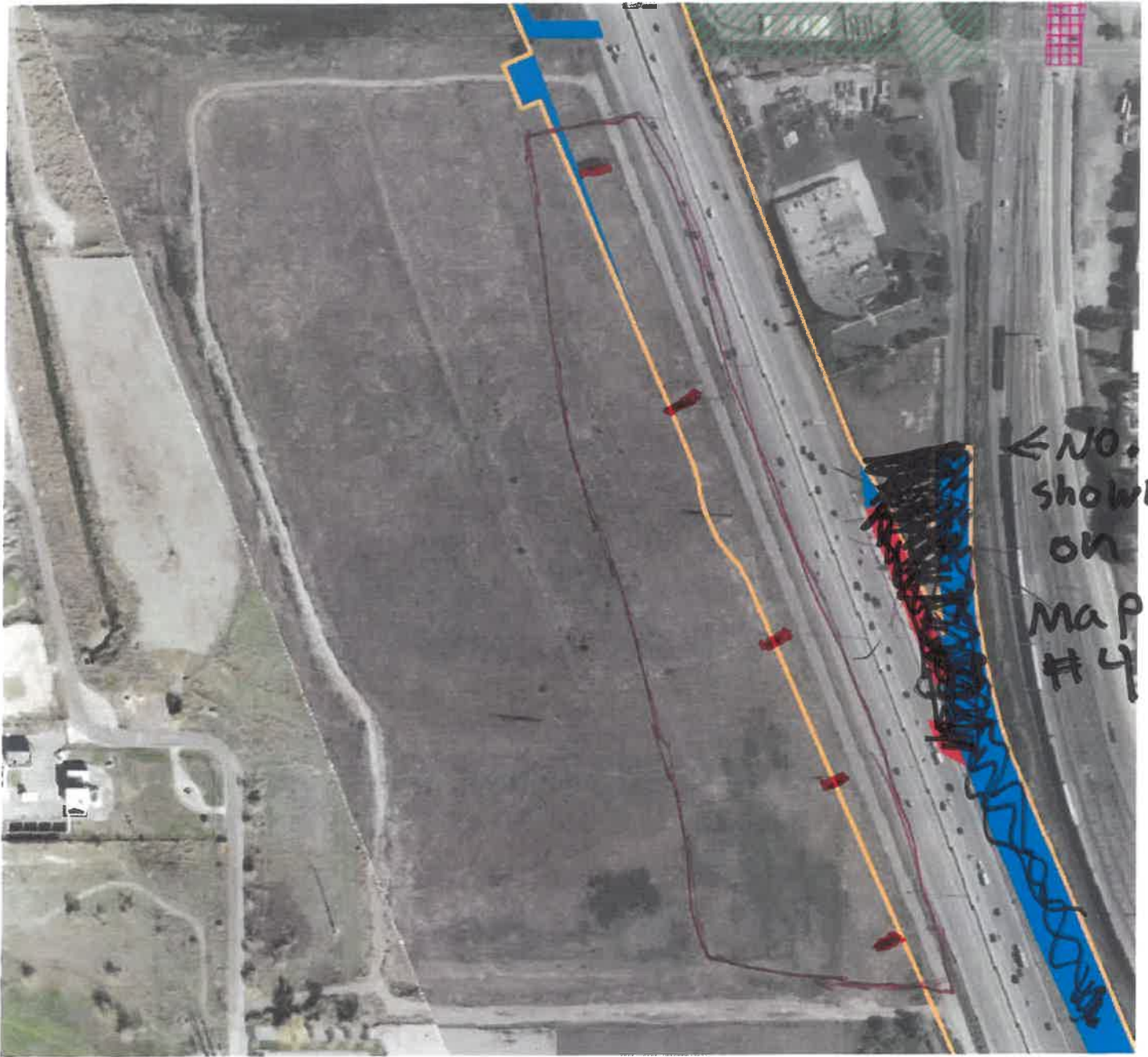
2. #



#3



#4



#5



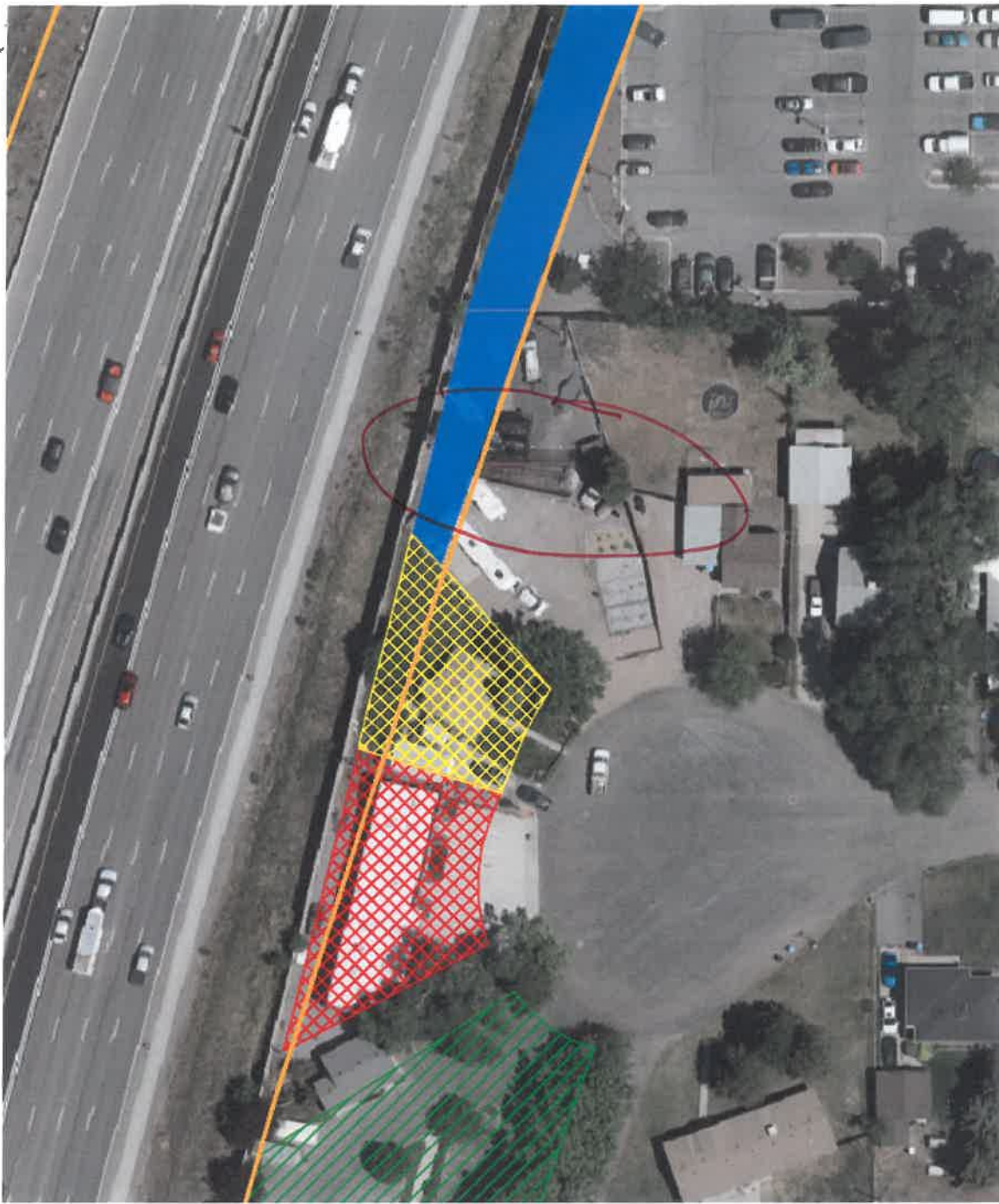
#6



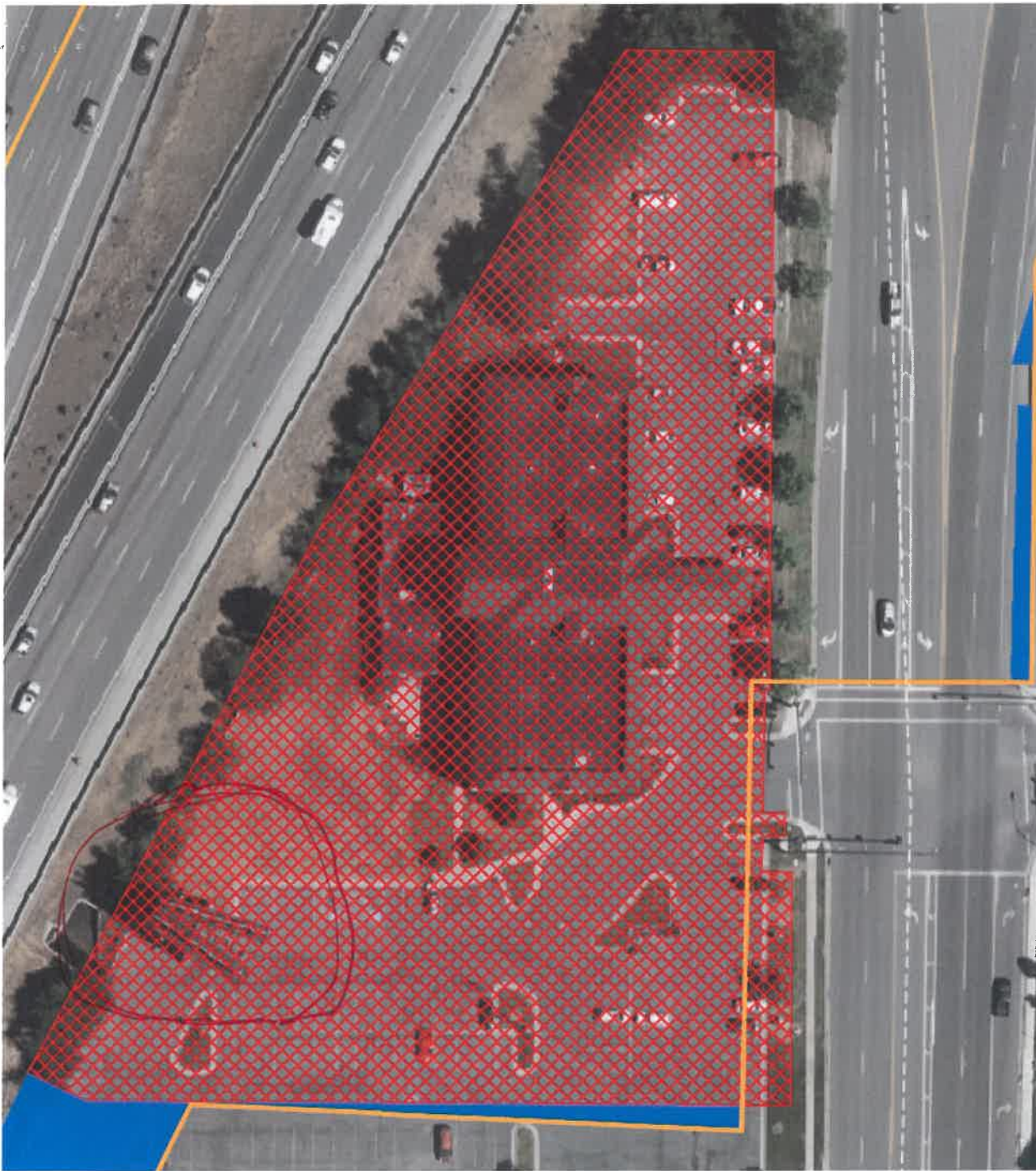
#7



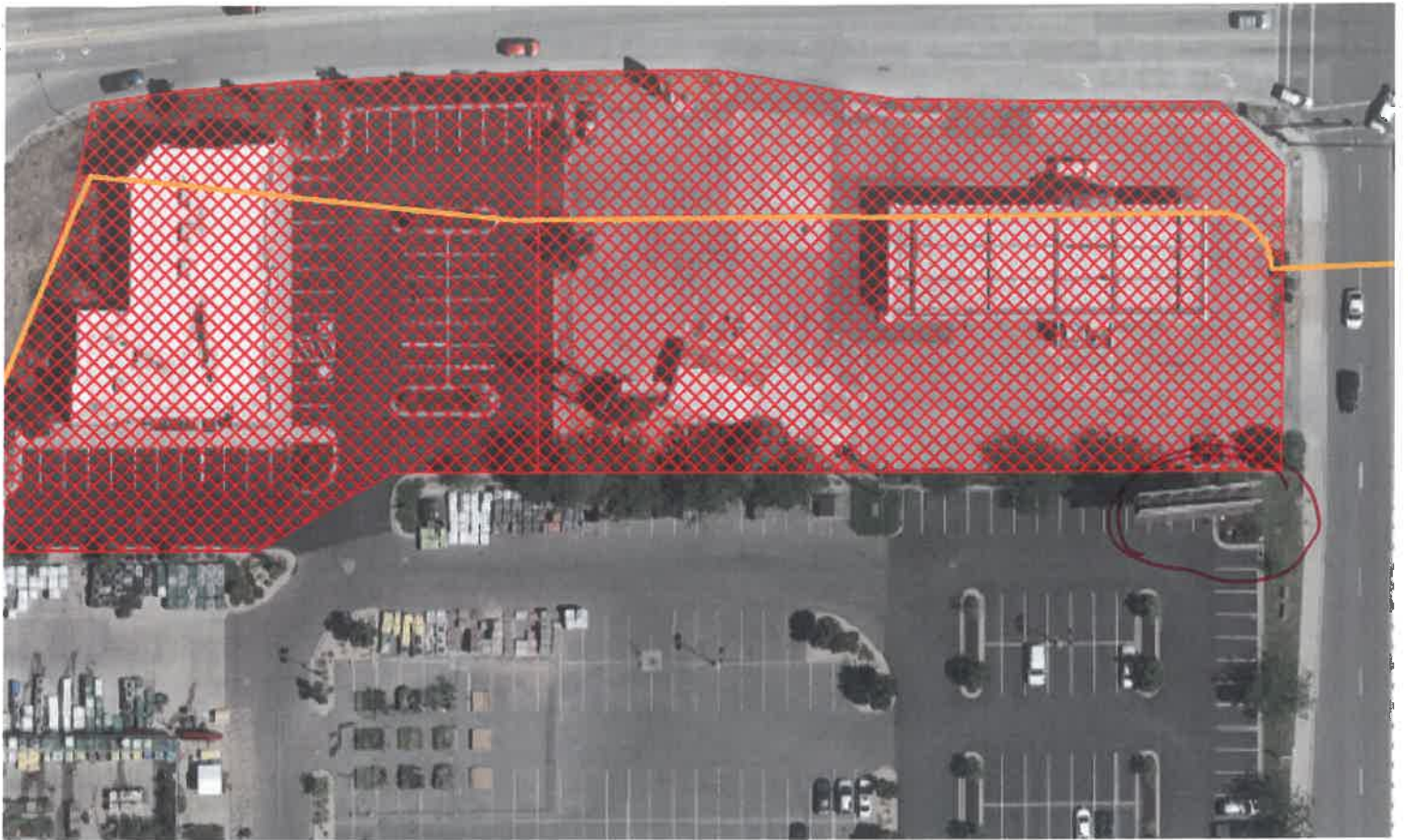
8



#9



10



11

Brandon Weston, Director of Environmental Services
Utah Department of Transportation
4501 South 2700 West, PO Box 141265
Salt Lake City, UT 84114-1265

RE: Draft I-15 Environmental Impact Statement - Farmington to Salt Lake City

To the project team at UDOT, Horrocks, HDR and the Langdon Group,

I appreciate the opportunity to comment on the Draft Environmental Impact Statement for the proposed expansion to I-15 in Salt Lake and Davis counties. The Draft EIS is detailed, thorough, and reflects the public comments received over the last year. My overall preference is for the project to select the No-Action Alternative, and to pursue greater investments in transit to address possible increases in traffic volumes in the coming decades. On top of that preference, I have both specific and general feedback, after reviewing the Draft EIS.

Bicycle facilities Within the Action Alternative I support the specified improvements to bike and pedestrian facilities on overpasses. However, the listed improvements are for "Buffered or barrier-separated bike lanes" on the overpasses¹. While the two designs may seem interchangeable, I urge the project team to design and build barrier protected bike lanes for all proposed improvements within the study due to the higher degree of comfort provided by a barrier. A buffered bike lane will continue to be lower comfort to cyclists, continuing the current status quo. I feel strongly that barrier protected bike lanes do a better job of increasing safety and addressing the needs of the Good Health outcome area of UDOT's Quality of Life Framework. Separated bike lanes provide increased safety and comfort for cyclists and are more appropriate for higher traffic, higher speed streets². The creation of this infrastructure can also increase cycling levels along with improving safety³. For a relatively small fraction of the project cost, UDOT can greatly increase cycling comfort and increase cycling use of these overpasses. I also ask for the design process to consider maintenance and upkeep of bicycle and pedestrian facilities, including keeping bike lanes maintained free of potholes, broken glass, and other debris⁴, by UDOT or partner agencies.

Noise Abatement On page 7 of Appendix 3F (the "Noise Technical Report"), the time period for assessing noise within the study area was listed as November 12 to November 19, 2021⁵. I infer from the selection of that time period that traffic volumes were appropriate for assessing and modeling noise. This decision appears to conflict with the statement in Chapter 1, section 1.3.4.1.2, page 1-16 that *"Using traffic volumes from 2020 and 2021 for this study would have led to an inaccurate assessment of current and future traffic conditions due to the change in*

¹ Pages 2-47 and 2-48, respectively, of Chapter 2: Alternatives in 1-15: Farmington to Salt Lake City DEIS, https://i15eis.udot.utah.gov/wp-content/uploads/2023/09/I-15_DEIS_02_Alternatives.pdf

² <https://altago.com/separated-bike-lanes/>

³ <https://ajph.aphapublications.org/doi/full/10.2105/AJPH.2016.303507>

⁴ <https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/buffered-bike-lanes/>

⁵ https://i15eis.udot.utah.gov/wp-content/uploads/2023/09/I-15_DEIS_03F_Noise_Technical_Report.pdf

*travel patterns with the COVID-19 pandemic*⁶. If the traffic conditions were inaccurate to assess volumes, how were they appropriate for assessing noise impacts and validating the noise model? Increased traffic volumes are linked to increased traffic noise⁷ and thus, if 2021 volumes are inaccurate for assessing current and future traffic volumes, then I expect it will be inaccurate for validating the traffic noise model. I understand that noise measurements are merely to represent existing conditions, but if the 2021 conditions are inaccurate for one aspect of modeling future conditions (traffic volumes), then they will be inaccurate for all models that rely on that data (traffic noise). This relationship holds for model validation as well. Please have project staff explain the reasoning in the final EIS or validate the traffic noise model using more recent data with traffic volumes more similar to 2019 conditions, then update Appendix 3F.

Traffic Volumes Located in the summary of the indirect and cumulative effects (ICE) assessment the Draft EIS states on page 3-303 that I-15 expansion “*would not induce growth or have any other causal relationship to changes in land use patterns or traffic demand*”⁸. I understand the reasoning being employed here and elsewhere within section 3.18.3.1.2, but I think that this conclusion doesn’t go far enough in considering the causal relationship maintaining the status quo would have in influencing future travel demand. Sections 3.6.4.1 and 3.6.4.2 show a substantial decrease in travel times versus the No-Action alternative according to the travel demand model. Thus, the Draft EIS clearly establishes the Action Alternative is projected to, at a minimum, maintain current commute times to 2050. The ICE analysis shows the land uses patterns aren’t expected to change as the entire analysis area is currently developed. However, on page 3-300, it states:

“In Davis County, the northern Davis County communities (primarily Layton, Syracuse, Clearfield, Clinton, and West Point, which are outside the ICE analysis area) are projected to experience about 71% of the total county growth by 2050⁹.”

Growth in this area may have a clear causal relationship to an I-15 expansion, the effects of which are unknown due to a lack of concrete analysis. Further, I-15 expansion, and continued reduced commute times, may decrease infill development within the ICE analysis area. Without a better understanding of how the I-15 expansion might influence land use patterns in northern Davis County and Weber County, UDOT cannot make the conclusion that expansion will not increase traffic demand. Careful consideration of infill development, land use patterns in Davis and Weber counties, and other additional factors such as zoning will be necessary before making the claim of no increased growth from an expansion project.

What If the Models Are Wrong? During the EIS drafting process, the project team conducted numerous meetings and devoted a lot of energy towards collecting feedback from local communities on all aspects of the project. However, despite the extensive amount of time spent collecting feedback and substantial talk about community involvement from the project, very

⁶ https://i15eis.udot.utah.gov/wp-content/uploads/2023/09/I-15_DEIS_01_PurposeAndNeed.pdf

⁷ <https://environment.transportation.org/education/environmental-topics/traffic-noise/traffic-noise-overview/>

⁸ https://i15eis.udot.utah.gov/wp-content/uploads/2023/09/I-15_DEIS_03_Environmental_Part2.pdf

⁹ https://i15eis.udot.utah.gov/wp-content/uploads/2023/09/I-15_DEIS_03_Environmental_Part2.pdf

little community feedback appears to be incorporated in the draft EIS. There are changes to be sure, but those changes are on small portions of the project or on secondary pieces of the project. The central design of the proposed I-15 expansion remains unaltered by the rounds of community feedback that I have experienced, where community members asked for no I-15 expansion and a more transit-oriented focus for this portion of the I-15 corridor.

The purpose and need for this project centers on WFRC's 2050 travel demand model, relying on the modeled increases to travel demand and travel times to justify the need for expansion¹⁰. Discussions of the travel demand model don't include levels of uncertainty in predictions or a range of potential future outcomes. They also, notably, don't feature any acknowledgement that their projections can be incorrect, despite evidence elsewhere in the US that demand models can overpredict future demand¹¹. This leads me to wonder: what if the projections are wrong and I-15 expansion proves to be unnecessary? Does the project team plan on coming back to local communities, apologizing for relocating homes and businesses, and mitigating or undoing construction? Does UDOT even plan on assessing in the future if I-15 expansion was necessary? UDOT staff will move on to new positions or retire, but residents will still be here, bearing the brunt of the consequences from I-15 expansion.

Overall, I urge UDOT to more carefully consider the effects of I-15 expansion on the immediate local communities, review the Draft EIS to ensure that it incorporate best practices, ensure that reasoning is consistent throughout, and set up a program to assess the long-term accuracy of model projections, with a commitment to publish those results. If these issues cannot be resolved, the project should be delayed until they can be incorporated. Otherwise, the inconsistencies in the draft EIS and the unwillingness to listen to feedback will continue magnifying the distrust that exists between UDOT and affected communities.

Thank you for your consideration of my comments,

Alex Walker

Salt Lake City

¹⁰ There are other reasons as well, covered in Chapter 1: Purpose and Need, but community outreach focused primarily on the increase in travel time, so I will be focusing my feedback on that aspect of purpose and need.

¹¹<https://www.vice.com/en/article/v7gxy9/the-broken-algorithm-that-poisoned-american-transportation-v27n3>

November 13, 2023

By Email and Hand Delivery

*Utah Department of Transportation
c/o Rob Wight, P.E.
Region One Director*

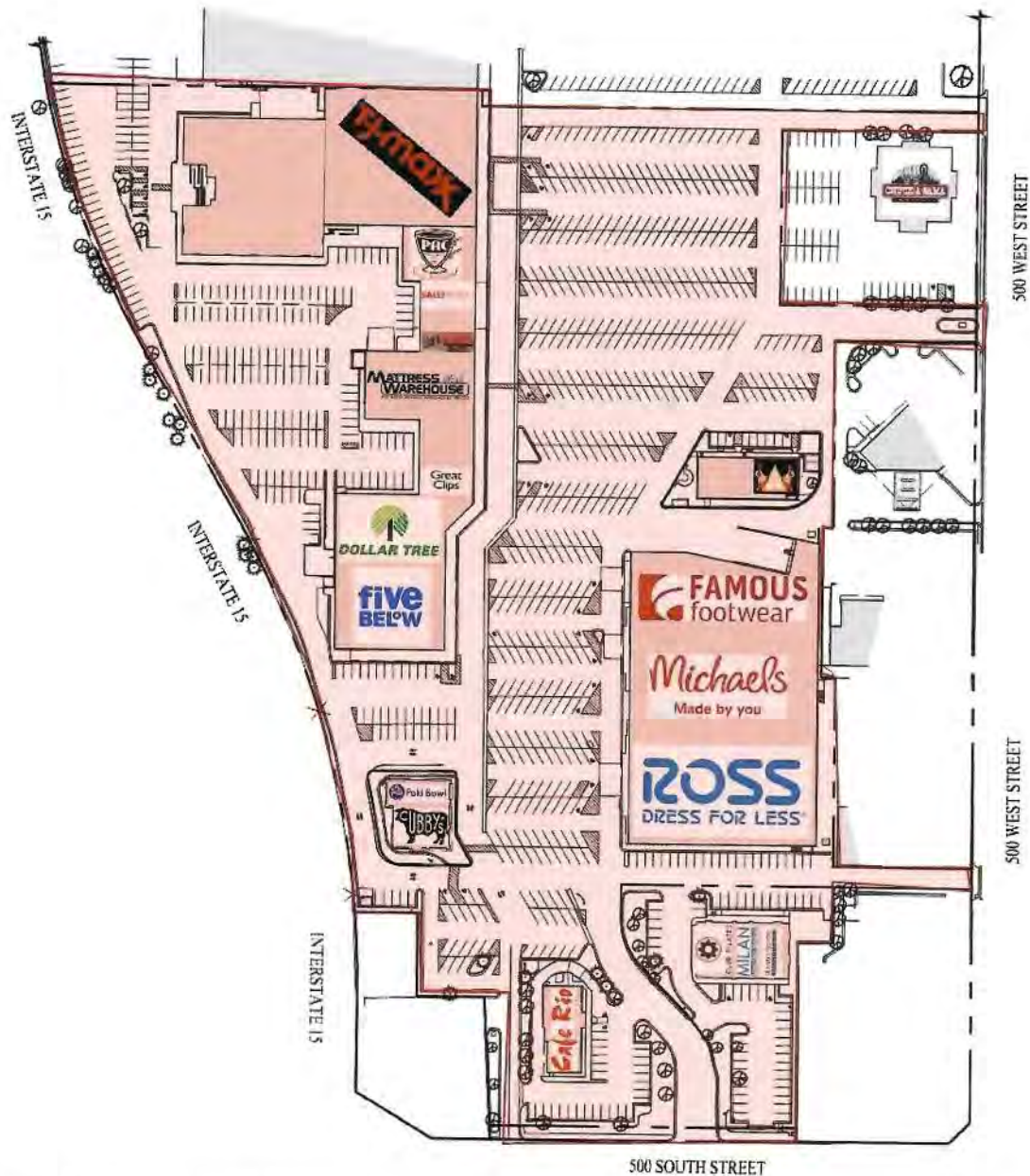
And

*Ben Hout, P.E.
Deputy Right of Way Director
392 E. Winchester St., Ste 300
Salt Lake City, Utah 84107
I15eis@utah.gov*

*Re: Bountiful Corner, LLC Comments to I-15 EIS and Objections to Selection of
Bountiful 500 South - North Option: UDOT Project No. S-I15-7(369)309*

Dear Messrs.. Wight, Hout and I-15 EIS Project Team (Farmington to Salt Lake City),

On behalf of Bountiful Corner, LLC (“Bountiful Corner”) we submit the following comments and objections to the Environmental Impact Statement (“EIS”) in connection with the above-referenced project. Bountiful Corner owns a shopping mall consisting of approximately 15 acres located on the north side of 500 South in West Bountiful adjacent to the existing I-15 right of way. Bountiful Corner’s tenants include TJ Maxx, Ross Dress for Less, Five Below, Famous Footwear, Dollar Tree, Michaels, Café Rio, Sally Beauty, Hand and Stone, Penny Anne’s Café, Mattress Warehouse, Great Clips, Cubby’s, Liz’s Nail Salon, Milan Laser, and Poki Bowl. The Shopping Center is shown in the attachment copied below



We have reviewed UDOT's proposed EIS which details plans to reconstruct the I-15 intersection at 500 South in West Bountiful. Bountiful Corner is a local family owned, limited liability company. We have invested a substantial amount of money to purchase and update the shopping center, which was previously owned by a large, out-of-state, national real estate company. The shopping center is also an important part of the retail sales tax base for West Bountiful. As explained in detail below, the proposed changes to 500 South (North Option), unless mitigated, are likely to have significant negative impacts to the shopping center beyond those identified in the EIS. The EIS fails to consider or properly evaluate the impacts to the shopping center. As a result, the conclusion that the Bountiful 500 South – North Option is the preferred alternative with the least impacts is fundamentally flawed. We urge UDOT and the reviewing federal agencies to not only reconsider the selection of the 500 South - North Option

as the preferred alternative but also to reevaluate the unnecessary and damaging additional width added for 2 multi-use bike and pedestrian paths and park strips to the already existing five lane road and sidewalks.

The Proposed Widening of 500 South is Unnecessary and the EIS Fails to Properly Analyze Whether the Proposed Improvements Will Accomplish its Stated Goals.

UDOT's preferred plans will take approximately 88 feet in depth from the shopping center's frontage along 500 South (88' deep by 340' long). This is almost $\frac{3}{4}$ of an acre of land. Even though the taking is significant, the impacts to the property far exceed its size and may have not been apparent to UDOT during its analysis.

It appears that most of the new width to 500 South is required to add two 12' shared use paths ("SUP"), two 4' park strips, wider shoulders plus added queuing for the new, less efficient interchange. Adding pedestrian and bike lanes without any analysis of potential pedestrian and bike use is poor planning and fails to meet the required hard-look analysis required by NEPA. Contrary to the statement in the EIS that the "500 South diverging diamond interchange at 1-15 has high bicycle and pedestrian use compared to the rest of the study area", 500 South is not a high-use pedestrian or bike commuting area nor is it likely to become so. Bountiful to the east is largely built out with existing residential development. On the west side of I-15, 500 South is large and intensive industrial use area. Adding excessively wide double 12' SUP lanes, 4 foot park strips and new shoulders is simply unnecessary and will cause outsized private impacts (as discussed below) with little realized benefit. The EIS contains no analysis or evaluation of the actual need and use of these two SUPs. Rather, UDOT simply presumes in the EIS that adding these SUPs will meet project goals. If so, how many pedestrians does UDOT believe will walk east or west underneath I-15 on a daily basis? How many bicyclists are projected to use the SUPs? Has UDOT evaluated these questions and weighed the anticipated benefit against the harms to existing private interests? The current use is not significant and intensive future non-vehicle use, with or without 32' feet of SUPs and park strips, is highly unlikely.

As is, 500 South is a large right-of-way. It includes four travel lanes, a center turn lane, and existing pedestrian sidewalks. UDOT's proposed improvements to 500 South in Bountiful do not add any additional east and west travel lanes yet proposes to nearly double its width. This is not only poor planning but unimaginative design. Indeed, the proposed new tight diamond interchange at 500 South is actually less efficient than the existing diverging diamond interchange. The existing sidewalks are more than sufficient to accommodate existing and future pedestrian and bike traffic. UDOT's own standard bike paths are less than 12' wide and there is certainly no legitimate basis for 2 oversized SUPs.

The statutorily mandated analysis of an EIS is to examine not only the purpose of the added improvements and their impacts but their effectiveness. And every EIS is required to consider a no-build alternative – is it better to do nothing than cause the project impacts? In this case, Bountiful Corner does not contest the goals of improving and enlarging the I-15 corridor. However, it does question whether the proposed improvements to Bountiful 500 South are necessary at all. Unfortunately, the I-15 EIS provides only lip service to the underlying goals of

the planned improvements on 500 South and fails to provide a meaningful evaluate whether the added width to 500 South is warranted given the impacts.

The EIS should consider, at a minimum, the following questions: What is the goal of adding 88' of width to 500 South and is it necessary to achieve that goal? How many bikers or pedestrians are the new SUPs intended to accommodate? Who will use them? Without examining how (or if) these "improvements" to 500 South will actually be used, it is impossible to conduct the required NEPA analysis. Instead, UDOT proposed plan for 500 South appears to be driven by a blind desire to add a pedestrian and bike friendly right-of-way without an analysis of whether the SUPs will be used. We encourage UDOT to take a hard look at these questions and consider whether the improvements to 500 South justify the impacts. At a minimum, the design should be scaled back to that which is necessary to accomplish project goals.

The EIS Fails to Consider the Potential Impacts to the Bountiful Corner Shopping Center.

The comparison between the North and South Options for the Bountiful 500 South improvements is lacking because it fails to properly assess the damage to the shopping center. Two of the shopping center's retail buildings, and two key entrances to our shopping center will be lost or greatly impacted. In addition, the shopping center will suffer the loss of approximately 40 parking stalls. These stalls cannot be replaced. As explained in more detail below, while the pad and building currently occupied by Café Rio will be a total loss, the other multi-tenant building located at 530 W. 500 S. will also likely become functionally obsolete because its access will be impaired and most of its parking taken. These additional businesses (Hand & Stone, Club Pilates, and Milan Laser) were not considered when UDOT concluded that one additional business would need to be relocated for the South Option.

In addition, the shopping center may lose other tenants as a result of the modifications to 500 South. Many of the shopping center's larger tenants have been at this location for 30 years. They are tethered to this location, having signed long-term lease commitments. However, the leases contain provisions that allow the tenants to terminate if there are material changes to access and/or parking ratios are not maintained. Because of the impacts to access and lost parking, it is very possible that UDOT's plans may create openings for some of the shopping center's tenants to terminate their leases and relocate to other shopping centers. If this happens, the value of the shopping center will be impaired and West Bountiful will lose an important tax base. In this case, Bountiful Corner would be entitled to receive just compensation from UDOT but West Bountiful would have no recourse.

Specifically, the following are three (3) impacts and possible negative outcomes that may occur as a result of UDOT's taking of land along 500 South, the frontage of our shopping center.

1. Building Takings and Loss of Parking Spaces.

One of the buildings that will be taken is currently leased to Cafe Rio (550 W 500 S, West Bountiful). The second building (530 W 500 S, Bountiful UT) will lose critical customer parking. Tenants leasing space in this building include Hand and Stone, Club Pilates, and Milan Laser, and will lose approximately 40% of their existing customer parking places. This will

result in the building becoming functionally obsolete and more difficult (if not impossible) to keep leased and a corresponding reduction in value. In addition, losing the 40 parking places will open the door for the larger tenants to leave the center. Lease agreements with our larger tenants (Ross Dress for Less, TJ MAXX, Michaels Crafts and others), guarantee that the shopping center will have a minimum number of parking spaces. The loss of 40 parking spaces could place Bountiful Corner in default (violating our parking space commitment) with our larger tenants triggering the tenant's rights to terminate leases and to leave the shopping center.

2. Loss/Change of vehicle access along 500 South.

500 South is one of the main streets used by customers to enter the shopping center. There are currently two vehicle access points along 500 South into the shopping center. If UDOT closes or restricts access movements affects either access, many of our larger tenants (e.g. Ross Dress for Less, Michaels, and TJ Maxx) under rights negotiated in their leases, have the right to terminate their lease and depart from the shopping center.

3. Cotenancy Agreements.

Most of the larger tenants are reliant upon each other to draw customer traffic into the shopping center. They rely upon the added cross traffic created by multiple stores in the same shopping center. If, for example, one large tenant leaves, overall customer traffic is reduced. Hence the co-tenancy clause in their leases is triggered when one of the large tenants leaves. Once a major tenant leaves, the co-tenancy clause allows other tenants to either reduce their rental payments and/or also terminate their leases. This domino effect (losing multiple tenants) would be a disaster to the shopping center.

As you can see from the above issues, there are multiple ways that UDOT's plans can impact the shopping center and result in a large loss of value to the tenants, landowner, West Bountiful, and community. We are very concerned that UDOT's plans will reduce visitor traffic to the center and will lead to a loss of tenants and overall viability as a shopping center.

THE EIS Improperly Concludes that the Bountiful 500 South – North Option is the Preferred Alternative.

The impacts to the shopping center outlined above were not considered in the EIS when UDOT elected the North Option as its preferred alternative for its planned improvements at 500 South. Setting aside whether the improvements to 500 South are necessary and warranted at all (they are not), if the project goes forward as planned, UDOT should either select the South Option or a hybrid option that includes taking from both sides of 500 South instead of 100% of the taking from the North Option.

As outlines in the EIS, the impacts between the North and South Options are similar but contrary to UDOT's conclusion, the North Option has significantly more impacts. Even though it is flawed, UDOT's analysis appears to place overweighted emphasis on the number of business relocations. All other facts are effectively equal or detail greater impacts for the North Option.

IMPACT	NORTH OPTION	SOUTH OPTION
Floodlands Impacts	.06 acres	.07 acres
Environmental Sites	2 impacted active sites	2 impacted active sites (other identified sites were closed decades ago)
Historical Sites ¹	1	2 ²
Commercial Relocations	7 (underestimated)	8
Utility Relocations	0	1
Noise Impacts	136	134

The South Option includes slightly more impacts to floodlands and more utility relocations than the North Option. However, the EIS incorrectly concludes that the South Option will have one less commercial relocation and one more impact to historical properties. As explained, these conclusions are not accurate.

Moreover, the analysis contained in the EIS is solely quantitative. It contains no qualitative analysis. When the actual impacts to the businesses and costs of the acquisition are considered, it is clear that impacts from the North Option dwarf those of the South Option.

¹ The owners of the shopping center also own the Bountiful Bowl located at 409 S. 500 W. Although they are concerned with the loss of the historic sign and parking, apparently that impact will be the same regarding of which option is chosen.

² The EIS considers the building at 453 W. 500 S. to be an “eligible historic building” but there is nothing historic about it. It is being used as a used car dealership. Later in the EIS, this property is referred to as a “historic property” when it is clearly not.



Regardless, there is no effective no-build alternative (or reduced-build) alternatives for 500 South considered. And there is no alternative considered where the widening is shared between the North and South Options instead of an all-or-nothing alternative where the impacts would be shared by both sides of 500 South.

Conclusion

In summary, the extreme widening of 500 South to accommodate 32' feet of SUPs and park strips is not warranted. The EIS significantly underestimates the impacts to the shopping center and businesses on the north side of 500 South. The EIS also erroneously concludes that the North Option will have overall less harm than the South Option. Consequently, UDOT's selection of the North Option as its preferred alternative is fundamentally flawed and fails tests required by NEPA to support a project decision to proceed. Bountiful Corner remains open to work with UDOT to minimize the impacts to its shopping center and all business along 500 South and to evaluate a smaller project design that will accomplish project goals while reducing and/or mitigate adverse impacts.

Sincerely,

A handwritten signature in black ink that reads "Thom Williamsen". The signature is written in a cursive style with a horizontal line underneath the name.

Thom Williamsen, Manager
Bountiful Corner, LLC



CITY OF NORTH SALT LAKE

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

Brian Horrocks
Mayor

Ken Leetham
City Manager

November 13, 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: City of North Salt Lake Public Comment on the I-15 Environmental Impact Statement

Dear I-15 EIS Team,

The City of North Salt Lake is pleased to submit formal comments to UDOT on the I-15 Environmental Impact Statement Farmington to Salt Lake City project. We have submitted many comments during past public comment periods and appreciate the chance to have additional input at this time. The City makes the following public comments:

Comments related to the 2600 South Interchange area

- 1) The intersection of 500 East (Wildcat Way in Woods Cross) and 2600 South is the City's highest vehicular accident location. UDOT should review the future configuration of this intersection and possibly consider limiting left turn movements and even through traffic across 2600 South out of both 500 East and Wildcat Way. These restrictions may be difficult to implement while preserving the traffic circulation of travelers coming south on 800 West in Woods Cross. North Salt Lake's concern is that this intersection is dangerous today and may become even more dangerous with the proposed interchange unless certain movements are limited.
- 2) The pedestrian trail on the west side of the freeway appears to traverse through the middle of a property that has been created and set aside by the City for future economic development. We would request that when constructed, the trail be moved to the edges of the parcel (Collins Brothers, owners) so that useable property may be preserved.
- 3) The City invested a significant amount of public funds for the landscaping of this interchange when it was renovated several years ago. We hope that those improvements will be replaced or that prior to the City's continued financial participation in the beautification of this interchange, there will be a monetary credit representing what will be destroyed during the project. We know and are prepared to participate in additional landscaping and beautification, but want to preserve our original investment as much as possible.

- 4) The City encourages the highest quality landscaping and beautification efforts for the new interchange, particularly on the west side of the new facility where 800 West is scheduled to be removed or abandoned. This location is an entry point for both North Salt Lake and Woods Cross and our City would like it to be a beautifully landscaped location.
- 5) Sidewalk on the south side of 2600 South is impacted and should be replaced if it is removed or disturbed. Also, the City requires a (10) foot wide landscaping buffer between sidewalks and parking lots and requests that UDOT replace or maintain those landscaping buffers for any locations along 2600 South which are disturbed.
- 6) Overland Drive sidewalk adjacent to the Colonial Woods Mobile Home Park will be removed during this project. We request that the sidewalk be replaced since it was installed with a Safe Routes grant and serves a low income residential neighborhood.

Comments related to Center Street and I-15

- 1) The City urges UDOT to consider elevating the freeway over Center Street if such adjustments allow for the City to feasibly install a grade separation on Center Street from railroad lines west of I-15. In this scenario, Center Street would go under the freeway and the railroad corridors. If the freeway cannot be elevated as suggested, the City also strongly encourages UDOT to allow the southbound Center Street off-ramp to remain and would even allow an encroachment into Hatch Park to accommodate that request.

Comments related to the new proposed interchange near Beck Street and Orchard Drive

- 1) The City appreciates the new proposed interchange allowing greater access to I-15 and I-215 on the south end of the City and the rebuild of US89 in this location. We request that when the new shared-use path on the east side of US89 (Beck Street) is replaced that it be done at an elevation that will elevate the path such that it can remain free from runoff and the gravel and debris that tends to exist due to proximity to the mining operations nearby. If such a path could be separated and elevated from US89 at this location, that would be extremely beneficial to the public who uses this path as a commuter trail. North Salt Lake supports Salt Lake City's efforts to also provide active transportation paths and facilities which helps commuters generally to navigate routes between our communities.
- 2) In locations where driveways and streets cross the shared-use path, the City would like to have the path get priority through the use of alternative surface treatments that would alert the public to the existence of the path and the need to be cautious when cars or trucks must cross the path.

Finally, the City continues to request that UDOT consider adding the grade separation of 2600 South (1100 North in NSL) from the rail corridor as part of the I-15 reconstruction project. We believe this project is a critical safety enhancement to the public and would provide much-improved access to and from the I-15 freeway system. We have made this comment previously and we thank UDOT for considering this improvement.

These comments were approved by the City Council of the City of North Salt Lake on November 7, 2023 and represent the City's official comments made during the public comment period ending November 13, 2023.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Horrocks". The signature is fluid and cursive, with the first name "Brian" and last name "Horrocks" clearly distinguishable.

Brian Horrocks
Mayor

November 13, 2023

Brandon Weston
UDOT
392 E Winchester St., Ste. 300
Salt Lake City, UT 84107
i15eis@utah.gov

Re: Comments to Draft EIS UDOT Project No. S-I15-7(369)309

Dear Mr. Weston:

Sweet Streets is pleased to submit formal comments to UDOT on the Draft Environmental Impact Statement for UDOT Project No. S-I15-7(369)309. 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. At its core, Sweet Streets supports people-first streets and public spaces.

Sweet Streets is a non-profit corporation and is tax-exempt under Internal Revenue Code Section 501(c)(4). Our membership consists of individuals along the Wasatch Front, particularly in Salt Lake County. In addition, members of the Sweet Streets Board of Directors live in and around Salt Lake City, including in the neighborhoods that will be directly impacted by the proposed project.

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. However, the project that is proposed does not reach these goals.

The project appears to have been created with a final goal of freeway expansion. And while certain aspects of the project are positive, those appear to have been included in an effort to make the project as a whole more palatable. During the Alternatives Stage, and here in the EIS, UDOT has failed to consider one obvious alternative: pursuing the Interchange Concepts *without* the I-15 Mainline Concepts.

Although we recognize the need for transportation solutions as the Wasatch Front population continues to grow, the solution proposed—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 abstract of the EIS identifies the purpose of the project “is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, strengthen the state and local economy, and better connect communities along I-15 from Farmington to Salt Lake City.”¹ The Purpose and Need portion consolidates these into four goals: “improve safety,” “better connect communities,” “strengthen the economy,” and “improve mobility for all modes.” These goals are listed as if equally important, but are not all served by UDOT's proposal. Rather, the proposal seems primarily intended to address short-term motor

¹ UDOT, Draft EIS and Sections 4(f)/6(f) Evaluation, Abstract (Sept. 2023); *Id.* § 1.4.2 (“Purpose of the Project.”).

vehicle congestion concerns and maximize economic goals.² The project's dogged focus on widening I-15 prioritizes maximizing economic production over safety, connected communities, and improved mobility for all transportation modes.

This letter contains Sweet Streets' comments and suggestions to improve the Draft EIS prior to UDOT's preparation of a Final EIS. The letter begins with concerns about public input, data reliability, and specific alternatives. It then includes comments specific to each of the four project goals.

1. PUBLIC ENGAGEMENT

Sweet Streets appreciates UDOT's decision to include public engagement during the alternatives development stage, including extension of the public comment deadline and providing additional public engagement opportunities. Sweet Streets encourages UDOT to continue its efforts to expand their community outreach process for this and future projects.

Unfortunately, UDOT has not done so during this draft EIS stage. Instead, UDOT made the draft EIS available for public review and comment for only the statutory minimum of 45 days (September 29 to November 13, 2023).

The decision to engage in only the minimum public review at this key stage of such a significant project is disappointing to say the least. A more appropriate process would involve outreach to communities directly *and indirectly* impacted, equity outreach meetings with adequate notice and at a variety of times and locations, broader community engagement within the communities most impacted, and more time for public input.

The Draft EIS was also published with critical portions available *only* in English. As of November 11, 2023, just two days before the public review period was scheduled to end, the entirety of Chapter 3 – “Affected Environment, Impacts, and Mitigation” was unavailable in Spanish. Instead, the project website stated, “Próximamente en español” for these portions of the Draft EIS, including only English pdfs.³ This glaring omission made critical portions of the Draft EIS entirely unavailable for review by some members of the communities which will be impacted.

Given the substantial impacts of this project, Sweet Streets urges UDOT to prepare a supplemental EIS after this initial round of public input, fully available in both English and Spanish. A supplemental EIS would allow UDOT to consider the input gathered during this round of public review and incorporate that feedback before the final EIS stage.

Alternatively, Sweet Streets urges UDOT to re-open the EIS public review period on this draft EIS, allowing for further and more robust public review of the proposal.

Items for Consideration:

- A. Prepare a supplemental EIS incorporating the comments from the current public review or, alternatively, re-open the EIS public review period
- B. Open the EIS public review period again when all portions of the EIS are available in Spanish
- C. Conduct a more robust public engagement process going forward
- D. Communicate with communities that will be directly and indirectly impacted by the proposal
- E. Expand equity outreach meetings
- F. Provide as much notice as possible before public meetings

² Draft EIS, § 1.3.4.1.1 (emphasizing congestion as a key purpose because of “lost productivity and wages and increased transport costs, all of which negatively affect the local and regional economy through inefficient movement of goods and people.”), § 1.4.2.3 (identifying “Strengthen the Economy” as one of four purposes).

³ <https://i15eis.udot.utah.gov/> (last visited Nov. 11, 2023).

G. Schedule public meetings at various times to accommodate various schedules

2. DATA RELIABILITY

Impact of COVID-19 on Traffic Data

UDOT used 2019 as the benchmark year for comparing the project proposal during the proposed alternative phase.⁴ 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.⁵

UDOT acknowledges that, since the COVID-19 disruption, traffic volumes are “unpredictable,” more “volatile.”⁶ In fact, the Mobility Memorandum specifically notes that “[t]eleworking . . . due to COVID [] is becoming more acceptable and being offered more often as a perk of employment. Teleworking can help reduce vehicle trips and, with better data over time, may become a more substantial trip reducer.”⁷

While “[t]eleworking has recently been included in the [Travel Demand Model],”⁸ the precise inputs related to teleworking in that model are not clear from either the EIS or the Mobility Memorandum. This makes it impossible to provide input related to whether and to what extent the assumptions on which the EIS relies are flawed, except a general comment that the EIS appears to rely primarily on pre-pandemic data for traffic volumes without justifying that decision⁹ while simultaneously taking some degree of teleworking into account in the TDM, though it is not clear to what extent that factor was included or changed the modeling.

Thus, Sweet Streets questions the reliability of assumptions based on pre-pandemic usage without considering long-term changes to remote work.

People Per Vehicle

During the Alternatives Stage, Sweet Streets requested greater transparency regarding UDOT’s assumed number of people per vehicle as that number could have a large impact on the final outcome of the proposed design from even fractions of variations in numbers.

In the Draft EIS, UDOT clarifies, “The assumed occupancy per vehicle on I-15 in the needs assessment study area is 1.11 to 1.32 people for vehicle for the general-purpose lanes and 1.55 to 2.11 people per vehicle for the express lanes.”¹⁰ While the Draft EIS cites to the Mobility Memorandum as support for this assumption, it is not clear where in the Mobility Memorandum this is addressed or on what basis this assumption was made.

Growth Projections

⁴ Draft EIS, § 1.3.4.1.2; *Mobility Memorandum for the I-15 Environmental Impact Statement*, § 2 (July 7, 2022).

⁵ 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/>.

⁶ Draft EIS, § 1.3.4.1.2.

⁷ *Mobility Memorandum*, § 4.2.2.

⁸ *Id.*

⁹ *Id.*; *Mobility Memorandum*, § 2.

¹⁰ Draft EIS, § 1.2.3.1.

The impetus for this project relies in part on growth projections from the Wasatch Front Regional Council.¹¹ 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.

4-Hour Peak Periods

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.¹² These peak periods are based on pre-pandemic data.¹³

This use of two 4-hour time blocks may be up to double the industry standard. For example, other jurisdictions use 2-hour periods to establish peak hours.¹⁴

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.

Items for Consideration:

- A. Update proposal assumptions based on long-term changes to remote work
- B. Clarify the extent to which teleworking was included in the TDM
- C. Clarify the precise basis for UDOT’s assumed number of passengers per vehicle
- D. 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
- E. Explain the basis for UDOT’s assumption of eight hours of peak periods
- F. Provide definitions used for determining peak and non-peak periods

3. 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 this interchange encourage heavy-duty truck traffic from the industrial facilities along the east side of the highway 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

4. 600 NORTH

¹¹ Draft EIS, § 1.2.2, Table 1.2-1.

¹² Draft EIS, § 1.2.3.1; *Mobility Memorandum* § 2.

¹³ *Mobility Memorandum* § 2.

¹⁴ See, e.g., City of Draper, *Traffic Impact Study Design Guidelines* 2 (June 1, 2012) (“Peak hours generally occur . . . between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.”); N.J. ADMIN. CODE § 47 app F (“Traffic counts shall be shown by 15-minute intervals over a period long enough to establish a peak hour, generally a two-hour period.”).

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.”¹⁵ This seems to indicate that UDOT considers safety a lesser priority than moving vehicle traffic, although safety is a stated purpose of the project.¹⁶ 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.

Sweet Streets recognizes and supports the 600 North preferred alternatives’ inclusion of protective barriers separating the bike lanes from the main road,¹⁷ a substantial improvement from the options in the Alternatives stage.¹⁸ However, blender zones on 600 North pose a significant safety risk and should be reconsidered.

In addition, Sweet Streets is concerned that the proposed changes to 600 North will not adequately reduce heavy-duty vehicle travel through the area. Given the industrial nature of the area around the Warm Springs Road interchange, heavy-duty vehicle travel is more appropriate to that location than to 600 North. The project could better address vehicle traffic and speeds entering and exiting I-15 in the area surrounding 600 North by combining the increased access to 1000 North with reductions to 600 North.

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.

Items for Consideration:

- A. Reconsider a tight diamond interchange at 600 North
- B. Continue to include barrier-separated bike lanes on both sides of 600 North
- C. Reconsider blender zones on 600 North
- D. Optimize the 600 North proposal to discourage heavy-duty vehicle traffic and shift such traffic to 1000 North
- E. Extend the redesign to the intersection at 600 North and 800 West and consider a full stoplight triggered by pedestrian signal at that intersection
- F. Clarify the entity responsible for maintenance, trash pickup, and snow clearing of sidewalk and bike lane in project area

5. UDOT and Salt Lake City Crossing Study

Sweet Streets previously supported the proposed new underpass at 400 North, so long as it was well-lit and promotes safety for pedestrians and cyclists. However, because “[t]he crossing study was ongoing when this Draft EIS was released,”¹⁹ the Draft EIS was premature and does not adequately allow for public review of

¹⁵ Alternatives Development and Screening Report, at 44.

¹⁶ Draft EIS, § 1.4.2.

¹⁷ Draft EIS, Figure 2.4-25.

¹⁸ Alternatives Development and Screening Report, Figures A-5 and A-6.

¹⁹ Draft EIS, § 2.3.3.1.

the proposal. Thus, the Draft EIS public review should be re-opened when the full proposal is available for public review.

Sweet Streets supports a crossing/underpass at either 400 or 500 North, which will help connect neighborhoods adjacent to I-15 like West Capitol Hill, Marmalade, Guadalupe, Rose Park, and Fairpark.

Finally, no matter the outcome of the study, Sweet Streets seeks clarification about whether UDOT or Salt Lake City will be responsible for maintenance and keeping the crossing free of glass and other debris.

Items for Consideration:

- A. Public review of the Draft EIS should be re-opened when the full proposal, including the proposal that is included as a result of the UDOT and Salt Lake City Crossing Study, is available for public review
- B. Clarify the entity responsible for lighting, maintenance, trash pickup, and snow clearing of sidewalk and bike lane in project area

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

Sweet Streets appreciates UDOT’s clarification of the design of this shared-use path and that the design separates the path from roadway traffic,²⁰ an option that Sweet Streets supported in the Alternatives stage. Sweet Streets seeks clarification about what entity will be responsible for maintenance once construction is complete.

Items for Consideration:

- A. Clarify the entity responsible for maintenance, trash pickup, and snow clearing of sidewalk and bike line in project area

7. IMPROVE SAFETY

Utah has seen a significant rise in traffic violence and vehicle accident deaths.²¹ Sweet Streets is concerned that the proposed expansion will only exacerbate this trend by encouraging more private vehicle traffic at higher speeds.

Sweet Streets supports the removal of “free right-hand turn” movements to improve safety for pedestrians and bicyclists while encouraging drivers to be more aware. As UDOT previously noted, “[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.”²²

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

The proposal 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

²⁰ Draft EIS, Figure 2.4-27.

²¹ 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.”).

²² Alternatives Development and Screening Report, at 23.

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, 2022.²³ 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.

Items for Consideration:

- A. Remove “free right-hand turn” movements
- B. Prioritize and incorporate raised pedestrian crossings 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

8. 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 has recognized 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.”²⁴ 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.²⁵

Utah is currently experiencing a housing affordability crisis.²⁶ Governor Spencer Cox has cited concerns for the shortage of housing and lack of affordable housing in his fiscal year 2024 proposed budget.²⁷ The removal of housing to make room for roads is not a new phenomenon.²⁸ 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. The Draft EIS recognizes that the project will necessarily remove homes, require that people be relocated, and

²³ 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>

²⁴ Alternatives Development and Screening Report, at 7.

²⁵ 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”).

²⁶ 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>.

²⁷ 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.

²⁸ 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).

substantially incur on various residential properties.²⁹ Sweet Streets opposes any proposals that would prioritize roadway expansion over existing housing.

Finally, the overpasses at Folsom Trail should include aesthetic treatments like murals and decorative walls. Such improvements would better connect communities in that area by acknowledging both the historical harm done to the community in that particular location and support for Salt Lake City's plans to make it a premier trails and transit junction.

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. Revise the project to avoid any alterations that would remove existing housing structures
- C. Include aesthetic improvements to Folsom Trail overpasses

9. STRENGTHEN THE ECONOMY

Negative Economic Impacts

Increasing vehicle traffic will negatively impact air quality in the region³⁰ and will do so most acutely in a geographic area with historically worse air quality (the west side).³¹ “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.”³² 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.

Importantly, the Draft EIS's environmental justice analysis related to air quality was published only in English, although other portions of the EIS were made available in English and Spanish.³³ Despite this, UDOT claims it “will continue to collaborate with the community through this NEPA process.”³⁴ Given this significant oversight, and the importance of following through on that commitment, the public review period for the Draft EIS should be re-opened and a Spanish version of these portions made available.

Replace Aging Infrastructure

Metropolitan areas across the country are moving away from highway expansion and are actively reducing highways.³⁵ UDOT did not consider potential improvements within the existing footprint beyond the proposal to make no changes. Sweet Streets supports the proposed investment in updating aging

²⁹ Draft EIS, Appendix, 3A & 3B (noting residential relocations in Farmington, Bountiful, and North Salt Lake; potential residential relocations in Farmington, Centerville, Bountiful, North Salt Lake, and Salt Lake City; and various residential partial acquisitions, temporary construction easements, and perpetual easements).

³⁰ 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/now/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).

³¹ 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/>.

³² Isabella M. Errigo, et al., *Human Health and Economic Costs of Air Pollution in Utah: An Expert Assessment*, 11 ATMOSPHERE 1238, at 19.

³³ Draft EIS, Chapter 3, Part 1.

³⁴ Draft EIS, § 3.4.5.1.

³⁵ *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).

infrastructure.³⁶ 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.

Given the substantial impacts of this project, Sweet Streets urges UDOT to prepare a supplemental EIS after fully examining the option of including the identified infrastructure improvements without widening I-15. A supplemental EIS would allow UDOT to consider the input gathered during this round of public review and incorporate that feedback before the final EIS stage.

Items for Consideration:

- A. Reopen public review of the Draft EIS once the entirety is available in Spanish
- B. Fully consider air quality impacts and resulting impacts on the economy
- C. Prepare a supplemental EIS after examining the option of making the identified improvements without those changes that would expand the footprint of I-15

10. IMPROVE MOBILITY FOR ALL MODES

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.³⁷ This is especially concerning given the recent preventable pedestrian injuries that have occurred in or near these locations.³⁸ Sweet Streets supports prioritizing protected bike lanes in place of the proposed buffered bike lanes.

In addition, the Final EIS should be delayed until full funding is allocated to expanding regional bus, light rail, and rail service and frequency. While the Draft EIS notes that UDOT has considered the UTA FrontRunner Double Track project,³⁹ UDOT notes only that it will coordinate with UTA “to ensure that there will be adequate space for the planned FrontRunner Double Track projects.”⁴⁰ But UDOT does not intend to put on hold the I-15 project until after the UTA project is complete. 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

³⁶ Alternatives Development and Screening Report, at 1 (identifying “replace aging infrastructure” as one of the five stated goals).

³⁷ 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/> (“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.”).

³⁸ See, e.g., Patrick Benedict, *Police Investigate Fatal Auto-Pedestrian Accident in Salt Lake City* (Sept. 16, 2021), <https://gephardtaily.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).

³⁹ Draft EIS, § 1.3.3.3.

⁴⁰ *Id.*

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.⁴¹ Expansion projects “might offer faster travel for a year or two, but any time savings will prove fleeting.”⁴² 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. 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
- B. Delay the Final EIS until allocation of full funding to expanded regional bus, light rail, and rail service and frequency
- C. Increase the HOV minimum passenger requirement from 2 to 3 passengers and conduct modeling based on this assumption
- D. Implement physical separation for HOV lanes with more strategic enter and exit points
- E. Prioritize HOV enforcement
- F. Review whether the proposal is likely to result in induced demand

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

Sweet Streets
PO Box 4554
Salt Lake City, UT 84110

⁴¹ 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.”).

⁴² 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>.

Email attachment submitted by David Pedersen of Farmington City. Comment ID: EM94





Jennifer Wilson
Salt Lake County Mayor

Catherine Kanter
Deputy Mayor
Regional Operations

Dina Blaes
Regional Development Director

**Regional Planning &
Transportation**

Helen Peters, AICP, MPA
Director

Comment ID: EM96

November 13, 2023

I-15 Environmental Impact Statement
Farmington to Salt Lake City
c/o The Langdon Group
392 E Winchester Street
Murray, UT 84107

**Re: Interstate 15 (I-15): Farmington to Salt Lake City Draft
Environmental Impact Statement and Sections 4(f)/6(f) Evaluation**

Dear UDOT I-15 Draft EIS Project Team,

Salt Lake County appreciates the opportunity to provide comments regarding the I-15: Farmington to Salt Lake City Draft EIS and Sections 4(f)/6(f) Evaluation. We are appreciative of the collaborative nature of this process and commend the project team's efforts to solicit feedback from impacted communities. Though this project will have widespread regional impacts, it is clear that neighboring municipalities will experience the most dramatic changes. As such, Salt Lake County is supportive of the comments provided by Salt Lake City.

Like Salt Lake City, Salt Lake County aims to provide its residents with transportation choice, and we commend the preferred alternative's goal of enhancing cyclist and pedestrian safety. Beyond this, however, Salt Lake County is concerned about the potential negative health and equity outcomes of this project. It is critical that this project does not deepen the east/west divide in our community. To ensure that does not happen, we support Salt Lake City's recommended additional ideas to mitigate construction impacts and increased traffic on I-15. We see significant potential of these actions to reduce the burden of this project on the neighborhoods which have been disadvantaged for decades, and we encourage the project team to incorporate the solutions proposed by Salt Lake City into its preferred alternative.

If you wish to discuss Salt Lake County's position further, please let me know.

Best,

A handwritten signature in black ink, appearing to be 'HPeters'.

Helen Peters, AICP, MPA



November 13, 2023

Comment ID: EM97

Re: Interstate 15 (I-15): Farmington to Salt Lake City Draft Environmental Impact Statement (EIS) and Sections 4(f)/6(f) Evaluation

Dear UDOT I-15 Draft EIS Project Team,

Salt Lake City (City) appreciates the opportunity to provide comments regarding the I-15: Farmington to Salt Lake City Draft EIS and Sections 4(f)/6(f) Evaluation. We are impressed with the project team's collaborative outreach efforts to connect and engage early on with residents and businesses about their project understanding, needs, and concerns. Additionally, we appreciate how the feedback has been incorporated into the preferred alternative: Salt Lake City 1000 North - Northern Option. We support the following project elements:

- New interchange at the north end of Salt Lake City, redirecting truck traffic away from the residential neighborhoods
- Shared use path on 1000 North that crosses under I-15 and connects to Warm Springs Road east of I-15, improving some west-east connectivity
- Redesign of the 600 North interchange, including barrier-separated bike lanes and sidewalks on both sides of 600 North, enhancing safety for pedestrians and bicyclists
- New shared-use-path on US 89/Beck Street, providing a safer option for bicyclists
- Staying within the current I-15 footprint, eliminating the need for mandatory residential relocations

While we appreciate the project team's efforts to minimize the natural environment, social, and economic impacts, we continue to be deeply concerned about and opposed to the addition of lanes, as the remaining impacts will still adversely affect our communities. This primarily includes our vibrant and diverse westside communities who, in part due to the 1939 Home Owners' Loan Corporation redlining maps and the physical location of the railroad tracks and I-15, face historical and current disadvantages and obstacles to opportunities related to wealth creation through home ownership, educational attainment, health outcomes, and quality of life. Specifically, these impacts include:

- Worsening poor air quality due to [construction](#), increased traffic, and heavier vehicles, leading to negative health impacts
- Heightened noise pollution due to construction and increased traffic, negatively impacting quality of life
- Potential relocations (recently presented by UDOT staff as voluntary only), displacing generational residents and perpetuating the distrust between residents and the government.



Additionally, the potential loss of affordable homes will further the regional and statewide housing crisis.

- Temporary construction easements, perpetual easements, partial acquisitions, and business relocations, inconveniencing residents and patrons, stunting local business growth, negatively impacting the pedestrian environment, and disrupting vibrant neighborhoods
- Further physical reinforcement of the social, economic, and racial divide between the west and east sides of Salt Lake City

Because of these serious concerns, we request that the project team consider and explore additional ideas to mitigate construction impacts and increased traffic on I-15, as well as alternative options that will positively contribute to the project's objectives and better connect communities. These include, but are not limited to:

- Written commitment that native-speaking interpretation and translation services will be utilized to communicate with potentially impacted residents and business owners to ensure they understand project impacts and their options.
- Compensation for the purchase and installation of triple-pane windows for residences, schools, businesses, etc. located within a ½-mile buffer of the corridor to reduce noise
- Sound walls to help mitigate loud construction noise
- Hotel vouchers for affected residents during times of loud construction noise, including residents who declined to relocate prior to construction
- Deployment of automated systems to monitor air quality levels during construction and issue alerts if detected air quality is at potentially concerning levels, resulting in a modification of construction activities
- Compensation for the purchase and installation of upgraded heating, ventilation, and air conditioning (HVAC) and/or filtration systems to improve the air quality in enclosed residences, schools, businesses, etc. located within a ¼-mile buffer of the corridor
- Installation of roadside landscaping and vegetation barriers, [which may effectively remove black carbon](#), a component of PM_{2.5} pollution specific to diesel and other fossil fuel combustion
- Deployment of automated systems to monitor vibration levels during construction and issue alerts if detected vibration is at potentially concerning levels, resulting in a modification of construction activities to avoid structural damage to buildings
- Inspection of historic buildings located within 600 feet of the corridor before and after construction activities to confirm no structural damage has occurred
- Third party advocates to assist with conversations between tenants/property owners and UDOT regarding displacement, compensation, and/or relocation
- Consideration of household incomes or business profits versus solely property appraisals, when calculating relocation compensation or buyout
- Compensation in the form of multiyear rent or a lump sum down payment for displaced residents, including each family within a multigenerational home



- Coaches to advise and provide impacted residents, particularly first-time homebuyers, with tools to navigate and suggested next steps to take regarding home ownership and property tax issues
- Grant funding to create affordable housing in the area, which could be reserved for legacy residents
- Payment by UDOT for construction related damage to existing properties
- Identification of new gateway opportunities to strengthen neighborhood connectivity with methods to remove perceived barriers. Successfully completed examples include the following:
 - Brighten the Passage; Milwaukee, Wisconsin
<https://www.youtube.com/watch?v=G96dRttGDM8>
<https://www.milwaukeedowntown.com/do-business/broadway-corridor>
 - Claiborne Cultural Innovation District; New Orleans, Louisiana
<https://www.youtube.com/watch?v=AhcAFW5y8BA>
<https://ujamaaedc.org/about/cultural-innovation-district-cid/>
 - The Bentway; Toronto, Canada
<https://thebentway.ca/>
- Implementation of a transformational project that prioritizes people above automobiles, truly reconnects communities, and benefits Utah’s metropolitan center and the region at large. Successfully completed examples include the following:
 - Central 70 Highway Park; Denver, Colorado
https://youtu.be/9_jhBeh1vVY
<https://www.codot.gov/projects/i70east>
 - I-579 Cap Urban Connector Project; Pittsburgh, Pennsylvania
<https://www.pgh-sea.com/index.php?path=i5-ucp>
 - Klyde Warren Park; Dallas, Texas
<https://www.klydewarrenpark.org/>
 - Southern Gateway Park; Dallas, Texas (in progress and inspired by the success of Klyde Warren Park)
<https://www.southerngatewaypark.org/>

Along with the UDOT team, the Salt Lake City Mayor’s Office and Transportation Division Director recently visited Denver’s Central 70 Highway Park, a four-acre park over a portion of the lowered I-70. The impacted area of Denver is similar to the impacted area of Salt Lake City and includes an economically disadvantaged community with disenfranchised residents. Moreso, Denver’s Swansea Elementary School abutted I-70, which is similar to Salt Lake City’s Mary W. Jackson Elementary School and its proximity to I-15. Among numerous benefits provided by the highway park is the exclusive use of a portion of the park by the school during the day and programmed by Denver’s Parks and Recreation otherwise.



In addition to this incredible community asset, the Colorado Department of Transportation (CDOT) enhanced Swansea Elementary School with the addition of community classrooms and gardens, a relocated entrance, a new HVAC system, and more. CDOT had a great relationship with school leadership and worked closely with the community to solve issues.

Salt Lake City staff is ready and willing to explore these and other ideas and alternative approaches with the project team. Our genuine desire to reconnect communities, combined with your team's previously demonstrated and creative problem-solving skills, can provide positive outcomes for all. We look forward to working closely with the project team to develop solutions that maintain the previously mentioned, City-supported project elements, as well as better meet the project's objectives, in place of the preferred alternative, which will have devastating impacts on our westside community.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Mendenhall".

Erin Mendenhall
Mayor of Salt Lake City

November 9, 2023

Comment ID: EM98

Utah Department of Transportation (UDOT)
392 East Winchester Street., Ste. 300
Salt Lake City, Utah 84107

RE: I-15 Draft Environmental Impact Statement
Farmington City Historic Preservation Commission (FCHPC) Comments

To whom it may concern:

The Clark Lane National Historic District, which Farmington City also designated as an Historic Resource on its Historic Landmarks Register in 2009, includes all the properties on both sides of State Street between the existing I-15 Frontage Road to the west and SR-227 (or 200 West) on the east. The proposed additional north bound travel lane on I-15 now under study by UDOT will significantly and negatively impact this district (and residential neighborhood).

The current I-15 Draft Environmental Impact Statement (DEIS) shows two options for State Street: 1) the “400 West Option (Preferred Alternative)”, and 2) the “State Street Option”. The FCHPC has questions, comments, and requests related to both alternatives as follows:

A. 400 West Option

1. Clark Park at the NW corner of State Street and 400 West is located on City and State property. How will this option impact the size of the gross area of the park? How many trees will be lost?
2. Will the park still have the ability to function as a trail head for the Farmington Creek Trail?

B. State Street Option

1. Beginning or ending at the I-15 Interchange, a disproportionately large number of west Farmington residents and visitors (to Station Park, etc.) use 200 West and State Street each day to get to and from their destinations south of Farmington on I-15. The State Street Option is a good first step by UDOT to mitigate these significant negative traffic impacts through the Clark Lane Historic District on State Street and to the adjacent Farmington Junior High, park, Farmington Elementary, businesses, and a church building—all on 200 West Street.

We request that UDOT re-think the lane configuration on the State Street Option to provide all the lanes necessary to handle every movement from the Frontage Road to the State Street Overpass and vice versa, but significantly limit and “neck down” the state street connection on the east side of the intersection to just two narrow lanes entering the neighborhood. Benefits to this approach include:

- a. A clearly defined route to and from West Farmington, which avoids the uses set forth in the first paragraph of this section.
- b. Less traffic on State Street between 200 West and 400 West providing a better residential neighborhood.
- c. A more pedestrian friendly neighborhood.
- d. Better preserves the setting of the Clark Lane Historic District.
- e. It will ease traffic pressure on the Park Lane/I-15 Interchange (any reduction may help) and even the Shepard Lane/I-15 Interchange.
- f. One of the goals of the City’s recently adopted Station Area Master Plan is to increase internal capture. This plan calls for a central greenway to direct north to south non-vehicular traffic to a crossing at Park Lane thence to Station Park, any reduction of traffic volume on Park Lane, even a small percentage, will help with internal capture, which will result in all UDOT facilities working better.
- g. Despite the internal grid street pattern now underway in the mixed-use areas in, and north of, Station Park, external circulation to land beyond this area is poor because of the east barrier of the UP tracks and I-15 and a west barrier created by the DRG&W trail. Any more convenient and easier to use additional major external easterly route results in better traffic circulation for this entire area as a whole. The State Street Option helps serve this need.
- h. The recommendations under this sub-paragraph avoid the issue raised in paragraph C.3 below.

2. A raised Frontage Road provides a better grade separated route for the Farmington Creek Trail (see C.1. below) than the 400 West Option.

3. A raised Frontage Road may provide better access to the Farmington Junior High property along its west boundary.

C. Both options (400 West and State Street)

1. The Farmington Creek Trail is one the few major east-to-west regional family friendly active transportation trail facilities in Davis County as well as the entire Wasatch Front, and its success may meet every non-vehicular transportation goal espoused by UDOT. It provides tremendous access from east Farmington to the UTA commuter rail stop. It connects three north to south regional trails: Bonneville Shoreline Trail, Legacy Parkway Trail, and DRG&W Trail and soon will connect with the West Davis Corridor Trail as well (another, or fourth, north to south regional trail facility); moreover; the Farmington Creek Trail provides direct access to National Forest Service land east of the community and will soon offer access to the Farmington Bay Waterfowl Management Area west of the community.

The State and Farmington City once contemplated a grade separated Farmington Creek Trail crossing under 400 West, but the state opted to re-route the trail to a less safe at grade crossing at 400 West and the Frontage Road, which crossing is also at times dangerous for pedestrians due to the length of the crossing and its site distance problems—and it is out-of-direction for pedestrians and bicyclists. The FCHPC proposes that both options can accommodate a grade separated crossing for the Farmington Creek Trail at 400 West Street and requests that UDOT implement this improvement.

Moreover, a new State Street overpass over I-15 connecting to the overpass over the Legacy Parkway will provide good pedestrian access on both the north and south side of the bridge. Subsequently, because of this, the Farmington Creek trail can connect directly to the sidewalk on the north side to safely lead pedestrians to points west of I-15. Under this scenario a pedestrian does not have to use the traffic signal to cross State Street at 400 West and/or a Frontage Road intersection. Furthermore, upon reaching the west end of the bridge, a pedestrian may achieve direct access to the Legacy Parkway trail without using the existing traffic signal at 650 West Street if UDOT provides a trail connection to Legacy on the flat land on the north side of the embankment, which land it already owns (Davis County Parcel #08-087-0026). This route across this parcel also provides a direct unimpeded course to the Frontrunner Station.

2. Both options compromise the trail head use and Clark Park. UDOT can re-establish a trail head and park (even the Ezra T. Monument) to land owned by Farmington City (and possibly other parcels) on the east side of 400 West Street in the vicinity of Farmington Creek.
3. It appears that the widening of I-15 may cause the removal of an historically contributing home on the National Register located at 399 West State Street. What does UDOT propose to provide as a remedy for this demolition? Is it possible to relocate this home to another site within the Historic District?
4. The DEIS drawings show that UDOT may widen the west end of State Street as it transitions to the proposed changes at the 400 West and/or a possible Frontage Road intersection. How many street trees, if any, will be compromised by the improvements? And if trees are affected, what are UDOT's plans to remedy the impacts.
5. Regardless which option is selected, please implement traffic calming measures throughout the Clark Lane Historic District.

Should you have any comments or questions about our response, please feel free to contact the Farmington City Community Development Director, David Petersen, at dpetersen@farmington.utah.gov or at 801-939-9211

Sincerely,



David Barney
FCHPC Chair

Cc: Members of the FCHCP
Brett Anderson, Mayor
Brigham Mellor, City Manager
Chad Boshell, City Engineer and Assistant City Manager
Lyle Gibson, Assistant Community Development Director
Shannon Hansell, City Planner
David Petersen, Community Development Director



CITY OF BOUNTIFUL

MAYOR
Kendalyn Harris

CITY COUNCIL
Millie Segura Bahr
Jesse Bell
Kate Bradshaw
Richard Higginson
Cecilee Price-Huish

CITY MANAGER
Gary R. Hill

Bountiful City's Comments on I-15 (Farmington to Salt Lake City) Draft EIS

Bountiful City expresses gratitude to the UDOT EIS team for their help, accessibility, and professionalism throughout this process. In the spirit of partnership, Bountiful City submits the following comments on the October 2023 Draft EIS developed for the "I-15 Environmental Impact Statement Farmington to Salt Lake City":

500 South Interchange

Bountiful City is very concerned about the impact on business along 500 South and 500 West as shown in the current preferred alternative. Bountiful respectfully requests the following:

- The City requests that UDOT re-evaluate traffic models to determine the need for additional turning lanes as proposed at 500 West.
- Based on the potential impact to business and the need to balance active transportation options, the City supports a shared use path on one side of 500 S only, preferably the south side of the 500 South, west of 500 West. A standard 4-foot sidewalk on the north side of 500 South would be sufficient for the opposite side of the street.
- The City also requests that UDOT explore modifying currently recommended park strips, reducing shoulders, and reviewing any other element that will narrow the corridor sufficiently to prevent or reduce impacts to existing businesses, while enhancing safe active transportation options.
- Based on the impact to economic activity in the area, the Bountiful City strongly recommends that UDOT change the preferred alternative to the "500 S Southern Option."
 - While the "500 S Southern Option" may impact one additional business from a land acquisition perspective, the impacts from the "500 S Northern Option" will be far more detrimental to the area. The loss of the businesses along the north side of 500 S will severely impact many other businesses in the commercial development north of 500 S and west of 500 W, leading to the potential loss of vital tax revenue that supports services to residents in both the cities West Bountiful and Bountiful.
- Bountiful City recommends that vehicles traveling eastbound have access to the commercial area on the north side of 500 S (west of 500 West). Maintaining safe and easy access to this commercial area is important to the economic health of the area. Forcing vehicles to go through two left turns through a heavily used intersection and across another state highway (500 W) to reach the commercial area would greatly increase conflict points and potential accidents, and harmfully suppress economic activity.

400 North Interchange

- Bountiful City strongly supports the Draft EIS that maintains the ½ interchanges at 400 North and 500 West.

- The current Draft EIS supports the existing infrastructure investments on 500 W., best supports economic development in the area, and best protects 400 N from additional congestion.
- The City strongly supports widening the 400 N overpass to add the proposed shared use path on the north side of the overpass and the sidewalk on the south side of the overpass.
- The City questions the need for a bicycle lane on the north side of the overpass and 400 N in addition to the shared use path.
- To limit impact to existing businesses, the City requests that UDOT review traffic models to determine the need for additional lanes as proposed.

500 West Interchange/Exit

Bountiful City recommends that UDOT retain the current left lane exit from southbound I-15 to 500 West. If that option is not available, Bountiful supports the current design which includes a southbound exit. Maintaining access to 500 W from I-15 is vital to the continued economic viability of that area of the city.

Beautification

The City requests that UDOT commit through the EIS process to making necessary investments to the beautification of infrastructure and appropriate aesthetic improvements as part of the overall project. This area of the state has historically been neglected in terms of beautification investments on I-15 infrastructure. Such investments improve well-being and quality of life for residents and others using I-15 and the interchanges.

Active Transportation

While not currently listed as an option, the City encourages UDOT to re-evaluate the possibility of a north/south shared-use path adjacent to I-15. This would be similar to the Legacy Trail concept.

Bountiful thanks UDOT for their commitment to quality of life in the community, and we look forward to continuing to partner on this project.



November 13, 2023

I-15 EIS Team
Utah Department of Transportation

Dear I-15 EIS Team,

The Capitol Hill Neighborhood Council would like to extend its appreciation for the i15 EIS team's consideration for neighborhoods and cities along the corridor. Our concern for impacts on regional air quality, ambient noise, safety and efficiency are not unique. The same goes for the impacts on quality of life at the intensified interfaces between the expanded freeway and/or highway and the residential neighborhoods, commercial centers, institutional centers, parks, and other infrastructures that define our communities.

East-West & North-South Intra-neighborhood Connections

We applaud the close attention paid to the restoration of East-West Connections along the i15 corridor. Our neighborhood appreciates the invitations to work with our neighbors along the I-15 corridor to develop workable solutions. Due to the latest designs for interchanges at **600 N and 2100 N** we are increasingly concerned about increased traffic on SR89 (Beck St and 300 West) and its snowballing effect on Victory Road, Columbus, and State Street, which divide Utah's oldest neighborhoods with reckless, loud, polluting heavy-truck and commuter traffic of 40,000 cars/day.

600 N Interchange and Extension into Neighborhood

We are concerned about the omission of key elements long-considered vital for the safety and efficiency of the 600 N interchange and extensions:

- Extended eastbound left-turn lane to 400 W (currently only long enough for two tractor-trailer rigs and a couple cars). A 1000-foot left-turn lane would help to redirect heavy-trucks from the residential corridor on 300 W to a more efficient industrial corridor on 400 W
- 25 mph speed limit between 400 W and 300 W (currently inefficient and unsafe for pedestrians, cyclists and cars- many recorded collisions (truck-ped, car-car, car-truck, motorcycle-car)
- Protected bike lanes between 400 W and 300 W
- Raised crosswalk on east side of 300 W 600 N intersection (sudden transition between 35 mph and 20 mph)

Modeling Request

We request that the design team develop extensive models of the impacts on communities and neighborhoods, not only at the interchanges at 2100 N and 600 N, but all along the arterials

between the route's sources and sinks. Parameters should reflect how traffic volume, speed, and duration affects quality-of-life for the residents.

(NOTE: Is it safe to assume that the current levels of traffic at the aforementioned locations are appropriate? What is the acceptable limit for collisions with pedestrians, bicyclists, buses, trucks, motorcycles and other? Is the current system already exceeding acceptable limits for noise pollution for residential neighborhoods?)

Secondary N-S Connections

The North-South intra-neighborhood connections that run parallel to I-15 are also impacted. Many of these critical connections should provide opportunities for safe pedestrian, bicycle, and public-transit access to several major infrastructures in our neighborhood.

(NOTE: Currently, close to 3000 residents of our new transit-oriented housing just west of SR89 cannot safely navigate their way (on foot, bike, or car) to Warm Springs Park, the Marmalade Library, various stores and shops, three schools, the State Capitol, or to the trails in the nearby foothills.)

Thank you for engaging with neighborhoods on the environmental and design phases of the I-15 Corridor Expansion Project. We look forward to our continued participation in this process.

Brian Hutchinson
Transportation, Infrastructure & Planning Committee Chair
Capitol Hill Neighborhood Council

David Scheer
Capitol Hill Neighborhood Council Chair

Mayor
Kenneth Romney

WEST BOUNTIFUL CITY

City Administrator
Duane Huffman

City Council
James Ahlstrom
James Bruhn
Kelly Enquist
Mark Preece
Rodney Wood

550 North 800 West
West Bountiful, Utah 84087

Recorder
Cathy Brightwell

Phone (801) 292-4486
FAX (801) 292-6355
www.WBCity.org

City Engineer
Kris Nilsen

Public Works Director
Steve Maughan

West Bountiful City’s Comments on I-15 (Farmington to Salt Lake City) Draft EIS November 13, 2023

The leadership of West Bountiful City expresses appreciation to the UDOT EIS team for their professionalism and friendly help through this process. We understand that significant work has gone into the models, drafts, and preferred alternatives to this point, and applaud UDOT’s dedication to improving the quality of life for all Utahns.

In the spirit of partnership, West Bountiful City submits the following comments on the October 2023 Draft EIS developed for the “I-15 Environmental Impact Statement Farmington to Salt Lake City”:

500 South Interchange

1. The City is extremely concerned with the impact to businesses shown in the preferred alternative to 500 S.
 - 1.1. The City requests that UDOT re-evaluate traffic models to determine the need for additional lanes as proposed.
2. Based on the potential impact to business and the need to balance active transportation options, the City supports a shared use path on both sides of 500 S only under the underpass and other areas that do not affect the operational ability of existing businesses.
 - 2.1. Having the shared use path on both sides of the underpass allows for its continuation as redevelopment along 500 S occurs in the future.
 - 2.2. The City recommends UDOT explore locating the shared use path on the south side of 500 S east of the underpass.
 - 2.3. With the shared use path on one side of 500 S, the City recommends a smaller sidewalk on the opposite side of 500 S.
 - 2.4. The city also requests that UDOT explore modifying currently recommended park strips, reducing shoulders, and reviewing any other element that will narrow the corridor sufficiently to prevent or reduce impacts to existing businesses, while enhancing safe active transportation options.
3. Based on the impact to economic activity in the area, the City strongly recommends that UDOT change the preferred alternative to the “500 S Southern Option.”

- 3.1. While the “500 S Southern Option” may impact one additional business from a land acquisition perspective, the impacts from the “500 S Northern Option” will be far more detrimental to the area. The loss of the businesses along the north side of 500 S will severely impact many other businesses in the commercial development north of 500 S and west of 500 W, leading to the potential loss of vital tax revenue that supports services to residents in both the cities West Bountiful and Bountiful.
4. The City strongly requests that vehicles traveling eastbound have access to the commercial area on the north side of 500 S. This access is critical to the economic health of the area. The City and property owners have met with UDOT and requested a frontage access between the commercial development and current UDOT property.
 - 4.1. Maintaining safe and easy access to this commercial area is critical to the economic health of the area. Forcing vehicles to go through two left turns through a heavily used intersection and across another state highway (500 W) to reach the commercial area would greatly increase conflict points and potential accidents, and harmfully suppress economic activity.
5. 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.
6. The City requests that UDOT re-evaluate its finding that a sound wall is not necessary adjacent to the 500 S southbound off-ramp. Draft designs show the off-ramp placed very close to lots on the northeast corner of the Woodhaven Trailer Court. The sound impacts from this off-ramp, which include large trucks associated with the adjacent refinery operations, will disproportionately impact residents at the lowest income level.

400 North Interchange

7. The City strongly supports the Draft EIS that maintains the ½ interchanges at 400 North and 500 West.
 - 7.1. The current Draft EIS supports the existing infrastructure investments on 500 W., best supports economic development in the area, and best protects 400 N from additional congestion.
8. The City strongly supports widening the 400 N overpass to add the proposed shared use path on the north side of the overpass and the sidewalk on the south side of the overpass.
 - 8.1. The City questions the need for a bicycle lane on the north side of the overpass in addition to the shared use path.
9. To limit impact to existing businesses, the City requests that UDOT review traffic models to determine the need for additional lanes as proposed.

I-15 Mainline

10. The City expresses support for the elimination of the Reversible HOT Lanes previously listed as an alternative.
11. The area most impacted in West Bountiful by the proposed additional lanes on I-15 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.

- 11.1. Under the current preferred alternatives, West Bountiful has several businesses impacted. West Bountiful is the smallest city within the project and has the lowest capacity to absorb negative economic impacts.
- 11.2. 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.
- 11.3. 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.
- 11.4. The City shares concerns expressed by many that traffic models and the proposed expansion do not adequately account for increased future capacity and ridership on Frontrunner, the South Davis Connector, and other transportation options. Vehicle traffic demand induced by the project proposal could exacerbate existing congestion in the affected communities.

Pages Lane / 1600 N

12. The City strongly supports the options related to widening the underpass to allow for additional bike/pedestrian improvements.

Beautification

13. The City requests that UDOT commit through the EIS process to making necessary investments to the beautification of infrastructure and appropriate aesthetic improvements as part of the overall project. This area of the state has historically been neglected in terms of beautification investments on I-15 infrastructure. Such investments improve well-being and quality of life for residents and others using I-15 and the interchanges.

Active Transportation

14. While not currently listed as an option, the City strongly encourages UDOT to re-evaluate the possibility of a north/south shared-use path adjacent to I-15. This would be similar to the Legacy Trail concept.
 - 14.1. This path represents the best opportunity in the region to provide for active transportation in the center of the community.
 - 14.2. 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.

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.



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

1522 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

Dear Ms. Pocock and the EIS study team,

We want to thank you for this opportunity to once again submit official comments on the EIS. Since the last public comment period, we have seen UDOT's commitment to not tear down homes or businesses in the west side of Salt Lake City, and we want to acknowledge our gratitude for that. However, as the EIS moves forward, there are several concerns we continue to have, and we request that UDOT looks further into these issues.

One of our primary concerns with the progression of the EIS is the impact construction will have on our communities once the project commences. Many construction materials contain harmful and toxic elements, and we ask that UDOT makes a commitment to contracting with service providers that regulate the materials they use in their construction efforts. These contractors should dedicate themselves to mindfully cleaning up after themselves in a timely manner. Another construction concern is the duration of the project along each stretch of the corridor. With the potential of temporary relocations of our residents, we want to ensure that they can return to their homes and communities as quickly as possible should they choose to relocate. We ask that, when the time comes to plan the project in detail, UDOT schedules construction along residential and small business areas to be completed the quickest, and at times of the year where there will be the fewest delays due to weather or other extenuating circumstances. While timeliness is of the utmost importance, it is also paramount that construction takes place only during the daytime as to not disturb the residents late into the night. Finally, damage caused by construction to the homes in Guadalupe and Jackson neighborhood will not be covered by homeowners insurance. Families should not be responsible for making repairs caused by UDOT construction. A construction damage fund should be established to compensate owners for damages to their homes from 600 west to 700 West from North Temple to 600 North. UDOT committed to not tearing down any structures in the westside; we ask that UDOT commits to continuing its efforts toward equity for the westside by making construction impacts as minimal as possible.

Another concern we have is the representation available for residents in conversations about right of way and real estate. These are complex topics with many nuances. People who are untrained in these topics are unable to be fully informed and will not know the best questions to ask. Our community has great distrust for government-led projects such as this one, and that distrust is backed by ample evidence of failure to follow through, manipulation of, and disinvestment toward this community. Thus, we believe it is critical for them to have a third party representative at any conversations about real estate and right of way who can advise them on what questions to ask and ensure that they receive all the information necessary to make an informed decision. This representative should be of their choosing and at no additional cost to them. We ask that UDOT find a way to work with the community on this.

A third concern we have is with how, throughout this whole process, UDOT has never truly addressed induced demand. We would like to take a moment to recommend some readings and studies done on induced demand, and ask that you read them prior to moving forward in the EIS.

- "More highways, more driving, more emissions: Explaining 'induced demand'" <https://t4america.org/2021/10/20/say-hello-to-induced-demand/>
- "Generated Traffic and Induced Travel, Implications for Transport Planning" <https://www.vtpi.org/gentraf.pdf>
- "Americans Know Expanding Roads Doesn't Fix Traffic" <https://www.nrdc.org/bio/rabi-abonour/survey-shows-americans-understand-expanding-roads-doesnt-fix-traffic>

We want to conclude with some final requests and suggestions. First, we request that, as construction begins, UDOT maintains ongoing communication with residents and businesses within a one-mile radius of the project. This communication would be about expectations of project duration, any changes to the plans, and any delays or accelerations in the process. Secondly, we ask if any thought has been given toward what will happen to homes sold to UDOT for this project. We would like to suggest that, at the end of the project, UDOT works with NeighborWorks Salt Lake to form a plan for these homes. Would UDOT commit to getting these homes back to NeighborWorks so that we can continue working toward our mission of housing affordability?

Thank you for taking the time to read these concerns and thank you for the work we know you'll do to address these concerns. We are available for more conversation on these concerns should you desire to further the conversation.

Sincerely,

Maria Garciaz,
CEO, NeighborWorks Salt Lake



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
Denver, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

November 13, 2023

Ref: 8ORA-N

Carissa Watanabe, Program Manager
Environmental Services Division
Utah Department of Transportation
392 East Winchester Street, Suite 300
Salt Lake City, Utah 84107

RE: I-15-Farmington to Salt Lake City Draft Environmental Impact Statement, CEQ # 20230125

Dear Carissa Watanabe:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (EIS) for I-15: Farmington to Salt Lake City Project (Project) prepared by the Utah Department of Transportation (UDOT). The following comments were prepared in accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. The CAA Section 309 role is unique to EPA. It requires EPA to review and comment publicly on any proposed federal action subject to NEPA's environmental impact statement requirement.

The UDOT prepared the EIS to evaluate the impacts of constructing highway improvements along the I-15 corridor between Farmington and Salt Lake City, Utah. The purpose of the project is to improve safety, replace aging infrastructure, provide better mobility for all travel modes, and to better connect communities along the I-15 corridor from Farmington to Salt Lake City.

EPA has identified environmental concerns in the analysis that should be addressed in the Final EIS. We are providing the enclosed recommendations to help provide clarity in the Final EIS and improve the assessment and environmental outcome of the proposed action. Our comments primarily focus environmental justice, climate change, and air quality/transportation conformity.

If further explanation of our comments is desired, please contact the lead NEPA Reviewers for this project, Julie Smith at (303) 312-6736 or smith.julie@epa.gov, or Laura Margason at (303) 312-6665 or margason.laura@epa.gov. You may also contact me at (303) 312-6155 or mccoymelissa@epa.gov.

Sincerely,

MELISSA
MCCOY

Digitally signed by
MELISSA MCCOY
Date: 2023.11.13
17:53:15 -07'00'

Melissa W. McCoy, Ph.D., J.D.
Manager, NEPA Branch
Office of the Regional Administrator

EPA's Detailed Comments for the I-15 Salt Lake City to Farmington Project

Environmental Justice

Executive Order (EO) 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All* (2023) directs federal agencies, as appropriate and consistent with applicable law, to identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns. It builds upon EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Council on Environmental Quality's (CEQ's) guidance, *Environmental Justice: Guidance Under the National Environmental Policy Act* (CEQ EJ Guidance), assists agencies in consistently and effectively meeting the goals of EO 14096.¹

CEQ's EJ Guidance notes that "agencies should recognize the interrelated cultural, social, occupational, historical, or economic factors that may amplify the natural and physical environmental effects of the proposed agency action. These factors should include the physical sensitivity of the community or population to particular impacts; the effect of any disruptions on the community structure associated with the proposed action; and the nature and degree of the impact on the physical and social structure of the community." We note that the Draft EIS appropriately includes consideration of these interrelated factors in the EJ impacts analysis (Section 3.4.6.1), as well as a robust discussion of historic 'redlining' practices in Section 3.4.5.1 of the Draft EIS that is very helpful to the reader in understanding historic and on-going effects of "red lining" practices that greatly impacted development along the west side of the existing I-15 corridor as discussed.

While Section 3.4.6.3 of the Draft EIS presents an informative analysis of disproportionate adverse effects from the Action Alternative, the analysis and discussion appears focused on differences in expected adverse impacts from the proposed Project *between* demographic groups within the Project area. This does not address the question of whether the segments identified as having EJ concerns would be disproportionately impacted in comparison to the "reference community," as contemplated by EJ analysis approaches in *Promising Practices for EJ Methodologies in NEPA Reviews: Report of the Federal Interagency Working Group on Environmental Justice & NEPA Committee (Promising Practices)*.²

We note that Section 3.4.4.1 of the Draft EIS identifies the use of county-level data as the "reference population" for the EJ analysis and as a baseline for identifying potential low-income, minority, and

¹ https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf.

² 2016 Federal Interagency Working Group on Environmental Justice & NEPA Committee Promising Practices in NEPA Reviews - https://www.epa.gov/sites/default/files/2016-08/documents/nepa_promising_practices_document_2016.pdf.

historically disadvantaged populations within the Project area. According to *Promising Practices*, a reference community is not only helpful for identifying disadvantaged communities with EJ concerns as was done by UDOT for scoping of the Draft EIS, but also key to the analysis of disproportionate adverse effects from a proposed federal action to communities with EJ concerns.³ A reference community's total number of minority individuals and percent minority can be compared to the population in the affected environment or geographic unit of analysis. Effects from the proposed action on the community within the affected environment may then be compared to effects on the reference community in order to identify potentially disproportionate impacts.

EPA recommends that UDOT revisit and update the EJ analysis in the Final EIS to discuss disproportionate adverse effects (e.g., air quality impacts and increased flooding risk) on communities with EJ concerns in reference to what adverse and beneficial impacts would be experienced by communities county-wide. This comparison can then be used to reassess the conclusion on page 3-320 of the Draft EIS that: "No mitigation is necessary because there would be no disproportionate impact to any particular social group." We recommend UDOT reassess these conclusions – in collaboration with communities with EJ concerns – and, as appropriate, identify and consider mitigation measures in light of new information from this recommended revision to the analysis of disproportionate adverse effects.

Air Quality and Transportation Conformity

Criteria Pollutants and Transportation Conformity. EPA notes that the Draft EIS evaluates the criteria pollutant emissions of the action alternative using an emissions inventory for an "air quality evaluation area" that incorporates the entire north-south extent of the project area as well as significant arterial and collector streets directly associated with the design scope of the project. We recognize the efforts to incorporate travel modeling of travel corridors directly associated with the design of the action alternative and its sub-area options to estimate systemic project impacts on criteria pollutant emissions. Additionally, in support of an analysis of potential disproportionate impacts on communities with EJ concerns, we recommend UDOT also evaluate the criteria pollutants associated with the alternative and each of its sub-area options on discrete segments of the air quality evaluation area associated with communities of concern, as highlighted in Section 3.4 – Environmental Justice Populations.

EPA appreciates the comprehensive illustration of the attainment status of the area containing the project area as presented in Table 3.8-1, "National and Utah Ambient Air Quality Standards [...] for Salt Lake and Davis Counties." We recommend UDOT review the attainment status descriptions in this table. Specifically, the nonattainment classification for the 2015 ozone NAAQS should be updated to reflect reclassification to "Moderate". See 87 FR 60897.

³*Ibid.*, pp. 13-14.

EPA does not agree with the conclusions found in Appendix 3E, “Project of Air Quality Concern Evaluation,” and the “Project of Air Quality Concern Determination” in Section 3.8.2.2.3.⁴ EPA concludes that the I-15 Farmington to Salt Lake City project should be designated a project of Air Quality Concern and that the Final EIS should present a particulate matter hot-spot analysis to satisfy transportation conformity requirements before conclusion of the NEPA process. Based on communications with the Federal Highways Administration (FHWA) Utah Division, it is our understanding that UDOT will be completing a hot-spot analysis before issuing a Final EIS and will make the conclusions of that hot-spot analysis available for public and EPA review and comment. We defer further comment on the transportation conformity and criteria pollutant impact evaluation sections of the Draft EIS until a particulate matter hot-spot analysis has been completed.

Air Quality Impacts from Construction. The Draft EIS includes a discussion of air quality impacts resulting from construction. However, the analysis presented does not include basic metrics that would enable the reader to understand what is necessary to complete the upgrades, nor is a schedule for completion of the Project provided. In order to provide a reasonable analysis of the potential impacts to air quality during construction we have the following recommendations.

- Provide a discussion of the activities that will be necessary to complete the action alternative and its sub-area options.
- Provide a schedule of implementation of the alternative and sub-options, which should include construction start and stop dates.
- Provide a roster of equipment and work crews necessary to complete the construction of the infrastructure.
- Based on the schedule for completion and the necessary activities and equipment identified, estimate emissions to construct the alternative(s). We recommend utilizing emission factors for nonroad equipment based on the size and age of equipment that will reasonably be used based on the Tier and age of available equipment.⁵

Depending on the magnitude of the emissions, duration and location it may be appropriate to conduct additional quantitative air quality analysis to inform any air quality mitigation measures to protect populations adjacent to construction activities.

Mobile Source Air Toxics (MSAT). EPA notes that the Draft EIS includes a quantitative analysis of MSAT emissions associated with the no-action and preferred action alternative and its sub-area

⁴UDOT concludes that the I-15 project does not qualify as a project of air quality concern since it would not increase the percentage of diesel vehicles and would not significantly increase the number of diesel vehicles in the project study area compared to the no-action conditions. UDOT determined the Project is not expected to either influence the vehicle mix in the project study area or attract new diesel vehicles to the area.

⁵ <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1000A05.pdf>

options in Section 3.8.4.3. EPA appreciates UDOT's recognition that the I-15 Farmington to Salt Lake City qualifies as a project with a higher potential for MSAT effects and warrants a quantitative analysis of the MSAT emissions associated with the preferred alternative. However, we recommend UDOT improve the Draft EIS discussion of MSAT air quality impacts in several areas.

EPA notes that Table 3.8-5, "Annual VMT and On-road MSAT Emissions with Each Alternative," illustrates modeled MSAT emissions in the air quality evaluation area associated with the no-action alternative and the action alternative in 2050. The table also includes 2019 base-year MSAT existing conditions for a quantitative comparison. The table also associates these MSAT emissions with modeled vehicle miles travelled (VMT) in the same evaluation area. EPA questions whether the VMT values are supposed to represent "million miles/year" as noted in this table. This unit notation is also present in other mobile source emissions inventory tables in Chapter 3, and we recommend this notation throughout the chapter be reviewed for accuracy.

EPA also notes that a large portion of the discussion of MSAT emissions is focused on the explication of the idea that differentiation of MSAT emissions attributable to the different project sub-options is hampered, if not made impossible, by incomplete or unavailable information concerning MSAT health impacts. Much of the development of this idea is based directly on FHWA's 2023 memorandum: "Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents" (hereafter, the "2023 FHWA guidance memo"). EPA did not jointly issue this guidance memo with FHWA and may not agree with concepts or language present in this memo. Selection between project action alternative and its sub-area options based on comparison of scenario associated MSAT emissions and health impacts may be complicated by uncertainties. However, EPA does not agree that the difficulties of comparative evaluation rule out the evaluation of ambient air MSAT impacts on public health in near-roadway communities. We recommend the Final EIS include additional information on near-road MSAT concentrations and potential health impact assessment in context to the Project.

The 2023 FHWA guidance memo recommends project sponsors for projects with "higher potential MSAT effects" consult the FHWA headquarters Office of Natural Environment and Office of Project Development and Environmental Review to develop a specific approach to assess MSAT impacts. The memo states that such specific approaches may address the potential for cumulative impacts based on local conditions and the potential need for MSAT mitigation strategies. However, the Draft EIS does not include a discussion of potential cumulative MSAT impacts or discussion of MSAT mitigation strategies in Section 3.8. We recommend that the Final EIS discuss any consultation undertaken to investigate potential localized, cumulative MSAT impacts and potential need for MSAT emissions mitigation strategies.

The MSAT emissions inventory's geographic scope is the "air quality evaluation area" established by UDOT. We also note that the discussion of forecasts for emissions is limited to 2050. We recommend UDOT discuss why an MSAT evaluation resolution tied to the full air quality evaluation area is most appropriate. The potential for cumulative impacts in certain sections of the mainline project area is likely to be greater than for other sections. Emissions inventory comparisons could be made where the potential impacts specific to the environs of the environmental justice communities identified in Section 3.4 of the Draft EIS could be evaluated. Additionally, we recommend UDOT discuss why 2050 is the best future year to evaluate MSAT emissions. EPA assumes the project will be completed before 2050 and marginal MSAT emission increases associated with each VMT increase will be greater in the near-term (particularly concerning diesel particulate matter emissions). We recommend the Draft EIS discuss the possibility that health impacts, cumulative impacts and the need for mitigation strategies may be greater in years closer to actual project completion.

Many paragraphs of Section 3.8.4.3.3 directly replicate text from the 2023 FHWA guidance memo or its appendices. These paragraphs present text from the guidance memo with endnote citations, but without quotation marks. Where passages are direct quotations from the guidance memo, we recommend the EIS represent them as such so that the reader knows which language is from the guidance memo and which are statements of the Draft EIS based on a synthesis of the ideas in the cited memo.

Climate Change

The EPA appreciates UDOT's quantification of GHG emissions for methane (CH₄), nitrous oxide (NO_x), and carbon dioxide (CO₂) due to overall expected increases in VMT as a result of the operation of the Action Alternative from 2019-2050 in Section 3.8 of the Draft EIS. Further, we appreciate UDOT's effort to monetize the effects of GHG emissions from the Project, using the *Interagency Working Group Technical Support Document Methodology: Social Cost of Carbon, Methane, and Nitrous Oxide: Interim Estimates under Executive Order 13990* (February 2021).⁶ Since the transportation sector is one of the highest GHG emissions sources of total US GHG emissions at roughly 28%,⁷ the EPA recommends that the Final EIS fully account for all potential direct, indirect, and cumulative GHG emissions from the construction, operation, and maintenance of the proposed Project and closely follow existing CEQ guidance. More complete information and analysis about climate change and accurate accounting of GHG emissions in the

⁶ Interagency Working Group on Social Cost of Greenhouse Gases, "Social Cost of Greenhouse Gases Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990" (February 2021).

⁷ <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2021>. The transportation sector represented the highest emissions source when compared with electric power (25%), industry (23%), agriculture (10%), commercial residential (13%).

Final EIS would enable decision makers and the public to better understand the potential climate impacts associated with the proposed Project.

Given the urgency of the climate crisis and NEPA's important role in providing critical information to decision makers and the public, CEQ developed interim guidance in response to EO 13990⁸ to assist agencies in assessing and disclosing potential climate change impacts during NEPA reviews.⁹ This guidance provides Federal agencies a common approach for assessing their proposed actions, while recognizing each agency's unique circumstances and authorities. EPA recommends the Final EIS closely apply the interim guidance to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues that may be addressed in the planning and design of the proposed Project.

As discussed in the CEQ guidance when conducting climate change analyses in NEPA reviews, agencies should consider, as appropriate: (1) the potential effects of a proposed action on climate change, including by assessing both GHG emissions and reductions from the proposed action; (2) disclosing and providing context for the GHG emissions and climate impacts associated with a proposed action alternative and its sub-area options; and (3) the effects of climate change on a proposed action and its environmental impacts.¹⁰ In order for UDOT to ensure that it has applied the CEQ guidance to this NEPA review and to accurately assess potential climate effects associated with the proposed Project more fully, we recommend that the Final EIS:

- Estimate and analyze all anticipated upstream and downstream GHG emissions, broken out by GHG type, that are associated with the construction, operation, and maintenance of the proposed Project. The NEPA.gov website includes a non-exhaustive list of GHG accounting tools available to agencies.¹¹ GHG emissions should be presented in CO₂-equivalent terms and translated into equivalencies that are more easily understood by the public (e.g., annual GHG emissions from x number of motor vehicles, see <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>).
- Identify and assess measures to reduce direct, indirect, and cumulative GHG emissions associated with the proposed Project, including alternative options and/or requirements to mitigate or offset emissions.

⁸ Executive Order 14990, "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," (86 FR 7037; January 25, 2021).

⁹ Council on Environmental Quality, "National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change." (88 FR 1196; January 9, 2023).

¹⁰ *Ibid.*, pp. 1200-1201.

¹¹ <https://ceq.doe.gov/guidance/ghg-tools-and-resources.html>.

- Include a detailed discussion of the Project’s GHG emissions in the context of national¹² GHG emission reduction goals over the anticipated Project lifetime. Discuss how reasonably foreseeable GHG are, or are not, consistent with national GHG emissions reduction goals, and include ways to avoid or mitigate any conflict.
- A summary discussion of ongoing and projected regional climate change relevant in the existing environment of the Project area that is based on resources such as the Fourth National Climate Assessment,¹³ EPA’s Climate Change Indicators,¹⁴ and the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.¹⁵

Greenhouse Gas (GHG) Emissions Inventory and Analysis. The EPA recommends that the Final EIS analyze and quantitatively estimate the potential upstream and downstream GHG emissions, broken out by GHG type, associated with construction, operation, and maintenance of the proposed action. Where feasible, agencies should also present annual GHG emission increases or reductions as well as provide an accounting of net emissions from the proposed action. This is particularly important where a proposed action presents both reasonably foreseeable GHG emission increases and GHG emission reductions. CEQ guidance encourages agencies to present net GHG emissions over the projected lifetime of the action, consistent with existing best practices.¹⁶ CEQ maintains a GHG Accounting Tools website listing of widely available quantification and assessment tools that are already in broad use by Federal, state, and local agencies.¹⁷

We note that Table 3.8.6 of the Draft EIS presents expected annual gross changes in GHG emissions in terms of expected increases in VMT over the lifetime of the transportation system and compares expected changes from the Action Alternative to the No Action Alternative as encouraged by CEQ guidance.¹⁸ However, the GHG emissions inventory and analysis in the Draft EIS do not present complete information about potential GHG emissions that would be associated with an urban roadway improvement proposal, such as direct emissions from construction equipment, worker commute vehicles, and trucking or indirect emissions from concrete and asphalt production, although such information is readily available to UDOT. We recommend the Final EIS incorporate

¹² National goals are established by E.O. 13990, “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis”; E.O. 14008, “Tackling the Climate Crisis at Home and Abroad”; and E.O. 14057, “Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability.” US commitments in the Paris Climate Agreement may be found at: <https://www.whitehouse.gov/briefing-room/statements-releases/2021/01/20/paris-climate-agreement/>

¹³ <https://nca2018.globalchange.gov/>.

¹⁴ <https://www.epa.gov/climate-indicator>.

¹⁵ <https://archive.ipcc.ch/report/ar5/syr/>.

¹⁶ 88 FR 1200-1201; January 9, 2023. For example, certain types of actions may involve construction emissions in their first year or two, followed by operational emissions increases in a few years prior to achieving net emissions reductions in later years.

¹⁷ See <https://ceq.doe.gov/guidance/ghg-tools-and-resources.html>.

¹⁸ “As part of the NEPA documents they prepare, agencies should quantify the reasonably foreseeable gross GHG emissions increases and gross GHG emission reductions.” (88 FR 1201).

readily available tools in order to quantify all of the proposed actions' GHG emissions or reductions (both by pollutant and by total CO₂-equivalent emissions) relative to baseline conditions.

Upstream and downstream emissions are not quantified in section 3.8.8 of the Draft EIS for all construction or operational material uses associated with the Action Alternative as recommended by CEQ guidance.¹⁹ Life-cycle assessment (LCA) is a structured evaluation methodology used to analyze and quantify the environmental impacts of existing products or processes, and to evaluate differences in impacts between the action alternative and its sub-area options. FHWA's LCA PAVE tool can be used to assess environmental impacts of pavement material and design decisions made by UDOT for the proposed Project.²⁰ While the use of this tool is not required by Federal statute or regulation, it gives UDOT an ability to investigate areas where improvements in Final design of roadway, bike and pedestrian pathways, and other ancillary facilities could best avoid, minimize, and mitigate potential climate-related impacts from construction of the proposed Action Alternative.

In addition to the use of road surface treatments (such as asphalt pavement) that may result in GHG emissions, many road infrastructure projects use large amounts of concrete and steel. Because these materials are responsible for the largest part of embodied emissions in building materials, we recommend that UDOT estimate the upstream embodied emissions of concrete and steel in the Final EIS. Doing so would ensure that the Final EIS is using the most complete and up-to-date information to inform analyses of potential impacts from GHG emissions from the proposed Action Alternative, as well as help UDOT identify areas for minimization or substitution of these materials.

Further, concrete production is a significant contributor to GHG emissions. Therefore, and in line with direction in E.O. 14008 to use federal contracting and procurement to reduce climate pollution in every sector of the economy and ensure that Federal infrastructure investment reduces climate pollution, we recommend considering if there may be local sources of construction materials that could reduce this environmental impact of concrete while spurring local economic opportunities and private sector investment into sustainable construction materials.²¹ Since cement production is a major driver of the climate impacts of concrete, an established way to reduce the carbon footprint of concrete is replacing cement with different types of binders, including reusable waste materials such as fly ash from coal-fired power plants, granulated slag from steel production, and post-consumer glass. Other currently available ways to reduce the environmental impact of cement are use of alternative fuels for kiln heating, clinker replacement, and concrete production using captured

¹⁹ *Ibid.*

²⁰ <https://www.fhwa.dot.gov/pavement/lcatool/>. Another useful resource is Argonne National Laboratory's GREET tool which evaluates energy and emission impacts of transportation alternatives and quantifies direct and indirect emissions from construction and operation activities and can be found at: <https://greet.es.anl.gov/>.

²¹ See <http://cshub.mit.edu/> and <https://www.ucdavis.edu/news/concrete-solutions-lower-both-emissions-and-air-pollution>.

carbon.²² Mixture optimization can be facilitated through performance-based (vs prescriptive) specifications. We also recommend requesting environmental product declarations in product specifications to help understand the life cycle-based environmental impacts of road construction materials considered for use in the proposed Project.

The EPA recommends the Final EIS include emissions estimates from direct and indirect impacts from construction, maintenance, and operation of the proposed Project. Direct GHG emissions are primarily produced from fossil fuel combustion/use during transportation infrastructure construction and operations.²³ Construction emissions may also include the removal of vegetation, which would result in direct emissions due to the release of carbon stocks and foregone future carbon sequestration.

The EPA recommends that the Final EIS discuss how the reasonably foreseeable GHG emissions associated with the Project are, or are not, consistent with state and federal policies or goals to prevent the effects of climate change. We recommend that the Final EIS discuss how emissions help or hinder meeting GHG reduction targets set at the federal, state, or local level as required in 40 CFR § 1506.2(d), including the U.S. 2030 Paris GHG reduction target and 2050 net-zero pathway.²⁴ For example, the Utah Roadmap: Positive Solutions on Climate and Air Quality strongly recommends the State of Utah to adopt emission-reduction goals, including reducing carbon dioxide emissions statewide, 25% below 2005 levels, 50% by 2030, and 80% by 2050.²⁵ Providing additional context and analysis for the GHG emissions and climate impacts associated with a proposed action would make the EIS more consistent with the 2023 CEQ Guidance.²⁶

Some impacts may be compounded by other UDOT-approved projects at a regional scale, and while we note that Table 3.18-2 of the Draft EIS identifies a lengthy list of present and reasonably foreseeable transportation projects at the regional level, we recommend that UDOT go further and disclose and consider as part of the cumulative impact analysis whether and how other recently approved UDOT projects, concurrently proposed projects, or reasonably foreseeable future planned actions may contribute to potential significant impacts. Where appropriate, we recommend updating the cumulative analysis in Section 3.18 of the Draft EIS to discuss multiple current UDOT

²² See June 2021 Council on Environmental Quality Report to Congress on Carbon Capture, Utilization, and Sequestration: <https://www.whitehouse.gov/wp-content/uploads/2021/06/CEQ-CCUS-Permitting-Report.pdf> (Section 3.4 on Mineral Carbonation to Produce Construction Materials).

²³ ICF, *Infrastructure Carbon Estimator, version 2.1 (ICE 2.1): Final Report and User's Guide*. Minnesota Department of Transportation; (2020).

²⁴ U.S. Executive Office of the President and U.S. Department of State, *The Long-Term Strategy of the United States: Pathways to Net-Zero Greenhouse Gas Emissions by 2050* (Washington, D.C.; November 2021). <https://www.whitehouse.gov/wp-content/uploads/2021/10/US-Long-Term-Strategy.pdf>.

²⁵ <https://gardner.utah.edu/wp-content/uploads/TheUtahRoadmap-Feb2020.pdf>.

²⁶ 88 FR 1197.

proposals together to better identify potential interconnected impacts from cumulative regional GHG emissions.

Finally, we note that the Draft EIS generally discusses cumulative impacts from GHG emissions associated with the proposed Action Alternative only in the context of global GHG emissions (p. 3-310). While climate change is the result of the increased global accumulation of GHGs, “comparing project-level emissions to global emissions does not reveal anything beyond the nature of the climate change challenge itself.”²⁷ Thus, the analysis and public disclosure of cumulative effects can be accomplished by quantifying GHG emissions and providing context for understanding their effects as discussed above, including by translating emissions into equivalencies, monetizing climate damages using estimates of the SC– GHG (e.g., Section 3.8.4.4.3), and placing those damages in the context of relevant climate action goals and commitments.²⁸ EPA recommends that the Final EIS be updated to present cumulative impacts from the contribution of GHG emissions associated with the Action Alternative in the state or regional context in order to avoid inappropriately diminishing the significance of project-level GHG emissions and increasing transparency of the NEPA analysis.

Changes in Existing Environmental and Project Resilience. EPA recommends that UDOT consider if the proposed Action Alternative would be affected by foreseeable changes from predictable trends in the affected environment, for instance, under a scenario of continued decreasing/increasing precipitation days, changing frequency of intense storms and related flood events, increased occurrence of wildfires, and enduring drought currently experienced in the proposed Project area. The U.S. Climate Resilience Toolkit 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. 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, released by the U.S. Global Change Resource Program, 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 existing environmental setting on the proposed Project may inform necessary design modifications and changes to maintenance assumptions, and for determining resource supplies, system demands, system performance requirements, and operational constraints (e.g., snow removal/treatment in the Project area).

Importantly, the EPA recommends updating Section 3.13 of the EIS to appropriately consider the potential impacts of changing precipitation patterns on the Project as part of its analysis of impacts from the Action Alternative to floodplains in the Project area. As an example, we recommend that

²⁷ 88 FR 1203, “Such comparisons and fractions also are not an appropriate method for characterizing the extent of a proposed actions' and its alternatives' contributions to climate change.”

²⁸ 88 FR 1206.

UDOT consider the anticipated extent and depth of overland flows through the proposed Project area using the Federal Flood Risk Management Standard (FFRMS) approach in order to better capture potential effects due to variability in precipitation in the Project corridor. On May 20, 2021, President Biden signed Executive Order (EO) 14030, *Climate-Related Financial Risk*,²⁹ reinstating EO 13690, *Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input* (January 30, 2015). This action also reestablished the FFRMS for projects receiving federal funds such as this proposed Project. The FFRMS aids to increase the resilience of infrastructure for flooding events caused by climate disasters.

The FFRMS describes three available approaches for determining the vertical flood elevation and corresponding horizontal floodplain for federally funded projects: 1) Climate-informed Science Approach; 2) Freeboard Value Approach; and 3) the 0.2-percent annual-chance Flood Approach.³⁰ While we note that the Draft EIS discusses design mitigation to address potential increased flooding in the Project area by proposing that roadway elevations be constructed a minimum of two-feet above adjacent floodplain elevations, where those elevations are defined (p. 3-335). However, the FFRMS approaches are designed to recognize and incorporate future conditions rather than rely solely on existing data and information and would help UDOT best inform the design of the proposed Project to ensure resiliency. One of these approaches must be used for determining the FFRMS floodplain for federal actions, including those receiving federal funding. Application of the FFRMS would best 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, in the engineering and Final design of the Action Alternative in the Final EIS and aid to increase the proposed Project's resilience to the effects of climate change. The FFRMS would also aid in UDOT's approach to avoiding and minimizing potential effects of increased flooding from climate change on historically disadvantaged and overburdened communities located within the Project area and along the I-15 corridor (as discussed in Section 3.4 of the Draft EIS).

²⁹ <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/05/20/executive-order-on-climate-related-financial-risk/>. EO 13690 amends the original floodplain management standard established in 1977 by EO 11988, and was revoked by EO 13807 in August 2017, though is now reinstated.

³⁰ <https://www.fema.gov/floodplain-management/intervgovernmental/federal-flood-risk-management-standard>

Voices of the Community: Shaping the Future of Transportation in Utah

1. Introduction

Public engagement stands as a cornerstone in shaping policies and projects that directly impact communities. HEAL Utah, an organization committed to environmental well-being, firmly advocates for a participatory approach in public projects. Central to this belief is the idea that the voices of residents—those directly affected by proposed projects—should play a pivotal role in guiding taxpayer-funded initiatives.

The current focal point is the proposed expansion of the Interstate 15 corridor and other transportation-related developments. Residents in the surrounding areas are poised to live with the consequences of these undertakings. For the past year, HEAL Utah, in collaboration with the ___ Over Highways coalition, has orchestrated numerous interactive events and educational sessions. These events aimed to inform individuals about the proposed projects and provided a platform for direct engagement with the Utah Division of Transportation. Facilitating public comments and raising concerns has been at the forefront of these events.

The engagement process encompassed physical presence at community events throughout Utah, enabling direct interaction and comment collection. Furthermore, HEAL Utah streamlined the comment-gathering process by developing user-friendly digital portals for submission.

This report serves as a compilation of the crucial points to consider regarding the proposed I-15 expansion and similar transportation initiatives. Within the report, key insights and considerations will be explored.

The report is structured to serve as a valuable resource for understanding the concerns and expectations of the residents directly impacted by these projects. Additionally, at the conclusion of this report, you will find a comprehensive summary of each and every public comment submitted, recognizing that each horizontal line represents a separate comment and must be recorded separately.

2. Outreach efforts

In-Person Events:

- HEAL Utah hosted and/or participated in 21 events throughout the Wasatch Front. These events served as a direct way to engage with the community, disseminate information, and gather data.
- At these events, HEAL Utah collected data through surveys, sign-up sheets, and face-to-face conversations with attendees. This data includes names, contact information, demographic information.

Printed Materials:

- Fact sheets about air quality, redlining, and induced demand were provided at these events.

Posters:

- Over 100 posters were placed throughout Salt Lake City to raise awareness of the issues. While posters themselves don't directly collect data, they serve as a visual communication tool to inform and engage the community.

Digital Platform Usage:

- HEAL Utah utilized various digital platforms to reach a wider audience and gather data. This included:
 - Social Media: HEAL Utah created and posted content on social media platforms, reaching over 98,500 individuals residing throughout Utah.
 - News Articles: HEAL Utah appeared in 5 different news articles, which garnered additional attention and led to more public engagement and data collection.
 - Public Comments: HEAL Utah mentions that 521 public comments were sent to the Division of Transportation, with 175 of those coming from a previous comment period.

Categories of Data Collected:

- The data collected from these efforts included a wide range of categories, such as:
 - Names and contact information of event attendees.
 - Feedback and opinions about the proposed expansion, air quality, redlining, and induced demand.
 - Data related to the engagement and reach of digital content (likes, shares, comments).
 - The content and impact of the 5 news articles.
 - The content of the 521 public comments sent to the Division of Transportation.

3. Key Findings and Themes

The following is a summary of key findings from the compiled public comments.

Traffic Expansion Concerns:

- The expansion may not alleviate traffic congestion but rather lead to more traffic (induced demand).
- It may negatively affect the quality of life for Utah residents due to increased air pollution and displacement of communities.

Emphasis on Public Transportation:

- Funds should be prioritized for public transportation electrification, expansion, and accessibility.
- Public transportation, reliable buses, and more train stations can provide an effective alternative.
- The need for better public transit, including free or affordable options, as an environmentally friendly and efficient mode of transportation.
- Concerns about making public transit more affordable to encourage its use.

Environmental and Air Quality Concerns:

- The expansion is expected to increase air and noise pollution.
- Negative impacts on the environment, including habitat loss, wetland destruction, and degradation of green spaces.
- The importance of focusing on clean air and cleaner transit for the health and well-being of residents.

Displacement and Community Impacts:

- Concerns about the displacement of residents and communities, including marginalized and low-income households.
- Encouragement to consider alternatives that do not displace people or affect their well-being.

Sustainable and Community-Centered Solutions:

- Recommendations for focusing on sustainable, community-friendly solutions, including parks, community gardens, and recreational spaces.
- The desire to create more walkable and bike-friendly cities.
- Calls for solutions that benefit the whole community, not just prioritizing profit.
- Concerns about the impacts on vulnerable communities and the emotional and financial stability of the community.
- Emphasis on prioritizing public and community health.

Spending Priorities:

- The allocation of funds and the prioritization of public resources for more pressing issues, such as homelessness, housing, and basic human needs.
- Suggestions to invest in cleaner transit modes rather than expanding roads.

Community Engagement and Public Input:

- The importance of involving the community in decision-making processes.
- Calls for transparency and sharing information regarding environmental and socioeconomic impacts.

These comments collectively reflect a strong desire to, improve public transit, enhance community well-being, and ensure equitable development that doesn't negatively impact vulnerable communities.

4. Key Data points and Public comments

Comments by Zipcode

- | | | |
|------------|-------------|--------------|
| ● 55448: 1 | ● 84095: 2 | ● 84124: 7 |
| ● 84003: 4 | ● 84097: 3 | ● 84128: 2 |
| ● 84009: 4 | ● 84098: 4 | ● 84129: 3 |
| ● 84010: 7 | ● 84101: 6 | ● 84321: 4 |
| ● 84015: 2 | ● 84102: 15 | ● 84325: 1 |
| ● 84020: 3 | ● 84103: 10 | ● 84339: 1 |
| ● 84037: 3 | ● 84104: 10 | ● 84341: 2 |
| ● 84041: 2 | ● 84105: 13 | ● 84403: 2 |
| ● 84043: 2 | ● 84106: 10 | ● 84405: 1 |
| ● 84044: 4 | ● 84107: 4 | ● 84414: 1 |
| ● 84045: 1 | ● 84108: 9 | ● 84601: 4 |
| ● 84047: 2 | ● 84109: 7 | ● 84604: 5 |
| ● 84054: 3 | ● 84110: 1 | ● 84606: 3 |
| ● 84057: 5 | ● 84111: 7 | ● 84651: 1 |
| ● 84058: 5 | ● 84112: 3 | ● 84660: 2 |
| ● 84065: 2 | ● 84115: 7 | ● 84746: 1 |
| ● 84070: 1 | ● 84116: 30 | ● 84763: 1 |
| ● 84081: 2 | ● 84117: 5 | ● 84770: 1 |
| ● 84087: 2 | ● 84118: 3 | ● 84790: 1 |
| ● 84088: 2 | ● 84119: 4 | ● 01775: 1 |
| ● 84092: 3 | ● 84120: 1 | ● V8M 1W6: 1 |
| ● 84093: 1 | ● 84121: 7 | |
| ● 84094: 2 | ● 84123: 5 | |

Comments by City

- | | | |
|--------------------|--------------------|--------------------|
| American Fork: 1 | Kearns: 1 | Ogden: 2 |
| Bluffdale: 1 | Layton: 2 | Orem: 8 |
| Bountiful: 4 | Leeds: 1 | Park City: 2 |
| Clearfield: 1 | Logan: 4 | Provo: 7 |
| Coon Rapids, MN: 1 | Mendon: 1 | Rockville: 1 |
| Draper: 1 | Midvale: 1 | Saanichton, BC: 1 |
| Highland: 1 | Millcreek: 3 | Salt Lake City: 49 |
| Holladay: 4 | Murray: 3 | Sandy: 4 |
| Kaysville: 1 | North Salt Lake: 1 | South Jordan: 1 |

South Weber: 1
Spanish Fork: 1
St. George: 2
Stow, MA: 1

Sunset: 1
Taylorsville: 3
Wellsville: 1
West Jordan: 3

West Valley City: 3
Woods Cross:

PUBLIC COMMENTS

The following are transcribed public comments collected by HEAL Utah. **Each comment divided by a horizontal line should be counted a separate comment.**

Date: 11/7/2023 22:04:32

Linda Robledo

574 S 420 E, American Fork, 84003

linda.breanne@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

Date: 11/7/2023 22:00:47

Taylor Johnson

15300 S Porter Rockwell Blvd, Bluffdale, 84065

taylorj323@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington

and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

Date: 11/8/2023 22:41:14
Nathan Diven
256 S 1375 E, Bountiful, 84010
natediven1@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:42:17
Gracie Hoggan
4302 Foothill Dr, Bountiful, 84010
graciehoggan@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington

and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

Date: 11/7/2023 20:35:01

Dominique Byrd

290 S 300 E, Bountiful, 84010

dbyrd4510@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

Date: 11/8/2023 22:41:14

Nathan Diven

256 S 1375 E, Bountiful, 84010

natediven1@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington

and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:43:52

Christopher Smith

3896 S 850 W, Bountiful, 84010

me@csmithut.net

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington

11/8/2023 23:26:13

Romina Aguado

1080 S 1500 E #79

Clearfield

84015

rominacaguado00@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington

and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:09:11

Anisa Ali

13241 Killdeer St NW

Coon Rapids, MN

55448

anisaali875@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:08:51

George Latta, M.D., MBA

681 East Rocky Knoll Lane

Draper

84020

ghlatta3@comcast.net

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:00:57

Isabela Chatwin

11562 N Skyline Dr

Highland

84003

isableachatwin@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:33:28

Emma Slikker

2220 E Murray Holladay Rd.

Holladay

84117

emmaslikker@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:00:03

Klay Anderson
1856 E Grober Ln
Holladay
84124
klay@klay.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:17:46

Doris Long
3944 S 900 E #204
Holladay
84124
dorisa204@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:17:24

Emma Slikker

2220 E Murray Holladay Rd APT 18

Holladay

84117

emmaslikker@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:33:47

Rachel Ostler

481 N 150 E

Kaysville

84037

rachelm.ostler@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:44:36

Paul Gonzalez
5997 S 4140 S
Kearns
84118

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:11:59

Sarah Schwieger
98 Green Dr
Layton
84041
s.a.schwieger@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to

allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure. This resident would also like to see the FrontRunner have extended service time and protected bus stops.

10/17/2023 13:41:42

Kensley Hawkes

477 Owens St

Layton

84041

khawkes214@gmail.com

"I am a 20 year old woman, born and raised in Utah. I just don't understand why stuff like this keeps happening, why you guys keep doing things that you know is not good for the planet? I don't understand it. It cant possibly be making you more money than just listening to the voices of your people would.

Like I said, I am twenty. Not even twenty one yet, can't even drink alcohol yet. I feel like I'm pretty young, and almost all i think about is climate change, how doomed we are, why isn't anyone doing anything, etc. Why do you guys feel okay with this? I have seen kids as young as 6 years old express their fears about the Earth and climate change. How does that not just absolutely shatter your heart? Knowing that there are babies being born today who are going to grow up and feel as hopeless as i do about the future, way younger?

The more people that die from the impacts of climate change, the more people you wont be able to make money from. think of it that way since thinking about children dying doesn't seem to make you want to do better. I don't even know what reason there is to be alive with how bad things are getting and how much worse people like you guys are making it. Please look into developing alternative plans to the proposed I-16 expansion that better incorporate public transportation expansion and accessibility, additional alternative modes of transportation infrastructure, and transparent information.

10/17/2023 12:54:19

Joanna Scott

665 High Desert Rd

Leeds

84746

jojoanna7@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:37:14

Ambria Schroader

484 Greenview Loop

Logan

84341

ambria.schroader@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:31:44

Kimberly Hageman

1766 E 1400 N

Logan

84341

mt.marmot@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:39:36

Nalen Stephens
650 Chestnut Lane
Logan
84321
nalen.stephens@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:46:28

Taylor Orians
290 W 100 N
Logan
84321
taylor.311.golfer@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 23:18:20

Noelani Hadfield
2635 North 6750 West
Mendon
84325
noelani.hadfield@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:24:50

Mariann Mendenhall
7573 Casa Negra Cir
Midvale
84047
mendenmace@comcast.net

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

8/21/2023 7:23:04

Alexandria Elliott
4057 S Ralph St
Millcreek
84124
alexandriaelliott@hotmail.com

This resident's credentials include a Bachelor of Science in Environmental Science and employment in the state of Utah as a chemist. Their knowledge suggests increasing alternative forms of transportation on the I-15 corridor is the scientifically recommended alternative to expanding the I-15 freeway. This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:03:42

Anna Clare Shepherd
2785 E Upland Dr
Millcreek

84109
acshep10@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:49:44
Nate Lanza
2179 E 3205 S
Millcreek
84109
dolphinspower900+healut@gmail.com

"Hey y'all, lemme keep it brief- please do your research before spending \$1.6bn of OTHER PEOPLE'S money. A good term to start with would be ""induced demand"". If you're too lazy to do that, here's the short version- you can't solve traffic with more lanes, because more capacity encourages people to use their cars more and causes more traffic. There is plenty of research to back that up and it's your job to look to it, which you clearly haven't. A good example is the widest freeway in the world, the Katy Freeway in Texas- it couldn't solve traffic with 21 lanes. Do you really think one more on I-15 will do anything? You may as well flush \$1.6bn down the toilet, which is probably easier to stomach when it's not your money and you won't face any repercussions when traffic continues. The solution to traffic is pretty obvious- get people out of cars and into space-efficient modes of transit. The SL area is a hellscape of urban development- loads of asphalt, loud, not easy to walk or bike. Frankly, it's not a pleasant city to do anything in other than drive to a building (or outdoor space outside the city) where you can enter and escape the noisy stinky mess. Please help reverse this trend and put this money into a solution which is scientifically proven to reduce traffic. If you need further convincing, look at the European cities that Americans flock to on vacation- Venice, Paris, Rome, etc have narrow streets, and consequently, less cars, more pedestrians patronizing more successful small businesses, and a vibrant city life with people out and about all day. SLC doesn't even compare and it's because we've surrendered to a mode of transit which is hostile to anyone not inside

their own metal box. Please rethink this, and help turn SLC into a city that's nice to be outside in."

11/7/2023 21:35:11

Jessica Hicken

47 W Fireclay Ave

Murray

84107

jessicahicken1@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:03:33

Jessica Hicken

47 W Fireclay Ave

Murray

84107

jessicahicken19@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:39:43

Ian Wade

6494 S 990 W

Murray

84123

ianwade@adventuresafety.org

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 23:20:26

David Williams

981 Somersby Dr

North Salt Lake

84054

dhwbear@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:36:10

Patricia Becnel

3365 North 650 West

Ogden

84414

jbecnel_patty@msn.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:21:22

L. Zeveloff

2870 Wheelock Ave.

Ogden

84403

lbkz@comcast.net

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:52:31

Susan Abbott

1187 E 300 N

Orem

84097

carolsusanhansen@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:34:25

Allie Asay

101 E 600 N

Orem

84057

allie.asay.17@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:43:07

Katie Freestone

651 S 100 W

Orem

84058

katiemfreestone@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:11:37

Adam Memmott

875 S Geneva Rd

Orem

84058

arussellm23@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 23:22:03

AJ Mingorance

1536 S 50 E

Orem

84058

alyssa@ramwebsolutions.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:51:18

RyAnne Prior

720 S 1200 W APT. 62

Orem

84058

ryanne.aliceee@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:08:03

Issac Frazier

720 N 1350 W

Orem

84057

issacfrazier9799@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 12:44:14

Justus Thomas

846 E 400 N

Orem

84097

mrjustusthomas@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be

displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility. Moreover, this resident discusses their success in utilizing bike lanes, buses, and Frontrunner for everyday purposes such as commuting, recreating, and socializing. They note that many American cities were ruined by the implementation of car-dependent infrastructure in the 1950s. They would like to see this large investment put towards infrastructure that would actually be helpful to communities.

11/7/2023 22:29:49
Ethan Buckley
1782 S 750 E
Orem
84097
gunethan@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:30:19
Jean Tabin
720 W 5200 N
Park City
84098

jndtabin@hotmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:25:20

Jean Tabin
720 W 5200 N
Park City
84098
jeantabin@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:44:39

Luke Woolf
2176 Alaska Ave
Provo
84606

woolfluke@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:10:34

Karol Long

361 N 300 W #207

Provo

84601

longkaroln@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:39:15

Kade Pigg

1039 Eastgate Dr

Provo

84606

kadepigg@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:52:28

Savannah Fluhman

1071 Cinnamon Ridge Dr

Provo

84606

savannahfluhman@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:09:28

Brooke Hogset

909 N 500 W APT 11

Provo

84604

brookie2606@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:24:53

Jocelyn Morales

210 N 1282 W

Provo

84601

morales05j@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:28:32

Kimberly Morales

1282 West 210 North

Provo

84601

kimberlymorales@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:22:43

Kathleen Christensen

3268 Navajo Lane

Provo

84604

kathleen_christensen@byu.edu

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:10:57

M. Honer-Orton

PO Box 630146

Rockville

84763

meg-n-bo@infowest.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:07:36

David Pedersen

6744 Welch Road

Saanichton, BC

V8M 1W6

djtpedersen@gmail.com

"As a Canadian citizen concerned about the quality of Utah's environment, I urge the State Legislature and the Wasatch Front Regional Council to look into developing alternative plans to the proposed I-15 expansion that better incorporate public transportation electrification, expansion, and accessibility, additional alternative modes of transportation infrastructure, and transparent information on environmental and socioeconomic impacts that residents would face with the widening of I-15.

The currently-proposed alternatives (save for the no-action alternative) within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life from increased air pollution and displacement of communities to further dividing the connection of east- and west-side communities along the Wasatch Front and beyond.

Despite the allocation of \$1.6 billion to support this program, expansion of I-15 would not significantly lower commute times for residents in the long term and fails to address Utah's projected transportation needs. Utah should instead allocate funds to look for alternative measures to lessen Utah's reliance on private vehicles and expand alternative and electric modes of transportation.

Studies show that investment in more highways, rather than expanding alternative transportation, incentivizes people to drive more, leading 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 (or Jevons' Paradox).

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.
- Electrifying all public-transportation infrastructure.

I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.

8/21/2023 7:09:47

Gene Jones

933 S 1200 E

Salt Lake City

84105

genejones7@msn.com

This resident has concerns regarding many Utahns' quality of life due to expected worsened air quality and displacement of communities along the I-15 corridor following the expansion project. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive expense of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

8/21/2023 7:31:09

Juliann Hanson

1089 S Jeremy St

Salt Lake City

84104

juliann.hanson@gmail.com

This resident has concerns that the expansion of the I-15 will harm communities and is overall unnecessary. As an avid bike commuter, this resident feels the funding of car-centric development only hurts communities. It is suggested that funds would be better spent encouraging mass transit, rather than continuing to burden communities with cars.

9/7/2023 14:34:44

Isabelle White
6281 Haven Brook Circle
Salt Lake City
84121
iswslc@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 14:38:04

Angel Showalter
382 E Kensington Ave
Salt Lake City
84115
ms014114@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:35:53

Samara Jackson

4028 South 2000 East

Salt Lake City

84124

samajack42203@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:51:16

Mona Delavan

2691 Comanche Circle

Salt Lake City

84108

mdelavan@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 16:18:11
John Prehn
2048 E Emerson Ave
Salt Lake City
84108
john3031@msn.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 16:19:44
Heidi MacNaughton
6821 Brookhill Drive E
Salt Lake City
84121
heidimacjo@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:01:23

Polly Parkinson

875 S Donner Way

Salt Lake City

84108

male.ocean_0c@icloud.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:02:40

Dan Niceswanger

1879 s 600 E

Salt Lake City

84105

dan.niceswanger@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:04:52

Beatrice Lufkin

1460 E Harrison Ave

Salt Lake City

84105

beatricelufkin@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:06:58

Marcia Maurycy

1726 E Imperial Park Lane

Salt Lake City

84106

mmaurycy@hotmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:13:51
Brianna Puga
90 E 600 S, APT 240
Salt Lake City
84111
brianna@cuutah.org

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:18:48
Rachel Posner
1457 East 1300 South
Salt Lake City
84105
phoenixrisingyoga@hotmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:37:42

Heather Johnson Gutierrez
1119 N Colorado St
Salt Lake City
84116
heather.natalie@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:27:26

Angela Wambach
6822 S Greenfield Way
Salt Lake City
84121
alw9214@rit.edu

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:29:04

Shirley Belleville
2568 S Elizabeth St
Salt Lake City
84106
promonique@msn.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:32:52

John Allison
30 W Merrimac Ave.
Salt Lake City
84115
johnallison3@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:46:49

Jeff Kenney
2143 N Pinecrest Canyon Rd
Salt Lake City
84108
jmkenney@gmail.com

"I am against the expansion of I-15 and would strongly encourage you to look into alternate transportation solutions/infrastructure to resolve the traffic on the interstate. The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life from increased air pollution and displacement of communities to further dividing the connection of east- and west-side communities along the Wasatch Front. The state of Utah 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 expanding alternative transportation, incentivizes people to drive more, leading to increased air pollution and traffic. From past experiences in states like California, think LA. 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. I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future."

11/7/2023 21:49:52

Geor Geor
4370 S Highland Dr
Salt Lake City
84124
climatejack@gmx.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:53:22

Young Paloma

140 K St

Salt Lake City

84103

palomayoung916@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:58:20

Katya Brooun

572 E Sherman Ave

Salt Lake City

84105

kbrooun@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:44:49

James Perry

204 W 2100 S APT A218

Salt Lake City

84115

jimiscool977321@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:13:08

Charlotte Serage

1718 E Downington Ave

Salt Lake City

84108

cserage16@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:02:09

Frederick Jenny

556 E 300 S APT. 412

Salt Lake City

84102

frederickmjenny@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:20:45

Jennifer Meszaros

914 W 900 N

Salt Lake City

84116

jen.meszaros2@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 23:14:15

Frederick Jenny

556 East 300 South APT 412

Salt Lake City

84102

frederickmjenny@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:49:20

Eric Pribyl

216 N 900 W

Salt Lake City

84116

epribyl95@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:55:06

Jesse Margolies

676 E Markea

Salt Lake City

84102

jesse.margolies@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:02:16

Ryan Krogue

1033 Barbara Pl E

Salt Lake City

84102

ryan.krogue@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:03:32

Andra Ghent
1064 S 1100 E
Salt Lake City
84105
andraghent@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:10:34

Ryan Sheffield
1075 S 200 W
Salt Lake City
84101
cougar.sheffield@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:11:42

Lucas Dann
727 E 600 S
Salt Lake City
84102
lucasmdann@hotmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:12:39

Giorgio Roosta
1953 S 1100 E
Salt Lake City
84115
giorgio.roosta@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:15:24

Nic DeSeelhorst
2532 E Downington Ave
Salt Lake City
84108
lyfs2good@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:19:24

Jesse Margolies
676 E Markea Ave
Salt Lake City
84102
jessemargolies@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:22:36

Jerald Lim
260 E Hampton Ave
Salt Lake City
84111
hello.jerald@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:23:35

April Idle
2041 E Hollywood Ave
Salt Lake City
84108
amidle84@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:27:22

Hannah Arndt
4672 S Idlewild Rd
Salt Lake City
84124
hannaharndt495@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:30:01

Hanna Carlos
448 N Tuttle Ct
Salt Lake City
84116
hanna.carlos@patagonia.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and

west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:32:18

Madi Sudweeks

860 E 500 S APT 7

Salt Lake City

84102

madisonsudweeks@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:33:41

Karsyn Ansari

Salt Lake City

84106

karsyn.ansari@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:38:22

DaQuanisha Parks

1882 S Edison St Apt 4

Salt Lake City

84115

daquanishaparks@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:24:21

Janice Lew

1380 S West Temple APT 203

Salt Lake City

84115

lewjanicea@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:26:30

Constance Crompton

1473 E 900 S

Salt Lake City

84105

c.crompton@comcast.net

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:27:22

Seth Rios

2404 E Bernadine Dr

Salt Lake City

84109

rios.seth@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/9/2023 0:30:53

Mary Randle

856 Sherman Ave

Salt Lake City

84105

shermanhoodgal0144@gmail.com

"As a healthcare provider for the last three decades and concerned resident of Utah, I am recommending that the State Legislature and the Wasatch Front Regional Council look into developing alternative plans to the proposed I-15 expansion that better 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.

I was here for the last repair and expansion in 2000-2002.

We have better knowledge and better options to move people rather than just more concrete and air pollutants.

The currently proposed alternatives within the corridor of I-15 from 400 South to Farmington would negatively impact Utah residents' quality of life from increased air pollution and displacement of communities to further dividing the connection of east and west side communities along the Wasatch front.

Despite the allocation of \$1.6 billion to support this program, expansion of I-15 would not significantly lower commute times for residents in the long term and fails to address Utah's projected transportation needs.

The state of Utah 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 expanding alternative transportation, incentivizes people to drive more, leading 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.

I appreciate the opportunity to provide public input and look forward to continuing to participate in such opportunities in the near future.

I look forward because our next generation needs us all to think of their future quality of air and life. Please frame plans with that in mind."

9/7/2023 12:36:40
Natha Holland
1353 E Merritt Circle
Salt Lake City
84117
fbj.katsuu@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:43:55
Oswaldo Ponce de Leon Landa
607 S Park St, Apt. 11
Salt Lake City
84102
oswaldopdl@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:17:18

Emily S

470 S 1300 E

Salt Lake City

84102

eschm091@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:22:57

Stephen Ehlert

630 Wall St APT 1

Salt Lake City

84103

soh00110110@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:04:45

Tyler Sherwin
415 E 1st Ave
Salt Lake City
84103
tyisabear@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:14:59

Marilyn Banning
1868 E. Falcon Way
Sandy
84093
banningsu@msn.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:45:07

Brando Lambert

12142 Hidden Valley Club Dr

Sandy

84092

brandoncl55@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:47:38

Victor Pimentel

7918 South Pinewood Dr

Sandy

84094

victor97pimentel@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:18:59

Bradley Korth

8817 S 280 E

Sandy

84070

bradkorth@hotmail.com

"I-15 widening? Studies consistently show that always makes the freeway congestion worse in the long run. Instead, we should actually get rid of certain sections of I-15, like the one cutting through Ballpark (we already have multiple freeways, like the belt route), invest in high-speed rail, and expand the FrontRunner. That actually does lasting good.

Car-centricity has been proven to damage cities and isolate people. Give back the other forms of transit that actually contribute to society.

11/7/2023 22:05:31

Shane Koller

11077 Indigo Sky Way

South Jordan

84009

leftitall@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 22:26:02

Jessica Gehring
6510 S Aspen Ln
South Weber
84405
jessica.cole88@outlook.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:39:41

Emily Bourne
236 South 950 West
Spanish Fork
84660

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower

commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:42:32

Shellie Udell

1410 West Primrose Dr

St. George

84770

perishelz@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 22:53:44

Alexis Welker

1078 S 500 E Circle

St. George

84790

alexisrwelker@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:46:26

Mariana Jimenez

24 McIntosh Drive

Stow, MA

01775

marianadream102@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:31:20

Skyler Fleming

147 West 2575 North

Sunset

84015

sjayf98@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:45:37

Alonso Reyna Rivarola
5539 S Capitol Reef Dr
Taylorsville
84129
alonso.r.reyna@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:13:29

Ava Curtis
5919 Farm Ridge Rd
Taylorsville
84129
avacurtis916@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:36:57

Scott Dukatz-Stubbs

1514 Bluemont Dr

Taylorsville

84123

scottstubbsjr@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 12:49:06

Julie Parsons

415 E 200 S

Wellsville

84339

julielizard63@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 14:36:18

Tianna Corpuz
2577 Garden Creek Way
West Jordan
84088
tiannacorpuz@hotmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:15:45

Amy Damian
3087 W Norwich Dr
West Jordan
84088
amydam007@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

9/7/2023 18:41:04

Tasha Jensen
8440 S Rappel Ct
West Jordan
84081
tashajensen2@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

10/17/2023 13:18:08

Akary Geraldo
2874 S 2500 W #198
West Valley City
84119
akary.geraldo@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 20:12:34

Heidi Evans

4191 S Burkman Way

West Valley City

84120

viverra@xmission.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/8/2023 23:20:39

Rachel Devine

2748 Centerbrook Dr

West Valley City

84119

rachelreddick14@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6

billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

11/7/2023 21:26:19

Rachel White

897 South 800 West

Woods Cross

84087

rahcelwx@gmail.com

This resident has concerns regarding Utah's quality of life due to worsened air quality and displacement of communities along the I-15 corridor. Not only would these communities be displaced by construction, a freeway expansion would further the divide between the east and west side communities along the Wasatch Front. In addition, despite the massive cost of \$1.6 billion allocated to this project, there is no data that suggests the expansion would lower commute times significantly. There are concerns that investing in highways promotes more driving and the further congesting of roads. This resident suggests alternative measures to allocate the funds towards. It is recommended that Utah reduce its reliance on private vehicles and expand to further modes of transportation. Some recommendations include: expanding the public transportation that connects the east and west side communities, connecting Farmington and Salt Lake City through public transportation, and updating current transit infrastructure to better accessibility.

Estrella Chinchay

- Timestamp: 11/8/2023 12:54:28
- Name: Estrella Chinchay
- Zip Code: 84003
- Email: estrelladchinchay@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Green Space

- Housing for unsheltered
 - What are your concerns about the potential expansion of I-15?:
 - This would displace many families and harm those living nearby. We need more public transportation options, not highways, freeways, or roads.
-

Kaden

- Timestamp: 8/25/2023 13:12:04
 - Name: Kaden
 - Zip Code: 84009
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - Not a permanent fix. Displaced people.
-

Skyla Sauer

- Timestamp: 8/25/2023 13:25:45
 - Name: Skyla Sauer
 - Zip Code: 84009
 - Email: skylasauer@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - Adds more traffic. We need East and West roads.
-

Angel

- Timestamp: 11/8/2023 12:08:24
- Name: Angel
- Zip Code: 84009
- Email: angelicabruning9@gmail.com
- How can we envision a better future for our community?:
 - We need more nature and less pollution.
- What are your concerns about the potential expansion of I-15?:

- Adding to this would cause more air pollution leading to more damage to people and nature.
-

Melisa

- Timestamp: 10/3/2023 17:24:01
 - Name: Melisa
 - Zip Code: 84010
 - How can we envision a better future for our community?:
 - Walkable cities. 15 minutes away from local shops run by community members.
-

Milo Yeates

- Timestamp: 11/8/2023 11:47:56
 - Name: Milo Yeates
 - Zip Code: 84010
 - Email: mnshydinopillow@gmail.com
 - How can we envision a better future for our community?:
 - We are in the age of island biogeography everywhere - roads and their human structures are creating 'islands' of natural habitat.
 - What are your concerns about the potential expansion of I-15?:
 - This expansion is a clear example of not thinking of anyone but ourselves.
-

- D Roberts
- Timestamp: 11/8/2023 16:25:56
- Name: D Roberts
- Zip Code: 84010
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space

- What are your concerns about the potential expansion of I-15?:
 - Tiny homes
 - Unsustainable growth
-

Ashley Muhiestein

- Timestamp: 9/10/2023 14:50:40
 - Name: Ashley Muhiestein
 - Zip Code: 84020
 - Email: ashleylay.m@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - That we need to prioritize alternate forms of transportation over expanding freeways. Public transportation should be easy and accessible. Bike paths should be readily available. Air quality should be a priority for the health of the valley.
-

Justice J

- Timestamp: 11/8/2023 13:14:51
 - Name: Justice J
 - Zip Code: 84020
 - Email: jleiter100@gmail.com
 - How can we envision a better future for our community?:
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Traffic crashes and delay in daily commute. Love more!
-

Olivia

- Timestamp: 8/25/2023 13:22:51
- Name: Olivia
- Zip Code: 84037
- How can we envision a better future for our community?:

- Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - Expand public transportation
-

Becky Smith

- Timestamp: 11/8/2023 13:38:44
 - Name: Becky Smith
 - Zip Code: 84037
 - Email: bhsmith@gmail.com
 - How can we envision a better future for our community?:
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Loss of migratory birds and green space.
-

Kendra

- Timestamp: 8/25/2023 13:27:09
 - Name: Kendra
 - Zip Code: 84043
 - Email: kendra.k@gmail.com
 - How can we envision a better future for our community?:
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - We want greenery! Think about the earth and don't destroy everything
-

Bailey Thomas

- Timestamp: 11/8/2023 18:26:57
- Name: Bailey Thomas
- Zip Code: 84044
- Email: baibaithomas@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation

- Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Emphasize Community over efficiency!
 - Support for Mental Health Care
-

Gabe Sherman

- Timestamp: 11/8/2023 18:29:00
 - Name: Gabe Sherman
 - Zip Code: 84044
 - Email: Gaberoni24@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Education
-

Hannah Fitzola Ruiz

- Timestamp: 11/8/2023 16:39:42
 - Name: Hannah Fitzola Ruiz
 - Zip Code: 84045
 - Email: hannahfitzolaruiz@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Expanding I-15 incentivizes regular driving in and out of the city. If transportation is the goal, fund and expand public transport.
-

Pricilia

- Timestamp: 10/3/2023 17:22:44
- Name: Pricilia

- Zip Code: 84047
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Look for another option that does not affect the community so much
-

Liam Hendrick

- Timestamp: 11/8/2023 13:21:47
 - Name: Liam Hendrick
 - Zip Code: 84054
 - Email: ljh.softwaredev@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I think public funds should prioritize moving away from car/road infrastructure and towards more sustainable public transit/bike path.
-

Stephanie

- Timestamp: 11/8/2023 18:21:30
- Name: Stephanie
- Zip Code: 84054
- How can we envision a better future for our community?:
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Create more spaces for community building through gardening. Teach kids and community members how to grow their own food.
 - Support for Community Garden

Catherine

- Timestamp: 11/8/2023 18:25:05
- Name: Catherine
- Zip Code: 84058
- Email: catherine93am@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation

- Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Conservation disruption, displacement environmental impact
 - Support for Conservation
-

Jaime Amaya

- Timestamp: 11/8/2023 18:44:00
 - Name: Jaime Amaya
 - Zip Code: 84065
 - Email: erikaamaya@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
-

Jillian

- Timestamp: 8/25/2023 13:30:52
 - Name: Jillian
 - Zip Code: 84081
 - How can we envision a better future for our community?:
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - People deserve the homes they choose to live in. They shouldn't be displaced.
Support for Homes
-

Bryce

- Timestamp: 11/8/2023 18:59:01
- Name: Bryce
- Zip Code: 84087
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Focusing more on the freeway will take focus away from public transportation that needs to be improved. Focus on improving health and giving more

opportunities for SLC and Utah residents to be more active and enjoy public transportation. Support for Clean Air

Megan Fernandez

- Timestamp: 8/25/2023 12:31:59
 - Name: Megan Fernandez
 - Zip Code: 84092
 - Email: meganfernandez715@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Support for Wild Flowers
-

Samm Guzman

- Timestamp: 11/8/2023 13:29:46
 - Name: Samm Guzman
 - Zip Code: 84092
 - Email: sammanthaaguzman@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
-

Jennie Williams

- Timestamp: 8/25/2023 12:52:17
 - Name: Jennie Williams
 - Zip Code: 84095
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - People shouldn't have to be kicked out of their homes again! Utah needs clean air!
-

McKay Williams

- Timestamp: 8/25/2023 13:34:26
- Name: McKay Williams
- Zip Code: 84095
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - More carbon emissions. Not a significant decrease in congestion.

Lou Holbrook

- Timestamp: 11/8/2023 13:08:31
 - Name: Lou Holbrook
 - Zip Code: 84098
 - Email: alholbrook87@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Lives over money!! Adding more lanes isn't going to fix anything. You are prioritizing cars over Black and Brown lives/communities, prioritizing profit over people's wellbeing. A lot of people do not want this expansion.
-

Amy Macdonald

- Timestamp: 11/8/2023 18:56:58
 - Name: Amy Macdonald
 - Zip Code: 84098
 - Email: [Not Provided]
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Water Conservation
 - What are your concerns about the potential expansion of I-15?:
 - Wipe out affordable housing in the 3rd no bro west area. Loss of Greenspace walkable space bike traffic. Ruin Neighborhoods that are working.
-

Jess Oveson

- Timestamp: 9/10/2023 14:46:30
 - Name: Jess Oveson
 - Zip Code: 84101
 - How can we envision a better future for our community?:
 - 7 years of construction and pollution. Please have better commuter options and family travel solutions to get people north and south.
 - What are your concerns about the potential expansion of I-15?:
 - [No specific concern provided]
 - Type of Submission: Postcard
 - Travel solutions: YES
-

Zach Dinsmore

- Timestamp: 11/8/2023 13:27:10
 - Name: Zach Dinsmore
 - Zip Code: 84101
 - Email: dinsmorezachary321@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Traffic of course, pollution, more people
 - Type of Submission: Postcard
-

Richard

- Timestamp: 11/8/2023 13:41:34
 - Name: Richard
 - Zip Code: 84101
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Type of Submission: Postcard
 - Support for Parks: YES
-

Zack Gurly

- Timestamp: 11/8/2023 18:37:19
 - Name: Zack Gurly
 - Zip Code: 84101
 - Email: Surley.zack@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - This money could better serve Utahns by making pedestrians first. Salt Lakers want to enjoy their city IN NATURE, not in their cars. Allocate for better, more frequent public transit.
 - Type of Submission: Postcard
 - Pedestrians: NO
-

Angela Appleby

- Timestamp: 11/8/2023 19:01:19
 - Name: Angela Appleby
 - Zip Code: 84101
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - [No specific concern provided]
 - Type of Submission: Postcard
-

Steph C

- Timestamp: 8/25/2023 10:41:44
 - Name: Steph C
 - Zip Code: 84102
 - How can we envision a better future for our community?:
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Individuals, businesses, and community spaces being wrongly displaced. I am concerned that resources are wasted and could go towards helping people rather than purely profit.
 - Type of Submission: Postcard
 - Support for Community Spaces: YES
-

Kylee M

- Timestamp: 8/25/2023 12:31:02
 - Name: Kylee M
 - Zip Code: 84102
 - Email: kyl99m@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Walking Paths
 - What are your concerns about the potential expansion of I-15?:
 - The emissions released from construction
 - Support for Clean Air: YES
 - Type of Submission: Postcard
-

Megan Annis

- Timestamp: 8/25/2023 13:38:49
- Name: Megan Annis
- Zip Code: 84102
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - I think we should focus our attention on investing in public transit, parks, cleaning up the Jordan River, and creating a bike-friendly community, particularly on the West Side.
- Type of Submission: Postcard

Augusto Lopez

- Timestamp: 11/8/2023 11:59:32
- Name: Augusto Lopez
- Zip Code: 84102
- Email: ajlbamc@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Expanding a city often means destroying vulnerable communities. Doing so means adding to the existing gentrification that is plaguing communities of color on the west side. It also ruins our air quality thus negatively impacting health.
- Type of Submission: Postcard
- Support for Air Quality: NO

Erika George

- Timestamp: 11/8/2023 17:27:42
- Name: Erika George
- Zip Code: 84102
- Email: peof.erika.george@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
- What are your concerns about the potential expansion of I-15?:
 - Air quality, congestion, car travel increase
- Type of Submission: Postcard
- Support for Families and Parks: NO

Cody Eldrige

- Timestamp: 11/8/2023 19:24:55
- Name: Cody Eldrige
- Zip Code: 84102
- Email: codyebridge@hotmail.com
- How can we envision a better future for our community?:

- Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - More Bike Lanes!
 - What are your concerns about the potential expansion of I-15?:
 - Making another lane will not improve traffic. We need to improve public transit and bike infrastructure to reduce cars and make the world a healthier place.
 - Support for Public Transportation: YES
 - Type of Submission: Postcard
-

Maisie

- Timestamp: 8/25/2023 10:43:06
 - Name: Maisie
 - Zip Code: 84103
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - [No specific concern provided]
 - Type of Submission: Postcard
 - Support for Bike Lanes: YES
-

Cat Cougill

- Timestamp: 8/25/2023 12:46:06
- Name: Cat Cougill
- Zip Code: 84103
- Email: catcougill@me.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - No more Round Up on green spaces. If you build it (I15) more pollution will come!! Change your ways now for the future of ALL
- Support for Efficient Public Transport and Green Space: YES

- Type of Submission: Postcard
-

Kelsey Barber

- Timestamp: 9/10/2023 14:55:18
 - Name: Kelsey Barber
 - Zip Code: 84103
 - Email: kelseybarber99@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Loss of housing and environmental concerns. I worry about habitat loss along the freeway. We saw this with Legacy Boulevard.
 - Type of Submission: Postcard
 - Support for the Environment: NO
-

Rico Bolanos

- Timestamp: 11/8/2023 12:32:49
 - Name: Rico Bolanos
 - Zip Code: 84103
 - Email: ricobagos.6@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - Noise pollution in the nearby areas
 - general air pollution
 - -diverting from educational resources.
 - Type of Submission: Postcard
-

Angelica Bolanos

- Timestamp: 11/8/2023 12:34:20
- Name: Angelica Bolanos
- Zip Code: 84103
- How can we envision a better future for our community?:
 - Public Transportation
- What are your concerns about the potential expansion of I-15?:

- The noise pollution the expansion will bring. Counties in the north and south need to develop transit that connects to Frontrunner.
 - Type of Submission: Postcard
-

Taylor Boyd

- Timestamp: 11/8/2023 12:58:12
 - Name: Taylor Boyd
 - Zip Code: 84103
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I'm concerned about the potential health impact of pollution, especially as a lot of the population is vulnerable post-COVID.
 - Type of Submission: Postcard
 - Support for Children's Lungs: NO
-

Sue

- Timestamp: 11/8/2023 16:33:17
 - Name: Sue
 - Zip Code: 84103
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displaced families. Environmental neglect.
 - Type of Submission: Postcard
 - Support for Deeply Affordable Housing: YES
-

Natalie

- Timestamp: 11/8/2023 18:19:11
- Name: Natalie
- Zip Code: 84103
- Email: nataylor82@gmail.com

- How can we envision a better future for our community?:
 - Bike Paths
 - Walking Paths
 - What are your concerns about the potential expansion of I-15?:
 - My concerns are for the health of the larger and growing population in the SLC valley! Let's invest in improving and encouraging public transportation and easier commutes by bikes, walking, etc.
 - Support for Healthy Air: YES
 - Type of Submission: Postcard
-

Francisca Blanc

- Timestamp: 11/8/2023 18:54:16
 - Name: Francisca Blanc
 - Zip Code: 84103
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Green Homes
 - What are your concerns about the potential expansion of I-15?:
 - Displacement of residents
 - Pollution
 - People's voices not being heard
 - Thinking like in the 1950s not like in the 2020s
 - Stakeholders are making decisions over the voice of the people.
 - Destroying communities
 - Type of Submission: Postcard
 - Support for Community: YES
-

Paul Fisk

- Timestamp: 8/25/2023 13:40:21
- Name: Paul Fisk
- Zip Code: 84104
- Email: bluemodern.email@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths

- Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Hurting communities near the road, more pollution, people losing their homes and areas
 - Type of Submission: Postcard
 - Support for Homes: NO
-

Dallin Witt

- Timestamp: 8/28/2023 22:02:21
 - Name: Dallin Witt
 - Zip Code: 84104
 - Email: dallinwitt@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Expanding freeways just induces demand!! We need to move people in a way that is clean and scalable: Mixed use paths and expanded and free public transit
 - Type of Submission: Postcard
 - Support for Mixed Use Paths: NO
-

L Witt

- Timestamp: 8/28/2023 22:05:42
 - Name: L Witt
 - Zip Code: 84104
 - How can we envision a better future for our community?:
 - [No specific solutions provided]
 - What are your concerns about the potential expansion of I-15?:
 - I don't want to encourage more cars, especially in a valley with bad air. Give us transit and parks PLEASE!
 - Type of Submission: Postcard
 - Support for Public Parks: NO
-

Giovanna Cavalcante

- Timestamp: 11/8/2023 11:42:40

- Name: Giovanna Cavalcante
 - Zip Code: 84104
 - Email: cavalcantegi-@outlook.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displacement of marginalized communities, small businesses, housing, and resources.
 - Type of Submission: Postcard
-

Kaylana Gonzales

- Timestamp: 11/8/2023 13:18:17
 - Name: Kaylana Gonzales
 - Zip Code: 84104
 - Email: klloyd@utah.gov
 - How can we envision a better future for our community?:
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I live at 926 Euclid Ave in a single-family home. I have concerns about increased pollution and further encroachment into our residential community west of I-15. This would significantly impact our neighborhood's quality of life and have a negative impact for us.
 - Support for Healthy Air: YES
 - Type of Submission: Postcard
-

Nate

- Timestamp: 11/8/2023 16:41:55
- Name: Nate
- Zip Code: 84104
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Subway

- High-speed rail
 - What are your concerns about the potential expansion of I-15?:
 - [No specific concerns provided]
 - Type of Submission: Postcard
-

Emily I

- Timestamp: 11/8/2023 18:22:55
 - Name: Emily I
 - Zip Code: 84104
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - The displacement of real people, their real lives. This is a silly use of taxpayer dollars. Invest in sustainable transportation solutions.
 - Support for Families: YES
 - Type of Submission: Postcard
-

Olivia Draer

- Timestamp: 11/8/2023 18:46:17
 - Name: Olivia Draer
 - Zip Code: 84104
 - Email: momcuullah@yahoo.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - It will ruin our neighborhood. We are always an afterthought.
 - Support for Public Transportation: YES
 - Type of Submission: Postcard
-

Jeremy Dreher

- Timestamp: 11/8/2023 18:50:18
- Name: Jeremy Dreher
- Zip Code: 84104
- Email: jeremy.dreger85@gmail.com

- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Community Space
 - What are your concerns about the potential expansion of I-15?:
 - Displacement of houses and local businesses.
 - Support for Community Space: YES
 - Type of Submission: Postcard
-

Charlotte Fife Jepperson

- Timestamp: 11/8/2023 19:16:15
 - Name: Charlotte Fife Jepperson
 - Zip Code: 84104
 - Email: cofifejepperson@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Electric Transit
 - What are your concerns about the potential expansion of I-15?:
 - That it is an exorbitantly expensive band-aid that will not have enough of an impact to alleviate traffic congestion, and will come at the expense of residents adjacent to I-15. Air + noise pollution!! This money would be better spent investing in cleaner transit. Do Not enable and encourage more urban sprawl.
 - Type of Submission: Postcard
-

Stephanie Browning

- Timestamp: 8/28/2023 21:56:21
- Name: Stephanie Browning
- Zip Code: 84105
- Email: stephbro400@msn.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:

- Loss of wetlands, more pollution (40% pollution comes from cars!), worsened air quality
 - Support for Wetlands: NO
 - Type of Submission: Postcard
-

Mani Reyagopal

- Timestamp: 9/10/2023 14:57:12
 - Name: Mani Reyagopal
 - Zip Code: 84105
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - Maybe we build a branch in the highway to cater to a specific area. Displacement of people and businesses.
 - Support for Local Businesses: YES
 - Type of Submission: Postcard
-

Campbell Scott

- Timestamp: 11/8/2023 12:05:51
 - Name: Campbell Scott
 - Zip Code: 84105
 - Email: cscott3024@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - This project is solely focused on dollars it will generate without considering its negative impacts. We haven't considered improved public transit and other options first. Research proves that more freeway space causes more traffic by allowing more cars to be on the highway.
 - Support for Cleaner Air: YES
 - Type of Submission: Postcard
-

Craig Sehriber

- Timestamp: 11/8/2023 16:34:18
- Name: Craig Sehriber

- Zip Code: 84105
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Air pollution
 - Type of Submission: Postcard
-

Ryan

- Timestamp: 11/8/2023 17:12:58
 - Name: Ryan
 - Zip Code: 84105
 - Email: ryancsuen@yahoo.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - Does not solve traffic issues
 - Not an environmentally sustainable solution
 - Does not promote a vibrant active city
 - Displaces current residents
 - Reduction of mixed housing options
 - Support for Public Transportation: NO
 - Type of Submission: Postcard
-

Chris Reisinger

- Timestamp: 11/8/2023 18:24:53
- Name: Chris Reisinger
- Zip Code: 84105
- Email: chrisreisinger28@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:

- Lane expansion has never been proven to alleviate traffic. This expansion would only displace families and encourage more traffic. Invest in robust public transit instead.
 - Support for Families: NO
 - Type of Submission: Postcard
-

Melissa Stomp

- Timestamp: 11/8/2023 18:30:28
 - Name: Melissa Stomp
 - Zip Code: 84105
 - Email: mostamp@msn.com
 - How can we envision a better future for our community?:
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Water Quality, air quality, noise, further divide community, we should value people over cars!
 - Type of Submission: Postcard
-

Ellen Young

- Timestamp: 11/8/2023 18:32:58
 - Name: Ellen Young
 - Zip Code: 84105
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displacement. This can't be allowed. People over profit!
 - Type of Submission: Postcard
-

Scott O. Snarr

- Timestamp: 8/25/2023 12:38:29
- Name: Scott O. Snarr
- Zip Code: 84106

- Email: snarrscott@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - I'm concerned that when a major street is expanded, traffic will increase until it's no better off than before. I wish it were easier to get around by public transit.
 - Support for More public transit and bike paths: NO
 - Type of Submission: Postcard
-

Spencer

- Timestamp: 8/25/2023 13:16:20
 - Name: Spencer
 - Zip Code: 84106
 - Email: spencermerryweather13@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - When will expansion end if we don't end it now! Invest in public transit.
 - Support for Trains: YES
 - Type of Submission: Postcard
-

Mrya Mangan

- Timestamp: 8/25/2023 13:44:38
- Name: Mrya Mangan
- Zip Code: 84106
- Email: mmangan17@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Make outside more accessible
 - We need to make public transportation more accessible. When we put an emphasis on community instead of individualism, our communities heal,

grow, and nourish. We need to create more green spaces to encourage people going outside. Help our lungs be healthy!

- Support for Community Spaces: YES
 - Type of Submission: Postcard
-

Joe Summers

- Timestamp: 8/28/2023 22:04:04
 - Name: Joe Summers
 - Zip Code: 84106
 - Email: joesum98@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Better education funding
 - 1 extra lane of traffic is not going to solve any issues. The air quality in this city is already horrible, the only solution that makes sense is more public transportation.
 - Support for Public transportation: NO
 - Type of Submission: Postcard
-

Patrick Morrison

- Timestamp: 11/8/2023 16:48:14
- Name: Patrick Morrison
- Zip Code: 84106
- Email: patrickdavidmorrison@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - How many more lanes will it take before we can reimagine a healthier and more active transportation system? Do not displace communities, give the communities opportunities for safe and connecting pathways.
- Support for Active Transportation: NO
- Type of Submission: Postcard

Hilary Lambert

- Timestamp: 11/8/2023 16:52:00
- Name: Hilary Lambert
- Zip Code: 84106
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Spend the money to make UTA free for all people on all public transit modes!!
- Support for Bike paths and free buses: YES
- Type of Submission: Postcard

Megan Frazier

- Timestamp: 11/8/2023 16:36:31
- Name: Megan Frazier
- Zip Code: 84107
- Email: megan.nadine.frazier@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - We should invest in affordable public transit that is expanded to more areas instead.
- Support for Animal habitat: NO
- Type of Submission: Postcard

Cameron Morgan

- Timestamp: 11/8/2023 17:29:44
- Name: Cameron Morgan
- Zip Code: 84107
- Email: cameronmorgan08@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation

- Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displaced people, displaced wildlife, poor neighborhoods affected, more pollution, public transit
 - Support for Hiking spaces: YES
 - Type of Submission: Postcard
-

Emma Glende

- Timestamp: 11/8/2023 13:12:56
 - Name: Emma Glende
 - Zip Code: 84108
 - Email: emmaglende@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I am concerned that expanding I-15 will create more noise and air pollution and generate induced demand by prioritizing cars over public transit and pedestrians. I am also extremely concerned about environmental justice as the individuals who will be most impacted by the interstate expansion include many people of color and lower income households. It isn't fair that these communities will have to shoulder the majority of impacts of the expansion.
 - Support for Environmental Justice: NO
 - Type of Submission: Postcard
-

Phil Teroco

- Timestamp: 11/8/2023 13:34:30
- Name: Phil Teroco
- Zip Code: 84108
- Email: philt.philt@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - E-charging stations

- What are your concerns about the potential expansion of I-15?:
 - It will displace families that are already stressed economically and environmentally. It will add pollution to an already polluted city- SLC!
Better alternative- more mass transit and NO inland port!!
 - Support for Families: NO
 - Type of Submission: Postcard
-

Ben Carter

- Timestamp: 11/8/2023 18:51:49
 - Name: Ben Carter
 - Zip Code: 84108
 - Email: bencarter226@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - No Gondola
 - What are your concerns about the potential expansion of I-15?:
 - I dont think the I-180 expansion is the best use of taxpayer money. We should be investing in more sustainable methods of transportation like buses and trains instead of supporting modes of transportation that pollute our air and could mess up certain communities.
 - Support for Alternative Transportation: YES
 - Type of Submission: Postcard
-

Phil Trioulo

- Timestamp: 11/8/2023 19:09:55
- Name: Phil Trioulo
- Zip Code: 84108
- Email: philt.philt@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:

- More roads= More Cars. More CO2 + Pollution = Global warning + health problems. We do not need more or wider roads. We need public transportation + bike paths.
 - Support for Public Transportation and Bike Paths: NO
 - Type of Submission: Postcard
-

Shelby Merrod

- Timestamp: 11/8/2023 19:11:25
 - Name: Shelby Merrod
 - Zip Code: 84108
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Only encourages those to drive to not use public transport. Ruin existing neighborhoods.
 - Support for Tree Corridor: NO
 - Type of Submission: Postcard
-

Ella Habbeshow

- Timestamp: 10/3/2023 17:36:22
 - Name: Ella Habbeshow
 - Zip Code: 84109
 - Email: embbeshow@yahoo.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displacement of community members that live on the west side. I am worried about environmental factors that the expansion could do. More roads/expansion-more pollution.
 - Support for Environmental Concerns: NO
 - Type of Submission: Postcard
-

Will Vandy

- Timestamp: 11/8/2023 11:51:54
 - Name: Will Vandy
 - Zip Code: 84109
 - Email: willrv00@yahoo.com
 - How can we envision a better future for our community?:
 - Not provided
 - What are your concerns about the potential expansion of I-15?:
 - More pollution with the increase of traffic in the SLC valley.
 - Support for Open Space: NO
 - Type of Submission: Postcard
-

Dot Verbrigo

- Timestamp: 11/8/2023 17:31:23
 - Name: Dot Verbrigo
 - Zip Code: 84109
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Bike Paths
 - What are your concerns about the potential expansion of I-15?:
 - Adding more lanes is a short-term solution. We need long-term solutions for public transportation.
 - Support for Public Transportation: NO
 - Type of Submission: Postcard
-

Martha Nightingale

- Timestamp: 11/8/2023 18:16:03
- Name: Martha Nightingale
- Zip Code: 84109
- Email: saltlakecitystork@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Air quality, homes, noise pollution, impact on animals, impact on water
- Support for Air Quality: YES
- Type of Submission: Postcard

Not provided

- Timestamp: 8/25/2023 10:25:05
- Name: Not provided
- Zip Code: 84110
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Gentrification, forced relocation of long-time residents
- Support for Community: YES
- Type of Submission: Postcard

Rachel Black

- Timestamp: 8/25/2023 13:49:25
- Name: Rachel Black
- Zip Code: 84111
- Email: rachel.a.black@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Could businesses that pollute the area be relocated and roads be there?
Emotional and financial stability of the community over arbitrary road work.
- Support for Community Protection: NO
- Type of Submission: Postcard

Hilary Manzo

- Timestamp: 9/10/2023 14:52:49
- Name: Hilary Manzo
- Zip Code: 84111
- Email: hilarycalleul@gmail.com
- How can we envision a better future for our community?:

- Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Air quality in an already overly populated area. Additionally, the communities who will be displaced.
 - Support for Air Quality: NO
 - Type of Submission: Postcard
-

Sandra Luo

- Timestamp: 9/10/2023 15:05:16
 - Name: Sandra Luo
 - Zip Code: 84111
 - Email: sandajluo@live.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Community services/resources, housing, education, etc.
 - What are your concerns about the potential expansion of I-15?:
 - I am worried about all the homes and businesses that will be displaced. Additionally, induced demand will only worsen the traffic UDOT claims to be solving. The expansion will also negatively impact our air and environment.
 - Support for Community Services: NO
 - Type of Submission: Postcard
-

N. O'Saurus

- Timestamp: 11/8/2023 13:05:51
- Name: N. O'Saurus
- Zip Code: 84111
- Email: nichelle.osaurus@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:

- Increased traffic will cause more pollution, people need access to nature in their neighborhoods, build nature byways instead of more highways!
This is an expensive project - house the homeless first! Pay teachers more first! There are so many better ways to improve life for Utahns.
 - Support for Nature: NO
 - Type of Submission: Postcard
-

Scott

- Timestamp: 11/8/2023 16:46:21
 - Name: Scott
 - Zip Code: 84111
 - Email: tensor_mids@hotmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - I recently moved to a location near a trax station. I was super excited to switch away from my car, and then I saw the monthly prices. It is simply not worth that crazy cost. Make it affordable, and we won't need more freeways.
 - Support for Affordable Public Transit: NO
 - Type of Submission: Postcard
-

Amelia Herring

- Timestamp: 8/25/2023 10:45:17
 - Name: Amelia Herring
 - Zip Code: 84112
 - Email: ameliaherring37@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Less walkable, unclean air, disrupting communities
 - Support for Communities: YES
 - Type of Submission: Postcard
-

Gaby Kasakcheyeva

- Timestamp: 9/10/2023 15:07:32
 - Name: Gaby Kasakcheyeva
 - Zip Code: 84112
 - Email: gckasakcheyeva@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Air quality will decline! Invest in transit, walkable cities, etc.
 - Support for Food: NO
 - Type of Submission: Postcard
-

Tayla Chiang

- Timestamp: 11/8/2023 13:31:19
 - Name: Tayla Chiang
 - Zip Code: 84112
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - While it's important to improve transportation, this is ruining things of the future. Housing community, etc. We need to implement better changes.
 - Support for Gardens: NO
 - Type of Submission: Postcard
-

Mary Widhajanto

- Timestamp: 8/25/2023 10:34:10
- Name: Mary Widhajanto
- Zip Code: 84115
- Email: mwidhajanto@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths

- Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I love Parley's Trail and the S line. My co-worker got hit by a car biking to work. I've had friends killed by cars and because of prioritization of cars over people. Protect our people and our land. We are on Shoshoni land. Also, freeways just suck!
 - Support for Anything: YES
 - Type of Submission: Postcard
-

Marco V

- Timestamp: 8/25/2023 12:35:40
 - Name: Marco V
 - Zip Code: 84115
 - Email: marcovalero09@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - FrontRunner Forward
 - What are your concerns about the potential expansion of I-15?:
 - Let's be more effective with taxpayer dollars and improve infrastructure that will get more people out of cars and onto more efficient, safer, and environmentally friendly alternatives for a better Utah.
 - Support for Double Tracked, Fully Electrified FrontRunner: NO
 - Type of Submission: Postcard
-

Erin O'Kelley

- Timestamp: 11/8/2023 12:11:20
- Name: Erin O'Kelley
- Zip Code: 84115
- Email: erokelley@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
- What are your concerns about the potential expansion of I-15?:
 - I do not want more cars on the road. I want more biking and transit to create a healthy community! Please do not expand I-15. It will only create

more traffic, as studies have shown. This will decrease air quality and create an unlivable community.

- Support for Transit: NO
 - Type of Submission: Postcard
-

Jake Delton

- Timestamp: 11/8/2023 16:26:58
 - Name: Jake Delton
 - Zip Code: 84115
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - We need to consider land for animals when building more infrastructure.
 - Support for Green Space: Not specified
 - Type of Submission: Postcard
-

Cathryn Simmons

- Timestamp: 8/28/2023 21:53:16
 - Name: Cathryn Simmons
 - Zip Code: 84116
 - Email: cathrynlokey@yahoo.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Research shows that building more and expanding roads does not reduce traffic pressure. It just encourages/drives more traffic. We need more/better public transportation before it becomes impossible to add it in. Please, let's not become LA.
 - Support for Public Transportation: NO
 - Type of Submission: Postcard
-

Kari Holte

- Timestamp: 10/3/2023 17:17:51
- Name: Kari Holte

- Zip Code: 84116
 - Email: kariholte8@gail.com
 - What are your concerns about the potential expansion of I-15?:
 - The expansion of I-15 would displace many people in their homes, especially those in already marginalized communities.
 - Support for Displaced Communities: NO
 - Type of Submission: Postcard
-

shenia Sellers

- Timestamp: 11/8/2023 11:41:21
 - Name: shenia Sellers
 - Zip Code: 84116
 - Email: sheniasellers@gmail.com
 - What are your concerns about the potential expansion of I-15?:
 - We want more parks!
 - Support for Parks: YES
 - Type of Submission: Postcard
-

Sofia Guadarrama

- Timestamp: 11/8/2023 11:54:56
 - Name: Sofia Guadarrama
 - Zip Code: 84116
 - Email: sofiaguadarramaaa@gmail.ocm
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - There is already so much gentrification happening and our communities already suffer from bad air quality and the repercussions that low income communities have as well. I would rather have better community centers for those populations, community gardens, and recreational space in the outdoors.
 - Support for Community Centers, Community Gardens, and Recreational Space: YES
 - Type of Submission: Not specified
-

Veronica Perez

- Timestamp: 11/8/2023 12:14:36
 - Name: Veronica Perez
 - Zip Code: 84116
 - Email: m.veronica.perez@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - People should have the right to remain in their homes without fear of being outed for an ineffective transit solution. We deserve clean air and less pollution especially on the west side. Expanding a freeway has been proven to be temporary. We need free public transit.
 - Support for Public Transit: NO
 - Type of Submission: Postcard
-

Lu

- Timestamp: 11/8/2023 12:18:51
 - Name: Lu
 - Zip Code: 84116
 - Email: lunar2ulli@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I'm concerned about people in my neighborhood (Fairpark) being displaced and the increased pollution as well as the fact that it won't solve any problems. Rush hour will exist as long and as wide as the freeway exists. Free public transit that is reliable and runs often would impact congestion.
 - Support for Free Public Transit: YES
 - Type of Submission: Postcard
-

Bill Ramsey

- Timestamp: 11/8/2023 12:28:32
- Name: Bill Ramsey
- Zip Code: 84116
- Email: Not provided
- How can we envision a better future for our community?:

- Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - Promoting public transport will better serve the people of Utah than an ever-expanding highway system. A shaded parking garage with multiple levels that can support the train system. Bring back the Trolleys!
 - Support for Public Transportation: Not specified
 - Type of Submission: Postcard
-

Robinson

- Timestamp: 11/8/2023 13:19:38
 - Name: Robinson
 - Zip Code: 84116
 - Email: Not provided
 - What are your concerns about the potential expansion of I-15?:
 - More traffic means more risk of pollution and car accidents. Loss of housing reducing our neighborhood.
 - Support for Displaced Communities: Not specified
 - Type of Submission: Postcard
-

Karla

- Timestamp: 11/8/2023 13:23:43
 - Name: Karla
 - Zip Code: 84116
 - Email: whiteberry.9701@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - With the expansion of I-15, I worry about gentrification and the displacement of many in our community. The other concern is pollution. If we invest more in public transportation, we could encourage more individuals to use it, reducing our polluted valley.
 - Support for Trains: NO
 - Type of Submission: Postcard
-

Cristine Hight

- Timestamp: 11/8/2023 17:25:57
- Name: Cristine Hight
- Zip Code: 84116

- Email: cristinahight007@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Displacement of an already fragile community. It will affect businesses.
 - Support for Displaced Communities and Businesses: YES
 - Type of Submission: Postcard
-

Jake Barley

- Timestamp: 11/8/2023 18:35:05
 - Name: Jake Barley
 - Zip Code: 84116
 - Email: Not provided
 - What are your concerns about the potential expansion of I-15?:
 - This project does no good for the future and is a huge waste of funds. It will do nothing to change people's behaviors, and we will be redoing it again in no time.
-

Aleena Nguyen

- Timestamp: 11/8/2023 18:39:05
 - Name: Aleena Nguyen
 - Zip Code: 84116
 - Email: aleena.nguyen01@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - The air pollution.
 - Support for Clean Air: Not specified
 - Type of Submission: Postcard
-

Sara Monroe

- Timestamp: 11/8/2023 18:40:05

- Name: Sara Monroe
 - Zip Code: 84116
 - Email: Sarausa62@hotmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I love the idea of making 600 North more bike/walk-friendly. But please stay away from opening up my quiet 400 North street, where if my dog escapes my yard, I don't have to worry that he will be hurt or wander too far. Keep my sleepy street sleepy and safe. Walk-friendly connections elsewhere.
 - Support for Walk-Friendly Streets: YES
 - Type of Submission: Postcard
-

Andy Cupp

- Timestamp: 11/8/2023 18:47:45
 - Name: Andy Cupp
 - Zip Code: 84116
 - Email: acupp674@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of I-15?:
 - My concern is largely regarding pollution: Air + Noise. Expanding I-15 is bound to increase both, and any study saying otherwise ought to be heavily criticized. I'm also concerned about UDOT's complete dismissal of the induced demand theory; that should be valued more.
 - Support for Clean Air: Not specified
 - Type of Submission: Postcard
-

Trevva

- Timestamp: 11/8/2023 18:48:38
- Name: Trevva
- Zip Code: 84116
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths

- Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - People losing homes and more air pollution, which we already are struggling with.
 - Support for Displaced Communities: Not specified
 - Type of Submission: Postcard
-

Anita Samora

- Timestamp: 11/8/2023 18:49:56
 - Name: Anita Samora
 - Zip Code: 84116
 - Email: anitasamora22@icloud.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Support for Public Transportation: YES
 - Type of Submission: Postcard
-

Izumi

- Timestamp: 11/8/2023 19:13:54
- Name: Izumi
- Zip Code: 84116
- Email: Okamuraizumi@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Increased pollution, particularly for the West Side.
 - More redlining of the West Side.
 - Are we allocating our funds in the best way? Instead, we could allocate to more public transit to bury I-15 to actually address air pollution. We need to discourage freeway travel. Widening encourages freeway travel.
- Support for Clean Air: Not specified
- Support for Displaced Communities: Not specified
- Type of Submission: Postcard

Chilton Hand

- Timestamp: 11/8/2023 19:16:49
- Name: Chilton Hand
- Zip Code: 84116
- Email: chuta.han@gmail.com
- How can we envision a better future for our community?:
 - Bike Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - Not specified
- Support for Clean Air: Not specified
- Support for Displaced Communities: Not specified
- Type of Submission: Not specified

Katie Sexton

- Timestamp: 11/8/2023 19:19:32
- Name: Katie Sexton
- Zip Code: 84116
- Email: Sextonskatie@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - After reviewing everything from the website, this still looks like an express way for Farmington residents to fast travel to City Creek, Eccles Theater, and Temple Square at the total expense of our Rose Park community. This expansion is not for me or my community, and it feels like no one will tell us the truth.
- Support for Displaced Communities: YES
- Type of Submission: Postcard

Russell Titensor

- Timestamp: 11/8/2023 19:21:45
- Name: Russell Titensor
- Zip Code: 84116
- Email: Not provided
- How can we envision a better future for our community?:

- Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - The impact on my home.
 - The impact it will have on my health with increased pollution.
 - UDOT still doesn't have any real info on what will be relocated, and we keep getting the runaround on how this will be carried out, and the answer is always promised "down the road."
 - Support for Clean Air: Not specified
 - Support for Displaced Communities: YES
 - Type of Submission: Postcard
-

Jocelyn Young Hynan

- Timestamp: 8/28/2023 21:50:42
 - Name: Jocelyn Young Hynan
 - Zip Code: 84117
 - Email: jyounghyn@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - That just adds to the negative impact on the environment. A better way to use the space would be green spaces, parks for kids, and affordable housing. Also, add more/better public transportation.
 - Support for Green Spaces: Not specified
 - Support for Affordable Housing: Not specified
 - Type of Submission: Postcard
-

Wendy Zeigler

- Timestamp: 11/8/2023 18:53:17
- Name: Wendy Zeigler
- Zip Code: 84117
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths

- What are your concerns about the potential expansion of I-15?:
 - We need more public transportation, more bike paths. Less roads/freeway will be ripping out housing that is actually affordable, open space, and community that matters.
 - Support for Affordable Housing: YES
 - Type of Submission: Postcard
-

Eliza Evans

- Timestamp: 8/25/2023 13:36:44
 - Name: Eliza Evans
 - Zip Code: 84118
 - Email: eliza.evans.22@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - There have been numerous studies that show that adding more freeway lanes does not help reduce traffic; it just adds more people to the roads. We need better public transportation and better solutions to help our air quality.
 - Support for Clean Air: YES
 - Support for Displaced Communities: Not specified
 - Type of Submission: Postcard
-

Haley Scott

- Timestamp: 8/25/2023 13:51:20
 - Name: Haley Scott
 - Zip Code: 84118
 - Email: scotthk1998@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Less accidents, please! Please add a bus lane to help reduce air quality.
 - Support for Better Air Quality: YES
 - Type of Submission: Postcard
-

Hector Cadillo-Tellez

- Timestamp: 8/25/2023 13:10:51
 - Name: Hector Cadillo-Tellez
 - Zip Code: 84119
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - It will push out many families away from the place they call home. They deserve better than this. Invest in the community, not on freeways.
 - Support for Displaced Communities: YES
 - Type of Submission: Postcard
-

Jasmine Garcia

- Timestamp: 9/10/2023 15:00:16
 - Name: Jasmine Garcia
 - Zip Code: 84119
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - More air pollution
 - Increased traffic congestion due to induced demand
 - Less traffic and pedestrian safety
 - More noise produced by the increase in traffic
 - Aggravating health issues of people living near I-15 and throughout the Salt Lake Valley.
 - Support for Clean Air: Not specified
 - Support for Displaced Communities: Not specified
 - Type of Submission: Postcard
-

Sofi

- Timestamp: 8/25/2023 12:17:35

- Name: Sofi
 - Zip Code: 84121
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Many people will be displaced, who are already facing injustices. For once, put the people first.
 - Support for Displaced Communities: NO
 - Type of Submission: Postcard
-

Dennis R

- Timestamp: 8/25/2023 12:18:37
- Name: Dennis R
- Zip Code: 84121
- Email: spamidontread@ymail.com
- How can we envision a better future for our community?:
 - Green Space
- What are your concerns about the potential expansion of I-15?:
 - No tram, save our canyon.
- Support for Trees: Not specified
- Type of Submission: Postcard

Tony Biddle

- Timestamp: 8/25/2023 13:06:43
 - Name: Tony Biddle
 - Zip Code: 84121
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I would rather we spend money on more trains and reliable buses and more xeriscaping than expanding the freeway.
 - Support for People: YES
 - Type of Submission: Postcard
-

Kenyon Hall

- Timestamp: 11/8/2023 11:50:25
 - Name: Kenyon Hall
 - Zip Code: 84121
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Bike Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Air quality and displacement
 - Support for Healthy Lungs: YES
 - Type of Submission: Postcard
-

Nicole Cunningham

- Timestamp: 11/8/2023 18:13:54
 - Name: Nicole Cunningham
 - Zip Code: 84121
 - Email: nicolecunningham@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - What are your concerns about the potential expansion of I-15?:
 - If commute time is the issue, I've taken the frontrunner for a while and commute time is the same and less stressful. Having more stations is better than having more freeway.
 - Support for More FrontRunner: YES
 - Type of Submission: Postcard
-

Jaciline Lee

- Timestamp: 8/25/2023 10:22:03
- Name: Jaciline Lee
- Zip Code: 84123
- Email: leejaciline03@gmail.com
- How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
- What are your concerns about the potential expansion of I-15?:

- Bad air causes lots of pollution, which leads to health concerns such as lung disease and blood diseases. People such as kids, immune compromised, etc., cannot go outside as often. Animals are affected too.
 - Support for Public Transport: Not specified
 - Type of Submission: Postcard
-

Heidi Wilde

- Timestamp: 10/3/2023 17:27:13
 - Name: Heidi Wilde
 - Zip Code: 84123
 - Email: heidiwilde152@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Eliminator of wildlife and lack of housing during the current housing crisis.
#more public transportation
 - Support for More Public Transportation: Not specified
 - Type of Submission: Postcard
-

Cody

- Timestamp: 11/8/2023 18:56:25
 - Name: Cody
 - Zip Code: 84123
 - Email: cgoetz2622@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - The expansion may displace socially/economically disadvantaged communities in SLC. The expansion may continue to affect access to quality of life.
 - Support for Displaced Communities: NO
 - Type of Submission: Postcard
-

Andrea Ramos

- Timestamp: 11/8/2023 13:03:07
 - Name: Andrea Ramos
 - Zip Code: 84124
 - Email: andreamameos628@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - It is not a sustainable solution. We need to stop displacing communities.
 - Support for Community Gardens: YES
 - Type of Submission: Postcard
-

Kat Lopa

- Timestamp: 10/3/2023 17:11:29
 - Name: Kat Lopa
 - Zip Code: 84128
 - Email: katerine@cssutah.org
 - How can we envision a better future for our community?:
 - Native plants
 - What are your concerns about the potential expansion of I-15?:
 - My concern lies with the displacement of families and most importantly, pollution, the air, water, and water waste that will go into this project. Pollution into our air.
 - Support for Environmental Health: NO
 - Type of Submission: Postcard
-

Jaxson

- Timestamp: 11/8/2023 18:26:40
- Name: Jaxson
- Zip Code: 84128
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation
- What are your concerns about the potential expansion of I-15?:
 - Lane Expansion doesn't help with traffic. Public transportation needs to be better.
- Support for Public Transport: NO

- Type of Submission: Postcard
-

Tile Fagatefe

- Timestamp: 9/10/2023 15:03:15
 - Name: Tile Fagatefe
 - Zip Code: 84129
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - How can we work towards a more sustainable mode of transportation when our efforts are focused on mass increase of roadways? We need to focus our efforts on public transportation for our environment and future generations.
 - Support for Health: Not specified
 - Type of Submission: Postcard
-

Kylee Chadwick

- Timestamp: Not provided
 - Name: Kylee Chadwick
 - Zip Code: 84321
 - Email: kyleecchadwick@gmail.com
 - How can we envision a better future for our community?:
 - Not specified
 - What are your concerns about the potential expansion of I-15?:
 - Air!!
 - Support for Better Air Quality: YES
 - Type of Submission: Postcard
-

Steven Treistman

- Timestamp: 8/28/2023 21:58:38
- Name: Steven Treistman
- Zip Code: 84403
- Email: treistman.steven@gmail.com
- How can we envision a better future for our community?:

- Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - I think funds would be better spent on improving/increasing public transit options rather than adding highway lanes. The government should also incentivize use of public transit by reducing fares/increasing free zone/free use.
 - Support for Public Transit: NO
 - Type of Submission: Postcard
-

Karol Long

- Timestamp: 11/8/2023 17:09:59
 - Name: Karol Long
 - Zip Code: 84601
 - Email: longkarolqa@gmail.com
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - Mixed Workspace
 - What are your concerns about the potential expansion of I-15?:
 - Studies have shown wider and more roads will increase more traffic. Decreasing the air quality, physical health, and quality of life of communities. More active and public transportation will increase all those things while bringing more joy to our communities. This doesn't even mention the loss of green spaces. If you build it, they will come. So will you invite more cars or more health and beauty?
 - Support for Mixed Use Spaces and Protected Bike and Trails: NO
 - Type of Submission: Postcard
-

Haley

- Timestamp: 8/25/2023 12:26:31
- Name: Haley
- Zip Code: 84604
- Email: Not provided
- How can we envision a better future for our community?:
 - Public Transportation

- Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Nature is vital to the mental and physical health of ALL people.
 - Support for Nature: Not specified
 - Type of Submission: Postcard
-

Emily Dalley

- Timestamp: 8/25/2023 12:50:57
 - Name: Emily Dalley
 - Zip Code: 84604
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - Bike Paths
 - Walking Paths
 - Green Space
 - What are your concerns about the potential expansion of I-15?:
 - Expanding I-15 will not only displace people who live there but it will also worsen the air quality which is definitely not something Utah needs. We should prioritize expanding public transport.
 - Support for Free/Cheap Expanded Public Transit: Not specified
 - Type of Submission: Postcard
-

Don Dofreese

- Timestamp: 10/3/2023 17:14:04
 - Name: Don Dofreese
 - Zip Code: 84604
 - Email: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation
 - What are your concerns about the potential expansion of
-

Kathleen Ricks

- Timestamp: 11/8/2023 19:06:10
- Name: Kathleen Ricks
- Location: Woods Cross

- How can we envision a better future for our community?:
 - Please don't expand I-15 some of my favorite small businesses will be affected and we need more bike lanes not roads. Put the money towards public transportation & more walkable cities. Let's build a healthy community one bike lane at a time.
 - Support for Public Transportation: Not specified
 - Support for Walking: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:12:09
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Displacement of families
 - Support for Families: YES
 - Type of Submission: Postcard
-

Sam Marllod

- Timestamp: 8/25/2023 10:15:53
 - Name: Sam Marllod
 - Location: Not provided
 - How can we envision a better future for our community?:
 - The I-15 is big enough as is. Public transportation is rarely at capacity and runs every 5-15 minutes depending on the line. It is more efficient than expanding. Consider congestion tolling on the freeway before opting to expand.
 - Support for Public Transportation: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:18:03
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:
 - Salt Lake City needs to be walkable. Instead of dumping taxpayer money into freeways and interstates, invest in public transit and walkable city

plans. Walkable cities reduce pollution and mental health issues, as well as increase wellness and fosters community.

- Support for Walking: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:18:42
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:19:11
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:23:49
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Public Transportation, Green Space
 - Support for Composting: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:25:57
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:
 - congestion

- Support for Nature: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:27:57
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Add more trees to make it more appealing
 - Reflective strips on roads
 - Fix potholes
 - Public transit
 - Support for Trees: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:42:23
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - air pollution and taxpayer dollars
 - Support for People and Cars: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:43:36
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 10:44:05
- Name: Not provided
- Location: Not provided

- How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:18:57
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:19:36
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

Rebecca Calderon

- Timestamp: 8/25/2023 12:23:29
 - Name: Rebecca Calderon
 - Location: Not provided
 - How can we envision a better future for our community?:
 - We need more walkable cities and more public transport! For our kids and the future.
 - Support for Walkable cities: YES
 - Type of Submission: Postcard
-

Alyssa

- Timestamp: 8/25/2023 12:24:22
- Name: Alyssa
- Location: Not provided
- How can we envision a better future for our community?:
 - You can better the trees and air

- Support for Trees: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:25:25
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - More pollution harming our air quality and quality of life
 - Support for Plants: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:28:33
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - It will encourage people to drive and instead of fixing the issue, it will stay the same. Add more FrontRunner/TRAX stations and cars to make it as convenient as driving.
 - Support for Convenient Public Transit: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:39:02
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:46:26
- Name: Not provided
- Location: Not provided

- How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:46:50
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 12:48:54
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Temporary "solutions" to bigger problems won't be solved by a bigger freeway. Not to mention the environmental impact this will have. Fund literally anything else!!
 - Support for Expanded train service, Wildlife, Communities: Not specified
 - Type of Submission: Postcard
-

Griffin

- Timestamp: 8/25/2023 12:48:54
 - Name: Griffin
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Temporary "solutions" to bigger problems won't be solved by a bigger freeway. Not to mention the environmental impact this will have. Fund literally anything else!!
 - Support for Expanded train service, Wildlife, Communities: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:19:33
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - I want to see more bike paths because I live in West Valley and I work in Sandy. There's no bike lanes in my community or even sidewalks sometimes.
 - Support for Clean air: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:20:11
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Support for Nature is better for our lungs! and roads are ugly!: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:21:52
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - It won't help create more accessible transportation for all individuals of the state
 - Support for Accessible transportation: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:24:23
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:29:43
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Instead of expanding I-15 for more pollution it might be better to build more parks for fresh air for everyone to enjoy nature and community. Maybe more walking trails for humans.
 - Support for Fresh air: YES
 - Type of Submission: Postcard
-

Kent Sossatelli

- Timestamp: 8/25/2023 13:32:05
 - Name: Kent Sossatelli
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Decreasing residential housing and impacting affordable housing opportunities.
 - Support for Affordable Housing: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:32:47
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Not specified
 - Support for wildflowers: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/25/2023 13:45:45
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:
 - Displacing residents and the increase in air pollution
- Support for clean air: YES

- Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 8/28/2023 21:54:43
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:
 - Increased traffic (more than planned), worsened air quality, destroying homes and neighborhoods, more noise pollution
- Support for Public Transportation: YES
- Type of Submission: Postcard

[No Name Provided]

- Timestamp: 8/28/2023 22:00:36
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Expanding I-15 is not going to help with traffic. It will only going to create more accidents, stress, and violent road rage in the SLC area. Putting money towards community efforts will benefit SLC significantly more than a "bigger road."
 - Support for Public transit: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 9/10/2023 14:47:55
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Lack of planning around public transport. Destruction of existing homes and businesses. No offsets (parks, planting trees) for the harmful impacts.
 - Support for Planting trees: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 9/10/2023 14:58:26
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:

- Bike trails in Davis County are very limited already, and development of bike travels is vital to the community.
 - Support for Bike trails: YES
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 9/10/2023 15:01:17
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Add more transit to lessen the pollution. Please be mindful of residents!
 - Support for NO: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 10/3/2023 17:06:53
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Homeless Housing, Displacement
 - Support for NO: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 10/3/2023 17:07:37
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Green Space, Population Growth/ Tax impacts
 - Support for NO: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 10/3/2023 17:08:18
- Name: Not provided
- Location: Not provided

- How can we envision a better future for our community?:
 - Displacing families from their home. Do not risk their well-being.
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 10/3/2023 17:19:56
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - What about they don't tear down a home without building another one. Save our homes. No more freeways.
 - Support for NO: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 11:44:17
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - So many lives will be endangered. Air quality. Businesses lost. People removed. Don't do this to us.
 - Support for Life: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 12:00:19
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for community: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 13:00:21
- Name: Not provided

- Location: Not provided
 - How can we envision a better future for our community?:
 - Making highways larger only increases traffic. Roads in large cities will always reach and exceed capacity unless viable alternatives exist. To reduce car traffic, reduce dependence on cars.
 - Support for Not specified: Not specified
 - Type of Submission: Not specified
-

[No Name Provided]

- Timestamp: 11/8/2023 13:00:59
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Pollinator Gardens: Not specified
 - Type of Submission: Postcard
-

Brandon

- Timestamp: 11/8/2023 13:25:38
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Adding lanes just adds more traffic. Improve other options before expanding I-15, please!
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 13:28:10
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Green Space: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 13:40:24
- Name: Not provided

- Location: Not provided
 - How can we envision a better future for our community?:
 - Homelessness is a huge problem here. We should be doing more to meet the basic human needs of people before expanding freeways. Also increase public transit.
 - Support for Affordable Housing: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:29:45
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - The expansion will not prevent traffic and will cause increased air, noise, and light pollution. The freeway already disproportionately affects West-Side communities. The community is against expansion and this would only benefit out of staters.
 - Support for Buses/bikes: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:34:59
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Bike paths and green spaces: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:37:10
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for A cleaner Salt Lake: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:40:04
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for sidewalks and bikes: Not specified
 - Type of Submission: Not specified
-

Mitch S

- Timestamp: 11/8/2023 16:44:00
 - Location: Not provided
 - How can we envision a better future for our community?:
 - The money can be used for other things like keeping up with homeless and houses. For the less fortunate. Also, if we legalize marijuana there would be so much more tax money that can go towards schools, roads, etc.
 - Support for Tiny homes: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:56:47
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Parks: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 16:57:26
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Affordable Housing: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 17:17:59
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Better ways for pollution a high school in Glendale would be nice as well
 - Support for High Schools: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 17:19:43
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - We are running out of fuel. Fuel that should not be used any way. We are running out of clean water. More public transportation less freeway, less pavement, before it's too late.
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:28:46
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Displacing businesses impacting the already struggling West Side and congesting our highways further with induced demand are not viable options. UDOT needs to invest in safer walking paths, enhanced public transit, and west side infrastructure.
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:32:26
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:

- I am a landscape architecture student from Germany. I visited SLC for the first time on Sep 8 as part of my studio project. I am concerned about the lack of green space in a city like SLC. More effort on that! Please!
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:33:31
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Let's not expand our roads without considering the cultural and ecological impacts it will cause. Let's instead think about sustainable transportation solutions like shuttle services to decrease congestion.
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:50:40
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Anything: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:51:06
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - Support for Shelter: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:58:06
- Name: Not provided

- Location: Not provided
 - How can we envision a better future for our community?:
 - One more lane mentality solves nothing. Turn to microbilty enrich communities.
 - Support for Not specified: Not specified
 - Type of Submission: Postcard
-

[No Name Provided]

- Timestamp: 11/8/2023 18:59:16
 - Name: Not provided
 - Location: Not provided
 - How can we envision a better future for our community?:
 - More lanes are not going to alleviate traffic congestion.
 - Support for Not specified: Not specified
 - Type of Submission: Not specified
-

[No Name Provided]

- Timestamp: 11/8/2023 19:08:07
- Name: Not provided
- Location: Not provided
- How can we envision a better future for our community?:
 - I do not agree we should expand a highway especially I-15. We are causing too much pain to our earth and shouldn't keep it up. It is only a waste of money and everyone's time. Use the money for something more useful.
- Support for Not specified: Not specified
- Type of Submission: Not specified

November 13, 2023

To Whom It May Concern:

The Fairpark Community Council is still opposed to widening I-15 as part of the current EIS process. There are a number of reasons the community has concerns including air pollution, a lengthy construction process and traffic noise during construction. We're also concerned about the costs which have more than doubled in the past year.

We're still not convinced an extra freeway lane will improve congestion. Through a process known as "induced demand," studies show extra lanes only encourage additional auto use, not less. Given the substantial cost of this construction and the minimal benefit of the price and years of construction, we prefer to see this money used for public transportation improvements instead of an extra road lane.

We are still supportive of the Rio Grande plan to remove train traffic as another barrier our community faces and would prefer to see that implementation over I-15 expansion. The connectivity of a larger underpass is something our residents are deeply concerned about. The residents who live close to the freeway don't want additional openings made.

We are thankful UDOT isn't forcing the sale of any residences but we recognize years of construction will be a strong incentive for people to move, whether they're required to or not. Those departures will have a negative effect on our community.

Best regards,

Nigel Swaby
Chair





November 13, 2023

Comment ID: EM110

**To: Utah Department of Transportation
Comments on I-15 Farmington to Salt Lake City Draft Environmental Impact Statement**

HEAL Utah is a nonprofit organization that has been working to protect public health and Utah's environment since 1999. We specialize in a range of environmental and health issues, and are committed to advancing evidence-based policy to improve environmental health outcomes for all Utah residents. On behalf of HEAL's more than 20,000 supporters, we are pleased to provide comments on the Utah Department of Transportation's (UDOT) I-15 Farmington to Salt Lake City Draft Environmental Impact Statement.

HEAL Utah opposes UDOT's proposal to expand Interstate 15 from Farmington to Salt Lake City based on the EIS draft's failure to comply with UDOT's own Quality of Life Framework and achieve its four stated outcomes of better mobility, good health, strong economy, and connected communities. HEAL encourages UDOT to update its models and analysis, and the metrics it uses to evaluate projects so that the agency can better respond to the transportation needs of Utahns in the 21st century. Communities who will be most affected by this project have openly opposed UDOT's commitment to freeway expansion and car-centric transportation planning throughout each phase of the project's development and have made it clear that communities favor a more robust, safe, and equitable public and active transportation system.

UDOT's I-15 EIS draft fails to achieve the outcome of better mobility

According to the UDOT's Quality of Life Framework, better mobility is defined by the movement of people, not just vehicles. And yet the I-15 EIS fails to achieve this standard in the following ways.

First, the current draft prioritizes the number of cars that can move quickly from Point A to Point B over the number of people that can move quickly from Point A to Point B. If UDOT is serious about moving people, not just cars, the I-15 plan must include dedicated transit lanes as a solution to congestion rather than merely expanding access to single passenger vehicles.

Second, the current project fails to prioritize the movement of people over cars by failing to consider alternative sequencing and the expansion of public transportation in the I-15 EIS draft. The only way for UDOT and the state to effectively respond to the transportation needs of a growing population would be to develop more transportation choices rather than continue to use road expansion to justify car centric transportation planning. Throughout this public comment period, and in previous stages of development for this project, communities have made it clear that they want transportation choices, not expanded freeways. Currently, UDOT spends only a



fraction of their budget on public transportation. HEAL believes that the Utah state legislature, the Wasatch Front Regional Council, and UDOT should ensure that any transportation project meant to address congestion along this corridor should have a significant portion of the funding directed to ensuring communities have the public transportation system they are asking for. This would not only save the state money, as building freeways is expensive, but would ensure that we are building a more resilient transportation system that can respond to the pressures of population growth and climate change.

And third, a rich body of evidence and lived experience shows that road expansion projects have failed time and time again to deliver on the promise of less congestion and better mobility. As this evidence shows, the benefits of less congestion evaporate within 5-10 years of use, as more people are encouraged to drive longer distances and during rush hour traffic.¹ For example, in the L.A. region, each new lane-mile can be anticipated to induce an additional 8.6 million vehicle miles traveled (VMT) per year.² Despite this evidence, UDOT continues to ignore and underestimate induced demand in both the modeling for the I-15 EIS draft and during Q&A events with the public. HEAL Utah is asking that UDOT not move forward until the agency fully accounts for the additional driving and vehicle miles traveled in their environmental analysis, and to use travel demand models that include all of the feedback loops necessary to accurately predict the induced travel effect.³

Unless the EIS draft includes specific actions to move more people in fewer vehicles, including through an expansion of public transportation, UDOT and its coordinating partners are failing to achieve their stated aim of reducing congestion along this 18 mile route. Ultimately, the I-15 expansion project moves Utah in the wrong direction, as it generates more VMT and, consequently, more greenhouse gas emissions. UDOT should not move forward until this is properly accounted for emissions from increased VMT in their modeling and analysis.

UDOT's I-15 EIS draft fails to achieve the outcome of good health

¹ Volker, M.B.J , and A.E. Handy. "Induced Vehicle Travel in the Environmental Review Process." *Transportation Research Record* 2674, no. 7 (2020): 468-479. Accessed November 12, 2023. <https://doi.org/10.1177/0361198120923365><https://journals.sagepub.com/doi/abs/10.1177/0361198120923365>.

² Linton, Joe . "Interview: California Freeway Expansion Projects Induce Travel, and Underestimate Impacts of Additional Driving." StreetsblogCal. February 17, 2021. <https://cal.streetsblog.org/2021/02/17/interview-california-freeway-expansion-projects-induce-travel-and-underestimate-impacts-of-additional-driving#> <https://www.fehrandpeers.com/vmt-greenhouse-gas-emissions-estimator-beta/>.

³ Volker and Handy. "Induced Vehicle Travel in the Environmental Review Process." *Transportation Research Record* 2674, no. 7 (2020): 468-479. Accessed November 12, 2023. <https://doi.org/10.1177/0361198120923365><https://journals.sagepub.com/doi/abs/10.1177/0361198120923365>.

HEAL UTAH

HEALTHY ENVIRONMENT ALLIANCE OF UTAH

Transportation plays an essential role in determining public health and equity through exposure to air pollution, greenhouse gas emission, and increased urban heat.⁴ And yet the I-15 EIS draft fails to directly address these issues when determining whether or not the project will negatively affect the health of communities, especially those living closest to I-15. Consequently, HEAL opposes the EIS draft for the following public health reasons.

First, research shows that expanding freeways to achieve less idling does not result in less emissions and cleaner air.⁵ This has even been the case with past improvements in emissions and fuel standards. To reduce pollution from vehicles, we need to drive less. Even in situations where capacity expansions marginally reduced emissions rates by increasing speeds, these benefits evaporated as emissions increased with induced demand. This is because GHG emissions are directly related to vehicle miles traveled, as each thousand mile traveled by a typical automobile produces about .466 tons of greenhouse gases.⁶ If UDOT wants to accurately account for GHG emissions in this project, they must address induced demand.

Second, studies show that even when DOT models show no increase in daily NOx emissions, ambient concentrations, and individual exposures on average, there is increased exposure densities during peak traffic in environmental justice communities.⁷ Results from these studies suggest that UDOT needs a much more detailed analysis of exposures than what is currently being used in the EIS draft to ensure that the I-15 project does not exacerbate existing disparities even if the average impacts on air quality and exposures appear to be neutral in the near term.

Furthermore, UDOT needs to do better than merely maintaining the status quo, as the status quo is currently causing harm to EJ communities due to their proximity to I-15. For decades, evidence has shown that there is a distinct set of freshly-emitted air pollutants downwind from major highways, motorways, and freeways that include elevated levels of ultrafine particulates (UFP), black carbon (BC), oxides of nitrogen (NOx), and carbon monoxide (CO). People living near highways are exposed to these pollutants more so than persons living at a greater distance, even when compared to those living on busy urban streets. The health hazards associated with these pollutants are clear. From elevated risk for development of asthma, reduced lung function in children who live near major highways, and negative birth outcomes,

⁴ Braveman, Paula, Susan Egerter, and David R. Williams. "The Social Determinants of Health: Coming of Age." *Annual Review of Public Health* 21, no. 1 (2011): 381-398. Accessed November 12, 2023. <https://www.annualreviews.org/doi/abs/10.1146/annurev-publhealth-031210-101218>.

⁵ Bigazzi, Alexander, and Miguel Figliozzi. "Congestion and Emissions Mitigation: A Comparison of Capacity, Demand, and Vehicle Based Strategies." *Science Direct*, (2012). Accessed November 12, 2023. <https://www.sciencedirect.com/science/article/abs/pii/S1361920912000727>.

⁶ Cortright, Joe. "Calculating Induced Demand at the Rose Quarter." CityCommentary. January 2, 2021. <https://doi.org/https://cityobservatory.org/calculating-induced-demand-at-the-rose-quarter/>.

⁷ Kocak, Tahla, Sashikanth Gurrarn, and Robert L. Bertini. "Impacts of a Metropolitan-scale Freeway Expansion Program on Air Pollution and Equity." *Journal of Transport & Health* 22, (2021). Accessed November 12, 2023. <https://doi.org/10.1016/j.jth.2021.101114>.

HEAL UTAH

HEALTHY ENVIRONMENT ALLIANCE OF UTAH

UDOT cannot continue to ignore the role of transportation in worsening air quality.⁸ Especially after a federally funded study released in July showed that communities on the west side of Salt Lake City, those living closest to the freeway, are exposed to worse air quality, greater health risks, and poorer quality of life. The study even included the possibility of a wider I-15 as a potential looming threat to these communities.⁹ Thus, HEAL Utah opposes the current plan for expansion and is asking UDOT to perform a more detailed inequality impacts analysis rather than focusing on average emissions and exposures.

Third, even though the EIS draft acknowledges a long history of air quality issues facing Utahns living along the Wasatch Front, it places transportation emissions as one of many, in a long history of poor air quality. But transportation is not one among many in the 21st century. Transportation accounts for the largest portion of GHG emissions in Utah due to heavy investments in highways and reliance on driving to meet daily mobility needs, including driving to get to work, health care appointments, education, and other essential services. Consequently, UDOT needs to do more in their assessment of the air quality impacts than assume that future improved fuel and emissions standards will decrease emissions. For example, current modeling fails to account for the fact that for the fifth straight year the average age of light vehicles cars has risen and now stands at 12.5 years.¹⁰ This reality will inevitably slow the air quality benefits even as we transition to EVs. But most importantly, UDOT must quantify the total GHG emissions expected from transportation projects using current fuel and emissions standards, and ensure that all of UDOT's expansion projects reduce emissions by set amounts over time.

Fourth, UDOT must address the toxins from transportation that affect EJ communities beyond emissions from tailpipes, including pollution from tires, brakes, and the fugitive dust from construction.¹¹ UDOT admits that the project will increase in PM10 by 27% versus 16% with no expansion, which is why it's imperative that UDOT address ways to mitigate this worsening air pollution before moving forward with expansion.

Fifth, HEAL is deeply concerned that the modeling UDOT has done to project a 30% improvement of PM2.5 by 2050 fails to consider the impacts on communities in the near term.

⁸ Brugge, Doug, John L. Durrant, and Christine Rioux. "Near-highway Pollutants in Motor Vehicle Exhaust: A Review of Epidemiologic Evidence of Cardiac and Pulmonary Health Risks." *Environ Health* 6, no. 23 (2007).

⁹ Cabrera, Aixel. "West-siders, at Last, May Have the Proof They Need to Fix Air Pollution." *The Salt Lake Tribune*, July 27, 2023.

<https://doi.org/https://www.sltrib.com/news/2023/07/27/epa-confirms-environmental/>

¹⁰ "Average Age of Light Vehicles in the US Hits Record High 12.5 Years, According to S&P Global Mobility." S&P Global. May 15, 2023.

<https://doi.org/https://press.spglobal.com/2023-05-15-Average-Age-of-Light-Vehicles-in-the-US-Hits-Record-High-12-5-years,-according-to-S-P-Global-Mobility>

¹¹ Nichols, Mark. "Highway Traffic Pollution Puts Communities of Color at Greater Health Risk, Data Analysis Shows." *AbcNews*. September 20, 2023.

<https://doi.org/https://abcnews.go.com/US/highway-traffic-pollution-puts-communities-color-greater-health/story?id=103340992>

Consequently, UDOT must shorten the time frame they are using for evaluation of PM2.5 pollutants such as carbon monoxide and volatile organic compounds to 3-5 years. Modeling in the near term will also ensure that the agency is using the emissions standards, vehicle traffic, fuel standards and technologies currently available to better assess the air quality impacts of expansion.¹² By projecting out to 2050, UDOT and the WFRC are failing to consider the more immediate impact of worsening air quality in our already overburdened communities.

And finally, freeways play a central role in increasing urban temperatures and worsening the public health of communities living near freeways.¹³ Currently, Salt Lake City ranks among the top three urban heat island (UHI) cities in the U.S and neighborhoods on the west side of the city are on the frontlines of this extreme heat.¹⁴ Furthermore, the health impacts from air pollution are amplified by the UHI effect, leading to worse outcomes for the population living in urbanized areas. In Boston, for example, the heat-related mortality rate “may more than triple to 10.5 per 100,000 people under a moderate emissions reduction scenario or reach as high as 19.3 per 100,000 under the business-as-usual emissions scenario” by the 2080s.¹⁵ Air pollution and heat will also exacerbate the effects of certain medical conditions such as diabetes, cardiovascular disease, obesity, and asthma.¹⁶ Because transportation is a major contributor to excessive heat, UDOT must map and monitor the spatio-temporal heat patterns from traffic and include cooling technologies in their I-15 EIS draft to mitigate the UHI effect.¹⁷

UDOT’s I-15 EIS draft fails to achieve the outcome of a strong economy

According to the I-15 EIS draft, there are no regulations to evaluate economic impacts. Thus, the agency currently uses a limited number of values to determine the economic impact of a transportation project. Unfortunately, these metrics do not reflect key factors that determine how communities experience or value the economic impact of road expansion. To better understand

¹² Miller, Sage. "UDOT Expects a 30% Air Quality Bump with the I-15 Expansion. Is that Possible?" KUER. October 19, 2023.

<https://doi.org/https://www.kuer.org/health-science-environment/2023-10-19/udot-expects-a-30-air-quality-bump-with-the-i-15-expansion-is-that-possible>.

¹³ "URBAN HEAT ISLANDS FROM HIGHWAYS." UN-Habitat - A Better Urban Future. October 19, 2023. <https://doi.org/https://unhabitat.org>.

¹⁴ Flurry, Alan . "Study Ranks US Cities Based on the Urban Heat Island Effect on Temperatures." Phy.Org. September 18, 2015.

<https://doi.org/https://phys.org/news/2015-09-cities-based-urban-island-effect.html>.

¹⁵ Werbin, Z.R., L. Heidari, S. Buckley, P. Brochu, L.J. Butler, C. Connolly, L. Houttuijn Bloemendaal, T.D. McCabe, T.K. Miller, and L.R. Hutyra. "A Tree-planting Decision Support Tool for Urban Heat Mitigation." *PLoS One*, (2020). Accessed November 12, 2023. <https://doi.org/10.1371/journal.pone.0224959>.

¹⁶ Mounayar, R. , and D. Florentine. "Enlarging the Human Climate Niche: Integrating Urban Heat Island in Urban Planning Interventions." *Urban Planning* 7, no. 4 (2022). Accessed November 12, 2023. <https://doi.org/10.1371/journal.pone.0224959>.

¹⁷ Xu, Ling, Jiayu Wang, Sherif El-Badawy, and Ahmed Awed. "Potential Strategies to Mitigate the Heat Island Impacts of Highway Pavement on Megacities with Considerations of Energy Uses." *Applied Energy* 281, no. 1 (2021). Accessed November 12, 2023. <https://doi.org/10.1016/j.apenergy.2020.116077>.

HEALTHY ENVIRONMENT ALLIANCE OF UTAH

the development of a strong economy through transportation, UDOT must evaluate economic impact in the following ways.

First, UDOT must include in their evaluation of economic impacts the cost of enhancing car dependence, the rising costs of expansion, and the GHG emissions in transportation project construction and operation. As studies show, highways cost billions each year by harming public health with dirty air, worsening quality of life, and deepening racial and economic inequities.¹⁸ Furthermore, maintaining highways is expensive. It costs billions of dollars per year to maintain, despite the harm they cause.¹⁹ And these costs are only growing due to the impacts of climate change.²⁰

Second, UDOT must consider the health and economic costs of poor air quality, especially for those living near freeways, as part of their analysis of the economic impact of expanding I-15. In 2020, BYU released an important study showing that air pollution costs Utahns billions annually, shortens life expectancy by two years, and causes between 2,500 and 8,000 premature deaths each year.²¹ The economic costs of poor air quality may seem abstract when considering transportation planning, but it must be included in the analysis in order to truly understand the project's economic impact and ability to build a strong economy.

Third, prioritization of car dependency places the heaviest financial burden on environmental justice communities. Americans spend, on average, 13% of their income on transportation from personal vehicles. However, that cost increases or decreases according to income. For those families making around \$30,000 a year, transportation from personal vehicles can cost as much as 22% of their income.²² Developing plans for road expansion, which results in an increase in

¹⁸ Mattioli, Girliu, Cameron Roberts, Julie K. Steinberger, and Andrew Brown. "The Political Economy of Car Dependence: A Systems of Provision Approach." *Energy Research & Social Science* 66, (2020). Accessed November 12, 2023. <https://doi.org/10.1016/j.erss.2020.101486>.

¹⁹ "Repair Priorities." Transportation 4 America. May 15, 2019.

<https://doi.org/https://t4america.org/wp-content/uploads/2019/05/Repair-Priorities-2019.pdf> ; Bigazzi, Alexander Y., and Miguel Figliozzi. "Congestion and Emissions Mitigation: A Comparison of Capacity, Demand, and Vehicle Based Strategies." *Transportation Research Part D: Transport and Environment* 17, no. 7 (2012). Accessed November 12, 2023. <https://doi.org/10.1016/j.trd.2012.06.008>.

²⁰ Gelete, G. , and H. Gokcekus. "The Economic Impact of Climate Change on Transportation Assets." *Journal of Environmental Pollution and Control* 1, no. 1 (1997). Accessed November 12, 2023. <https://doi.org/https://www.annexpublishers.com/articles/JEPC/1105-The-Economic-Impact-of-Climate-Change-on-Transportation-Assets.pdf>.

²¹ Errigo, Isabella M., Benjamin W. Abbott, Daniel L. Mendoza, Logan Mitchell, Sayedeh Sara Sayedi, Jeffrey Glenn, Kerry E. Kelly, John D. Beard, Samuel Bratsman, Thom Carter, and et al. 2020. "Human Health and Economic Costs of Air Pollution in Utah: An Expert Assessment" *Atmosphere* 11, no. 11: 1238. <https://doi.org/10.3390/atmos11111238>

²² "The High Cost of Transportation in the United States." Institute for Transportation & Development Policy. Institute for Transportation & Development Policy, May 23, 2019. <https://doi.org/https://www.itdp.org/2019/05/23/high-cost-transportation-united-states/>.



VMT, places a financial burden on families when transportation planning doesn't include the expansion of public and active transportation.

UDOT's I-15 EIS draft fails to achieve the outcome of connected communities

HEAL Utah is deeply concerned with UDOT's claim that expansion will not worsen quality of life or deepen west-east divisions for environmental justice populations. Decades of research shows that highways constructed to meet the demands of car-oriented development are a continuation of a legacy of racism and inequitable transportation planning. Consequently, HEAL Utah opposes the I-15 EIS draft due to its inability to connect communities for the following reasons.

UDOT and its coordinating transportation partners have failed to build a plan from a community centered vision which further divides communities both in terms of the physical division that comes from road expansion and the division between environmental justice communities and state agencies. HEAL Utah believes that any successful transportation project to improve the I-15 corridor must be developed from a community centered vision and not from a predetermined outcome—to widen the corridor. UDOT must also comply with NEPA requirements and the Council on Environmental Quality (CEQ) guidance on applying environmental justice to NEPA processes within the context of Executive Order 12898, which directs agencies to be highly sensitive to the history or circumstances of a particular community or population.²³ To effectively achieve this, UDOT must develop a community-driven needs statement, and then develop solutions that can meet those desired outcomes. Ultimately, the answer for how to best connect communities can only be achieved through a community centered approach that addresses the legacy of inequality that was built into our transportation system and infrastructure. The current I-15 EIS draft fails to meet this standard.

And finally, the original construction of I-15 razed nearly 10 percent of the west side's residential and industrial buildings in order to make a path for the interstate.²⁴ That impact has continued to shape the west side, forcing residents to respond to the freeway as a permanent fixture in their community. Furthermore, I-15 paved the way for further industrialization of the west side. As industry grew and drivers adopted the interstate as part of a daily commute, the west side's

²³ "Environmental Justice: Guidance Under the National Environmental Policy Act." EPA. Council on Environmental Quality, December 10, 1997.
https://doi.org/https://www.epa.gov/sites/default/files/2015-02/documents/ej_guidance_nepa_ceq1297.pdf

²⁴ Westwood, Brad. "Twentieth and Twenty-First Century Pioneer Park Neighborhood Developments." Utah Department of Cultural & Community Engagement. Utah Department of Cultural & Community Engagement, November 13, 2023.
<https://doi.org/https://community.utah.gov/twentieth-and-twenty-first-century-pioneer-park-neighborhood-developments/>.

HEAL UTAH

HEALTHY ENVIRONMENT ALLIANCE OF UTAH

proximity resulted in a pollution hotspot that continues today.²⁵ With I-15 expansion coming on the heels of the decision to place the inland port on the west side of Salt Lake City, and growing concerns about the community impact from airport expansion, communities have the right to be concerned that widening I-15 will continue to facilitate industrialization on the west side against the will of its residents. Consequently, HEAL Utah opposes the I-15 EIS draft and asks UDOT to do more to address the historical and present day harms from transportation planning.

Conclusion

In conclusion, HEAL Utah advises UDOT to abandon this project. And we encourage the Wasatch Regional Council to reexamine transportation projects that use billions of dollars to deepen car dependency at the expense of communities.

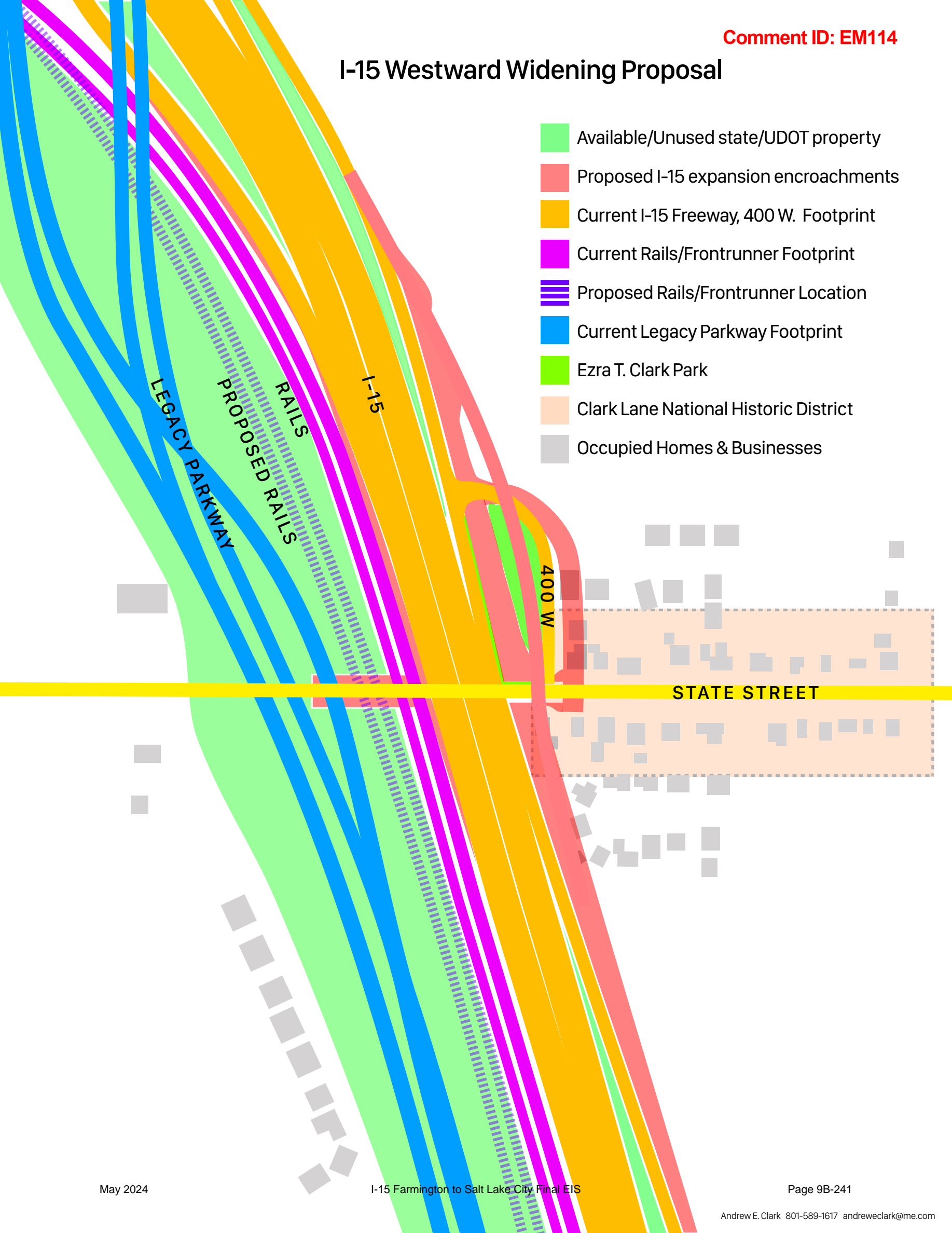
Sincerely



Melanie Hall
Policy Director
HEAL Utah
824 S 400 W
SLC, Utah 84111

²⁵ Westwood, Brad. "Twentieth and Twenty-First Century Pioneer Park Neighborhood Developments." Utah Department of Cultural & Community Engagement. Utah Department of Cultural & Community Engagement, November 13, 2023.
<https://doi.org/https://community.utah.gov/twentieth-and-twenty-first-century-pioneer-park-neighborhood-developments/>.

I-15 Westward Widening Proposal



- Available/Unused state/UDOT property
- Proposed I-15 expansion encroachments
- Current I-15 Freeway, 400 W. Footprint
- Current Rails/Frontrunner Footprint
- Proposed Rails/Frontrunner Location
- Current Legacy Parkway Footprint
- Ezra T. Clark Park
- Clark Lane National Historic District
- Occupied Homes & Businesses



December 7, 2023

I-15 EIS Team
Utah Department of Transportation

Dear I-15 EIS Team,

Thank you for soliciting the input of the Capitol Hill Neighborhood Council on the EIS for the proposed widening of I-15 through Salt Lake City. It is the position of this Council that there are other, better ways to accommodate the transportation needs of the Wasatch Front's growing population. These include more and better mass transit and increased development density to lessen the need for long commutes between homes and work/ school. Furthermore, the proposed widening will increase the volume of traffic carried by I-15 while resulting in no long-term improvement in service level due to the well-understood phenomenon of induced demand, which the UDOT engineers who presented the project to our Council acknowledged. This will lead to further degradation of our already harmful air quality which directly affects Capitol Hill as well as our neighbors to the west.

However, if it is decided to pursue the expansion, The Capitol Hill Neighborhood Council would like to express its appreciation for the I-15 EIS team's consideration for neighborhoods and cities along the corridor. Our concern for impacts on regional air quality, ambient noise, safety and efficiency are not unique. The same goes for the impacts on quality of life at the intensified interfaces between the expanded freeway and/or highway and the residential neighborhoods, commercial centers, institutional centers, parks, and other infrastructures that define our communities.

2100 North Interchange Improvements

Our neighborhood appreciates the invitations to work with our neighbors along the I-15 corridor to develop workable solutions. We support the proposal to provide access to the 2100 N interchange from Beck St., which we hope will divert a substantial portion of the industrial traffic that currently degrades the quality of life for many of our residents. We are concerned, however that the design shown in the EIS may increase commuter traffic on SR89 (Beck St and 300 West) and its snowballing effect on Victory Road, Columbus, and State Street, which divide Utah's oldest neighborhoods with reckless, loud, polluting heavy-truck and commuter traffic of 40,000 cars/day. We would like traffic modeling to be done for this and alternative designs (see below).

600 N Interchange and Extension into Neighborhood

We applaud the close attention paid to the restoration of East-West Connections along the I-15 corridor. However, we are concerned about the omission of key elements long-considered vital for the safety and efficiency of the 600 N interchange and extensions:

- Extended eastbound left-turn lane from EB 600 N to NB 400 W (currently only long enough for two tractor-trailer rigs and a couple cars). A 1000-foot left-turn lane would help to redirect heavy-trucks from the residential corridor on 300 W to a more efficient industrial corridor on 400 W
- 25 mph speed limit on EB 600 N between 400 W and 300 W (currently inefficient and unsafe for pedestrians, cyclists and cars- many recorded collisions (truck-ped, car-car, car-truck, motorcycle-car)
- Protected bike lanes between 400 W and 300 W
- Raised crosswalk on east side of 300 W 600 N intersection (sudden transition between 35 mph and 20 mph)

Modeling

We believe that any proposed changes to traffic, bicycle and pedestrian circulation patterns should be based on thorough, professional traffic modeling to determine projected traffic loads and potential conflicts among different transportation modes at critical times of day. Without such modeling, determining the appropriate numbers of lanes, length of turning beds, signalling and other design parameters is mere guesswork. We request that the design team develop extensive models of vehicular, pedestrian and bicycle traffic to determine the impacts of the proposed redesigns on communities and neighborhoods. This should be done not only at the interchanges at 2100 N and 600 N, but all along the arterials between the route's sources and sinks. Parameters should reflect how traffic volume, speed, and duration affects quality-of-life for the residents.

(NOTE: Is it safe to assume that the current levels of traffic at the aforementioned locations are appropriate? What is the acceptable limit for collisions with pedestrians, bicyclists, buses, trucks, motorcycles and other? Is the current system already exceeding acceptable limits for noise pollution for residential neighborhoods?)

Secondary N-S Connections

The North-South intra-neighborhood connections that run parallel to I-15 are also impacted. Many of these critical connections should provide opportunities for safe pedestrian, bicycle, and public-transit access to several major infrastructures in our neighborhood. Of particular concern is the proposed multi-use path for pedestrians and cyclists along the east side of Beck St./ 300 W. While desirable in concept, it appears that there may not be enough room within the right-of-way for this path, particularly in front of the Wasatch Plunge building (the former Children's Museum) at 840 N. Beck St.

(NOTE: Currently, close to 3000 residents of our new transit-oriented housing just west of SR89 cannot safely navigate their way (on foot, bike, or car) to Warm Springs Park, the Marmalade Library, various stores and shops, three schools, the State Capitol, or to the trails in the nearby foothills.)

Thank you for engaging with neighborhoods on the environmental and design phases of the I-15 Corridor Expansion Project. We look forward to our continued participation in this process.

Sincerely,

A handwritten signature in blue ink that reads "David R. Scheer". The signature is fluid and cursive, with a long horizontal stroke at the end.

David R. Scheer, Chair
The Capitol Hill Neighborhood Council



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

February 15, 2024

Regulatory Division (SPK-2022-00182)

Comment ID: EM116

Utah Department of Transportation
Attn: Mr. Brandon Weston
Director of Environmental Services
4501 South 2700 West Box 148450
Salt Lake City, Utah 84114-8450
brandonweston@utah.gov

Dear Mr. Weston:

As a cooperating agency under the National Environmental Policy Act, we appreciate the opportunity to provide comments on the Draft Environmental Impact Statement (DEIS) for the Interstate 15 (I-15) from Farmington to Salt Lake City project. Additionally, since this project will likely require a Department of the Army permit for impacts to waters under Section 404 of the Clean Water Act, we look forward to continuing coordination with you to ensure that the EIS will be sufficient for us to incorporate into our permit decision under the 404(b)(1) Guidelines (§40 CFR 230; hereafter Guidelines) and our regulations. We note that since we have not yet received a 404 permit application, we are making these comments outside of our normal process.

1. The purpose and need of the project is vague and unclear. There is no clear, concise statement that the Corps can point to. This will be problematic when it comes time for UDOT to apply for a permit. Please try to distill this down to something more tangible. The Corps will not be able to use concepts such as quality of life for permitting purposes. Further, items such as trails are not inextricably linked to highway capacity and should not be included in a highway capacity improvement project.
2. The DEIS contains no information to support the need for the construction of a full interchange at the existing 2100 North interchange, Salt Lake Segment. This area is currently surrounded primarily by open space and industrial land uses, suggesting that demand for access to I-15 at this particular location is relatively low. Additional justification/analysis would be needed to demonstrate that this component of the project would be vital to meeting the project purpose and need.
3. Throughout the DEIS, and more particularly in part 3.12.4.4.3, little to no information is provided on the efforts to avoid and minimize aquatic resource impacts within the project area. This is particularly important for the 2100 North interchange area as the bulk of the proposed impacts would occur here.
4. There were no alternatives documented in the DEIS for the 2100 North interchange area. From a Section 404 standpoint, this would be the most important portion of the project area for documenting a robust alternatives analysis in the DEIS due to the substantial impacts to waters of the U.S. Without this additional analysis, we have concerns that the proposed alternative may not comply with the 404(b)(1) guidelines.

5. The DEIS contains only minimal information on indirect impacts to aquatic resources resulting from the proposed project and does not provide an estimate of aquatic resource impact acreage within the 300-foot buffer. These impacts should be identified for all alternatives and a description of the anticipated secondary impacts should be included in the DEIS. The Corps would determine the amount of compensatory mitigation to be required for indirect and/or secondary impacts.
6. The project maps included in part 2.4 do not have a legend or labeling to identify what is being shown with the different colored features (white, yellow, red, brown, black, gray). Including this detail would clarify the proposed project activities and aid in review of future revisions.
7. The DEIS did not include maps of the project alternatives overlaid on the aquatic resources delineation layer. This information is vital in understanding the type, location, distribution, orientation, and nature of the proposed impacts, and aids the Corps in evaluating where to focus avoidance and minimization efforts.
8. As you are aware, we have not yet verified the aquatic resources delineation for the project area. Therefore, the impact totals and mitigation requirements are subject change as a result of any needed revisions to the delineation. We are currently reviewing the delineation and will provide a list of comments and additional information needed, including the potential need for a site visit(s) during the growing season. However, initial review of the delineation indicates more aquatic resources may be present than are currently depicted and may substantially increase the impacts of the preferred alternative.

We understand that these comments are quite late, but hope they can still be considered, given the reliance the Corps will have on the Final EIS for permitting purposes. Please refer to identification number SPK-2022-00182 in any correspondence concerning this project. If you have any questions, please contact Mike Pectol at the Bountiful Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, by email at michael.a.pectol@usace.army.mil, or telephone at (801) 295-8380 ext. 8315. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.


Sincerely,



Jason Gipson
Chief, Utah Regulatory Section

cc:

Mr. Kevin Kilpatrick, HDR Inc. (kevin.kilpatrick@hdrinc.com)
Nolan Hahn, EPA Region 8 (hahn.nolan@epa.gov)

 **UDOT I15 EIS** ermail@udot.i15eis.pennipowersdev.com via:ds13907.dreamservers.com
 to rite

First Name: Roger
 Last Name: Borgenicht
 Email Address: rborgenicht@gmail.com
 Your Comment: UTAHNS FOR BETTER TRANSPORTATION

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

For more than 25 years, Utahns for Better Transportation (UBET) has worked to promote balanced transportation choices that serve and respect our neighborhoods, our environment, and our future quality of life along the Wasatch Front. 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 add lanes to I-15, which attempts to accommodate the predicted increase in VMT instead of providing incentives to reduce those numbers. UBET believes a more effective and successful effort to improve service and lower emissions would be to invest in "shared solution" incentives to reduce traffic at peak hours by double tracking and electrifying FrontRunner now as the top priority.

UDOT participated in Mountain View Corridor Growth Choices, an effort that endorsed a Balanced Transportation priority emphasizing the importance of sequencing of transportation investments.

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. 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.

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 flawed. Increasingly, studies show that expanding the number of road lanes does not in the long run reduce traffic congestion 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?"

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."

Since 1995 UBET has worked in collaboration with other public interest groups on Shared Solutions—promoting reliable, convenient, and affordable transit choices along with safe and extensive bicycle pathways and walkable mixed-use communities—all to reduce the number of vehicle miles travelled (VMT) each day in our region.

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.

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.

If, as one of the fastest growing states in the country, Utah tries 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 by increasing frequency. Making FrontRunner a viable alternative to I-15 for many trips could lead to a better-balanced outcome in how people get around—by car, transit, bike, or walk.

Transportation Goals and Model Forecasting
 The main goal of most transportation improvement projects over the past decades has been to move more cars faster. Automobile congestion and delay were the main red flags to attack and solve. Bigger, wider, faster roads have been designed and built to accommodate the auto-dependent lifestyle of the majority of Wasatch Front residents.
 As Utah grows, our future quality of life will, in large part, depend on the viability of alternative transportation choices to always having to take the car. Our goal should be to invest now in transportation projects that will incentivize alternative transportation options as we grow. The projections that come from travel demand model forecasting should focus on operational and infrastructure improvements that will increase transit and active transportation trips.

Bicycle and Pedestrian Improvements
 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 altogether going east-west across I-15. We note, however, that in at least three locations, the DEIS calls for wider bridges to accommodate "future" bike and pedestrian improvements, i.e. 1600 N/Pages Lane; 1500 S; and Main St. The sequencing of investments is critical to travel mode outcomes. We need to prioritize our improvements for safe bike and pedestrian pathways with first class design for these facilities, not as an afterthought, as has been the case too often in the past.
 Prioritizing bike and walk investments in the project scope and budget is especially important because of the increased projected cost of the Action Alternative, now \$3.7B. In the past, project designs that didn't move more cars faster often got cut out of the project first. That should not happen this time.
 We support the elimination of the SPU1 at 600 N in SLC, and in general, believe the continuation of the SPU1 interchange configuration should be eliminated because they are inherently unsafe for bicyclists and pedestrians except, perhaps, where there is a first-class grade separation for the bike/walk pathways.
 Housing, Business and Air Quality Impacts
 With potential residential relocation numbers up to 36 and business relocations up to 26, the costs to individuals and communities will be significant. In addition, the increased traffic on a freeway that is proposed to have a typical 7-lane roadway cross-section in each direction (5 general purpose, 1 HOV, and 1 auxiliary merge/exit lane) will result in detrimental air quality impacts from the increased automobile and truck traffic on the surrounding community.
 Thank you for providing the opportunity to make comments.

Date: November 14, 2023
 Time: 3:55 am
 Page URL: <https://i15eis.udot.utah.gov/>
 User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/119.0.0.0 Safari/537.36
 Remote IP: 76.140.49.56
 Powered by: Elementor

This page is intentionally left blank

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Hearing Comment Forum
UDOT I-15: Farmington to Salt Lake City
Taken on Tuesday, October 17, 2023
5:54 p.m. - 7:00 p.m. MT

At Utah State Fairpark
Bonneville Building
155 North 1000 West
Salt Lake City, Utah 8411

Reported by: Brooke Simms, RPR, CCR, CSR

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

A P P E A R A N C E S

Present Representing UDOT:

Rob Wight
Tiffany Pocock
Hollie Wood

Public Commenters:

Kyle Deans
Lucy Cardenas
Ben Wood
Michelle Watts
Maria Garciaz
Robert Goodman
Nick Mecham
Chaise Warr
Tayler Olney
Keiko Jones
Jessica Wallace
Courtney Jacobsen
Ron McCormick
Ernesto Ortiz
Courtney Reeser
Kim Hitchcock
Charlotte Jacobsen
James Longstaff

* * *

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

P R O C E E D I N G S

-o0o-

MS. WOOD: We're going to go ahead and get started. Thanks for coming.

(Discussion off the record about audio.)

MS. WOOD: All right. We're going to call you up in the order that you signed in. You have two minutes. When you have one-minute remaining, we'll just show this up so you know. These comments will be recorded as official comments --

(Reporter interrupts. Discussion held off the record.)

MS. WOOD: You'll each have two minutes to give your comment. I will hold up the sign when you have one minute remaining, and we'll just -- we have a court reporter here writing your comments, and they will be submitted as official comments for the Draft EIS.

So we will get started with Kyle Deans. When you come up, please say your name, spell it, and tell us what city you're from for the court reporter.

KYLE DEANS: This one works. All right. I'll stand back here. Does that work? Sorry about that.

K-y-l-e -- K-y-l-e D-e-a-n-s, and I'm from Salt Lake City.

Okay. Oh, that's better. Okay.

1 So two concerns based on the displays out
2 there. The first one is that the second board -- or the
3 third board, I believe -- shows the 2019 current commute
4 times and the 2050 estimated commute times with no
5 change. However, there are no boards that actually
6 indicate what those 2050 commute times will be with an
7 upgrade in the system. And my guess, based on induced
8 demand across the country, is that those -- those
9 commute times will actually increase.

10 Perfect example, worst case example in the
11 United States, the Katy Freeway in Houston. It expanded
12 to 27 lanes total, and by the time it was done, within
13 three years, morning commute times had increased by
14 55 percent over not -- over -- before the expansion --
15 and evening commute times had increased by 34 percent.
16 So adding capacity never, in the history of ever, has
17 reduced overall commute times within fiver years of
18 expansion.

19 The second one is, is there's an air impact
20 quality board out there -- perfect -- that actually
21 states that, with no change, that all of the
22 environmental air quality items, with no change in 2050,
23 air quality -- or pollution will reduce. But the 2050
24 with action, they'll still reduce, but not less. So
25 UDOT's own numbers state that air quality will be

1 reduced more with no change to I-15 than if they add
2 lanes to I-15.

3 Thank you.

4 MS. WOOD: Thank you for your comment. We'll
5 go on to the next. It is Lucy Cardenas. This is a
6 reminder. Please give us your name, spell it out, and
7 what city you're from.

8 LUCY CARDENAS: Yes. Hello. My name is Lucy
9 Cardenas, L-u-c-y C-a-r-d-e-n-a-s. And I grew up in
10 Rose Park, and I live on 700 West, right along the
11 freeway, and my business is also right off North Temple
12 and South Temple. My business is Red Iguana.

13 And I'm sure I'm not going to say -- I don't
14 have anything profound to say except that I am
15 absolutely 100 percent opposed to expanding the I-15. I
16 believe that there are areas that can be improved, as
17 far as walkability. But as far as building -- making it
18 wider, it's just going to invite more vehicles. And
19 I've lived in major cities where walkability is a
20 wonderful thing, where public transportation runs at a
21 good pace, and I think it's a matter of reeducating our
22 people to not depend on cars as much.

23 So thank you.

24 MS. WOOD: Thank you for your comment.

25 We don't currently have anyone else signed up

1 for a comment, but if anybody would like to sign up,
2 please sign up at the table. We'll keep going once we
3 have someone else signed up. Thanks.

4 Next up is Ben Wood. If you can say your
5 name, spell it, and then tell us what city you're from.
6 Thanks.

7 BEN WOOD: Hi. Thank you.

8 (Mic feedback.)

9 BEN WOOD: Whoa. That's -- you have to be
10 really careful with that, don't you?

11 Ben Wood. Okay. I think we're good. I'm
12 going to try to talk really quiet.

13 Ben Wood, Salt Lake City, B-e-n W-o-o-d.

14 My question is about 600 North. The city is
15 reducing that street to one lane in each direction. If
16 I understand the graphic correctly, you guys are dumping
17 three lanes in each direction onto what will be a
18 one-lane street, which will make 9th West -- or 10th --
19 I'd have to look at the diagrams -- a mess.

20 I mean, there's just -- it's hard for me to
21 understand why you would dump three lanes into one lane
22 in the space of about two blocks. So that just seems
23 like an obvious failure design right there. There's
24 high school students crossing right there. There's a
25 lot of neighborhood connectivity -- a library on one

1 side, houses on the other. So that just seems like a
2 mess waiting to happen. I would plead with you to not
3 do that.

4 Thank you.

5 MS. WOOD: Thank you for your comment.

6 All right. We'll have another comment now
7 from Michelle Watts. As a reminder, you have
8 two minutes. I'll let you know when you have one minute
9 remaining. Please give us your name, spell it out, and
10 tell you what city you're from. Thank you.

11 MICHELLE WATTS: You said two minutes? Okay.

12 Michelle Watts, last name W-a-t-t-s, and I
13 live half a block from here in the ZIP code 84116.

14 Billions of dollars on this spent is just
15 ridiculous. Like, the federal government is working to
16 redirect -- reconnect neighbors and work on neighbors
17 who have been redlined. This goes exactly against what
18 every other city right now is trying to do to repair
19 relations.

20 We haven't opened the Davis Corridor yet. We
21 don't know if people are going to stay on Legacy and
22 loop around. We haven't double tracked FrontRunner yet.
23 We haven't worked on that last mile of when you get onto
24 a train or get off a train to make it any better.

25 No one should lose a house. No one should be

1 inconvenienced by the construction. We are going to
2 lose good neighbors who have lived here forever. We're
3 going to hurt private businesses. We're going to hurt
4 so many things that will have a lasting effect that my
5 kids are going to have to live with the decision.

6 And so I really think, if we're going to spend
7 billions of dollars, we should put a better train. We
8 rushed where we put FrontRunner. Put a train in between
9 the freeway. Have it go up and down to Provo, back up
10 to North Ogden. You guys don't even have a real connect
11 from North Ogden. Like, we don't even know how this is
12 going to benefit us until the other things that are in
13 play are complete.

14 So let's not knock down houses. Let's
15 actually fix the damage that freeways do to communities
16 instead of making it more. Thanks.

17 MS. WOOD: Thank you for your comment.

18 Next up is it Maria Garciaz. Please give us
19 your name, spell it out, and tell us what city you're
20 from. Thank you.

21 MARIA GARCIAZ: Hi. Good evening. Hi. How
22 are you?

23 Maria Garciaz with NeighborWorks Salt Lake,
24 G-a-r-c-i-a-z, but also I'm a resident of Guadalupe
25 neighborhood.

1 So I'm not going to comment necessarily on the
2 EIS or the Draft. I read all hundreds of pages. I
3 reviewed all of the different boards that you presented.
4 I've read a lot of the comments.

5 What I do want to share with you is what I've
6 heard throughout the community -- is that the majority
7 of residents that live in this community don't feel like
8 their comments have any value anymore; so you're not
9 going to get a lot of comments. You're not going to get
10 a lot of people that are going to come up and speak and
11 tell you how they feel. Those who have, I appreciate.
12 But those that we have, you know, worked with over the
13 past 12 months to come out and make comments don't feel
14 like they're being heard and no longer feel like what
15 they have to say has any value.

16 So those are the comments I wanted to share
17 with you. I mean, there's a few folks in here who have
18 told me, "Maria, will they listen to what I have to
19 say?" I just want to share that with you in terms of --
20 you've heard before about the trust level. So please
21 take that into consideration in terms of the outreach
22 meetings that you're offering in the next few weeks,
23 that -- for folks to actually come up and say something,
24 I think it'll be difficult and challenging.

25 Thank you.

1 MS. WOOD: Thank you for your comment.

2 Next up is Robert Goodman. Come to the front,
3 give us your name, spell it out, let us know what city
4 you're from. Thank you.

5 ROBERT GOODMAN: Hello. My name is Robert
6 Goodman. I'm a homeowner in Salt Lake City.
7 R-o-b-e-r-t G-o-o-d-m-a-n.

8 First off, I'd like to thank you for providing
9 a kids' area and the food. I think that's an important
10 part of the public and community engagement process.

11 I do find -- I've never been in a meeting kind
12 of designed this way before with kind of the info
13 graphics in the front and the public area in the back.
14 I kind of would like to see a little bit more
15 prioritization of the public comment area, personally.

16 Really quick, I encourage the -- the bike
17 lanes in West Bountiful, North Salt Lake, and Farmington
18 as well. I hope you guys keep that within the plan. I
19 do kind of share the sentiment that I hear quite a bit
20 that \$3 billion is a lot of money, and I hope that,
21 moving forward, public transportation and other kind of
22 transportation, alternative opportunities, are
23 considered for kind of developing for our growing state.

24 Thanks once again, Tiffany, Robert, everyone.
25 Thanks so much.

1 MS. WOOD: Thank you for your comment.

2 Next up is Nick Mecham. Come give us your
3 name, spell it out, and tell us what city you're from.
4 Thank you.

5 NICK MECHAM: Hi. Nick Mecham. Last name is
6 M-e-c-h-a-m. Resident of Salt Lake City, Rose Park
7 area.

8 And I think -- I'm just going to echo some of
9 the sentiments that have already come up, but I think a
10 lot of the people here do not feel heard, especially
11 from this area, and there are a number of reasons that
12 people don't feel heard.

13 First off, we can go back several years to the
14 prison relocation commission, when they held hearings
15 pretty much in this same spot, and nobody felt heard,
16 and now the prison is in, essentially, our area.

17 Secondly, we're now dealing with the fact
18 that, here in Salt Lake City, especially in this area,
19 we're looking at school closures, public school
20 closures, which will affect our neighbors.

21 And then, third, given the fact that all the
22 research and data shows that freeway expansion does not
23 reduce commute times once it's actually done, it seems
24 like a really bad idea to start taking people's
25 property, businesses, and -- and residences.

1 Frankly, I think eminent domain is an evil
2 practice because we're taking people's property that
3 they always pay taxes on. It's almost like you never
4 own the property because the government's always
5 collecting money from you, and then, on top of that,
6 they can just take it whenever they deem it,
7 quote/unquote, "necessary."

8 So I think this a bad idea all around. Too
9 much money spent on something that we haven't looked at
10 all the solutions for.

11 Thanks.

12 MS. WOOD: Thank you for your comment.

13 Next up is Chaise Warr. Sorry if I didn't
14 pronounce that right. If you'll give us your name,
15 spell it, and tell us what city you're from. Thank you.

16 CHAISE WARR: Yeah. My name Chaise Warr, last
17 name W-a-r-r. I am the vice chair on the Fairpark
18 Community Council, and I also live in the Guadeloupe
19 neighborhood, which is just adjacent to the freeway, in
20 a nationally historic registered home.

21 I'm just here to reiterate the fact that most
22 of the constituents in this area don't feel heard. I
23 mean, we had a meeting -- a Fairpark Community Council
24 meeting, and they asked if we wanted to give you guys
25 more time to come and speak at us, and it was outwardly

1 spoken the fact that it doesn't do any good for you guys
2 to just come and talk to us and tell us that basically
3 the decision's already been made and whatever -- what
4 left -- what decisions are left to be made out there in
5 the lobby is up to you guys.

6 It's not up to us in the area, and it's just a
7 big slap in the face. I think to call this a public
8 hearing, we need to be heard, and none of us feel heard.

9 MS. WOOD: Thank you.

10 Next is Tayler Olney. If you'll give us your
11 name, spell it out, tell us what city you're from.

12 Thank you.

13 TAYLER ONLNEY: All right. My name is Tayler
14 O-l-n as in Nancy-e-y. I live in Guadeloupe -- I live
15 in Guadeloupe.

16 And, honestly, I do just want to kind of echo
17 everything. I want to speak directly to my
18 neighborhood, because I don't feel like saying anything
19 here actually matters, because something that directly
20 impacts my street, less than a block, I've been
21 outwardly against it -- putting an underpass under 4th
22 North.

23 And I get all the comments from you guys
24 going, well, that's brand new from other people that
25 like it. Who are those other people? I get there's a

1 bunch of people you are interviewing, a bunch of people
2 you are talking to. But as something that directly
3 impacts my neighborhood, I feel like that should be a
4 louder voice.

5 And then to kind of to echo other things, it's
6 kind of weird to see all these other -- 215, Legacy --
7 all these things that are not really being utilized and
8 we're throwing -- it seems like we're throwing
9 everything at the wall. Let's throw I-15. Let's throw
10 the second FrontRunner train up there. We're throwing
11 everything at the wall to see what sticks. Why don't we
12 see what works, take one step at a time, instead of just
13 spending all this money on all these other things and
14 hoping one of them actually works.

15 Thank you.

16 MS. WOOD: Thank you. It looks like a lot of
17 you are crouching over. I'm just going to raise the
18 mike a little bit.

19 Next, we'll hear from Keiko Jones. Sorry if I
20 mispronounced that one. If you'll give us your name,
21 spell it out, and then tell us what city you're from.
22 Thank you.

23 KEIKO JONES: My name is Keiko, K-e-i-k-o,
24 Jones. So I live in Guadeloupe neighborhood in
25 Fairpark.

1 And I've heard that 4th North underpass has
2 gone to the City to consider, but either way I want to
3 express my opposition because I'm in the neighborhood
4 right there that would be impacted. And, you know, our
5 city's parks department is not doing, really, a good job
6 to keep up even, like, nice, wholesome trail, and I'm
7 afraid it will create more opportunity for unwanted
8 activities and people hanging out. So I think immediate
9 neighbors should be heard. That's my opinion.

10 Thank you.

11 MS. WOOD: Thank you for your comment.

12 Next, we'll hear from Jessica Wallace. If
13 you'll spell out your name for us and let us know what
14 city you're from. Thank you.

15 JESSICA WALLACE: Hi. Jessica Wallace, last
16 name W-a-l-l-a-c-e. I live in Rose Park on 10th North,
17 near the Tacos Daniel and the community center.

18 (Reporter clarification.)

19 JESSICA WALLACE: I guess to echo the comments
20 around not being heard. Are there any considerations
21 for having community members on your panel or out there
22 with a table, with a booth, talking about how it's going
23 to affect our property values, talking about how it's
24 going to impact our lives? Is my comment to hopefully
25 move forward from just the not being heard -- is

1 actually inviting us to be at the table when these
2 decisions are being made.

3 Thanks.

4 MS. WOOD: Thank you.

5 All right. Next up is Courtney Jacobsen. If
6 you could spell your name for us and let us know what
7 city you're from. Thank you.

8 COURTNEY JACOBSEN: Thank you. My name is
9 Courtney Jacobsen, C-o-u-r-t-n-e-y. Jacobsen is
10 J-a-c-o-b-s-e-n.

11 I'm currently serving as the president of the
12 Utah Independent Business Coalition, and so my questions
13 and concerns are for the small and independent
14 businesses along the corridor.

15 One of the things that has stood out, as I
16 watched this process over the last six, seven months --
17 I guess it's been longer than that because the last EIS
18 came out last November -- is that so much of what we
19 talk about in the -- in the economic impacts are in this
20 future economic impact. And I'm curious if we are
21 sacrificing and hurting our current economy,
22 specifically within those local, small businesses, as we
23 look forward to the future. As we look to 2050, are we
24 making choices now that impact those local and small
25 businesses along the corridor?

1 Thanks.

2 MS. WOOD: Thank you for your comment.

3 All right. Next up is Ron McCormick. If
4 you'll spell out your name for us and tell us what city
5 you're from.

6 RON McCORMICK: Can you hear me?

7 Okay. My main concern here is I live right
8 near the 600 North junction, right near the new
9 Marmalade library. I see a lot of traffic going both
10 directions on 300 West and then on to 600 North, and
11 that traffic goes both north and southbound.

12 But mainly the issue I have is a safety issue
13 and a neighborhood residential issue, and that is that
14 the industrial trucks from Statefair, from ExxonMobil,
15 from Tesoro, all of the industrial people that are down
16 the corridor of 3rd West, and then as it turns into --
17 what is the name of that street?

18 UNIDENTIFIED SPEAKER: Beck Street.

19 RON McCORMICK: Say -- say it again.

20 UNIDENTIFIED SPEAKER: Beck Street.

21 RON McCORMICK: Beck street. Yes.

22 So all those vehicles -- 18-wheelers, concrete
23 trucks, gravel trucks -- all use that 600 North
24 junction, and it's a mix with, you know, civilian -- I
25 call it civilian -- but residential sedans. It's a

1 safety issue, and it's a noise issue.

2 So my encouragement is that we really look at
3 the 2100 North junction that crosses the I-15 and
4 enhance it, as I see it was proposed. I would be highly
5 in favor of that so that those trucks could use that
6 junction more frequently than they do the 600 North
7 junction.

8 Thank you.

9 MS. WOOD: Thank you for your comments.

10 Next, we'll hear from Ernesto Ortiz. If
11 you'll give us your name, spell it out, and let us know
12 what city you're from. Thank you.

13 ERNESTO ORTIZ: Hi. My name is Ernesto Ortiz.
14 Last name is O-r-t-i-z. I'm a member of the Guadeloupe
15 District.

16 There's a sign out there that's indicating
17 that there's still -- indicating how to access between
18 east and west between North Temple and 400 North. I
19 know in previous meetings, a lot of the locals that live
20 along 600 West have addressed that we were against an
21 underpass on 400 North and that was going to be relayed.

22 Speaking to a UDOT member out there, he
23 indicated that that's really something that the city is
24 proposing and the city is behind and that's their call,
25 but it's on the UDOT information. So, as a local

1 resident, somebody who actually lives on 600 West, is
2 there information that UDOT can provide, or specifically
3 is that information accurate, and do we need to bring
4 those concerns to Salt Lake City directly because
5 they're the ones that are looking at having that
6 alternate east-west access?

7 So I -- as a resident, I would like to know
8 how I can voice my concern as well and more information
9 on that and whose final call that is, so to speak.

10 Thanks.

11 MS. WOOD: Thank you.

12 Courtney Reeser. Sorry if I didn't pronounce
13 that right. If you'll give us -- if you'll spell out
14 your name for us and tell us what city you're from.
15 Thank you.

16 COURTNEY REESER: My name is Courtney Reeser,
17 C-o-u-r-t-n-e-y R-e-e-s-e-r. I live on 900 West in Salt
18 Lake City, right in Rose Park, right between the 10th
19 North and the 6th North offramps interchanges.

20 The impact that this will have is not being
21 addressed with the fact that it's only incorporating
22 cars. We're not talking about possibly using mass
23 transit and that sort of thing to reduce the emissions.
24 I was looking at the numbers that you have on your board
25 out there, and the percentages are not going to get any

1 better the way that they are put out.

2 They are not addressing the fact that we are
3 building this for single-occupied vehicles, and we
4 really need to -- if we want to make a better impact for
5 our communities, we need to make sure that we are
6 addressing other transportation opportunities,
7 especially for people that live along that corridor,
8 which has been historically environmentally impacted
9 with noise, with industry, and with single-occupied
10 vehicles.

11 Thank you.

12 MS. WOOD: Thank you.

13 Next up is Kim Hitchcock. If you'll spell out
14 your name for us and tell us what city you're from.
15 Thanks.

16 KIM HITCHCOCK: My name is Kim Hitchcock.
17 It's K-i-m H-i-t-c-h-c-o-c-k.

18 My concern -- one of my concerns is about
19 accessibility during this massive project. We had a --
20 there was a project -- I think it was just a repavement
21 a couple years ago on 600 North, and the accessibility
22 of that intersection -- we had to go super far. It's
23 not -- when you're going northbound, you can't get off
24 on 10th; right? You have to go basically all the way to
25 Bountiful. It wasn't a quick fix. It impacted a lot of

1 people during the project.

2 And this is obviously a much longer time line.
3 So I would want to be sure that there's still
4 accessibility from the west community -- I live in Rose
5 Park, by the way -- to easily get downtown; right?
6 Like, we're trying -- the whole goal of this project is
7 to decrease your commute. So during this project, I
8 would hope that we're not increasing commutes
9 dramatically, especially from our community to a very
10 close in proximity downtown. And if there's any way to
11 address 600 North and 10th North at different times,
12 even that would be beneficial.

13 Obviously, there's a lot of impacts. This
14 affects things environmentally. It affects our
15 neighborhoods, and it sounds like, the way the
16 conversations are going, it's happening. So if we're
17 thinking about it in those terms, at least let there be
18 accessibility throughout the project as well.

19 MS. WOOD: Thank you for your comment.

20 Next, we'll hear from Charlotte Jacobsen. If
21 you'll spell out your name for us and let us know what
22 city you're from. Thank you.

23 CHARLOTTE JACOBSEN: Hi, my name is Charlotte
24 Jacobsen, C-h-a-r-l-o-t-t-e. Last name J-a-c-o-b-s-e-n.

25 I'm not from this area, like along this strip.

1 But I am 12 years old, and as the daughter of a former
2 small business owner, I know how hard it is for
3 businesses that are small or independent businesses,
4 even just normally after COVID, and this could greatly
5 impact their normal income and the way that they'll be
6 able to function.

7 And it could also affect their customers that
8 they would normally have that couldn't possibly be able
9 to get there in the same amount of time. So they could
10 choose a shorter, possibly easier thing, like Amazon or
11 something, or something that has already made enough
12 money that it can already support itself, instead of a
13 small business that maybe has a harder time getting
14 enough income.

15 Thank you.

16 MS. WOOD: Thank you.

17 You can come up to the mike, James Longstaff.

18 JAMES LONGSTAFF: Longstaff. And I have two
19 minutes?

20 MS. WOOD: Yes. You have two minutes. I'll
21 hold this up when you're halfway through and have one
22 minute remaining.

23 If you'll spell your name for us and then tell
24 us what city you're from. We've got a court reporter
25 over here. So your comment will be submitted as a

1 formal comment with EIS.

2 JAMES LONGSTAFF: Perfect. My name is James
3 Longstaff, J-a-m-e-s space L-o-n-g-s-t-a-f-f. And I
4 actually live in Sandy, which is not close to here.

5 But the public comment that I'd like to make
6 is I am -- one of the reasons I showed up today is I'm
7 concerned about induced demand, especially with the fact
8 by expanding the highway, we will be incentivizing
9 people to live further away from Salt Lake rather than
10 live closer which would be more convenient and less
11 costly to use the highway. Congestion definitely makes
12 it more costly to drive into Salt Lake, as far as
13 people's time.

14 And so I just wanted to say I spoke a little
15 bit with the man who did the modeling, and, you know,
16 one thing I would love to see is modeling that isn't
17 just based off of on- or off-switches at -- of -- of the
18 project, but also modeling that kind of takes into
19 account the population -- the possible population
20 increase that will -- that will be induced in Davis
21 County and outside of, because of the higher -- the
22 higher population and easy -- ease of getting between
23 the two counties.

24 And so that's all I wanted to comment for you
25 guys to consider also a little further, if you haven't

1 already, because maybe the benefit isn't going to be as
2 much as previously calculated. I understand, with
3 modeling, there's a lot of -- there's a lot of
4 assumptions you have to make anyways. And so I am not
5 saying that you guys haven't done a good job, but I
6 would love to see some -- a lot more rigor with that to
7 consider how people are going to move further north and
8 then, therefore, will actually make the time shorter to
9 travel.

10 That's all I wanted to say. Thank you.

11 MS. WOOD: Thank you.

12 (This hearing was concluded at 7:00 p.m. MT.)

13 * * * * *

14

15

16

17

18

19

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

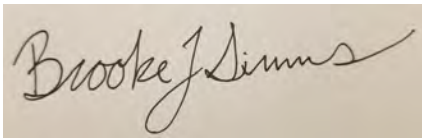
REPORTER'S CERTIFICATE

STATE OF UTAH)
)
COUNTY OF UTAH)

I, BROOKE SIMMS, an Idaho Certified Shorthand Reporter, Utah State Certified Court Reporter, and Registered Professional Reporter, hereby certify:

THAT the foregoing proceedings were taken before me at the time and place set forth in the caption hereof; that the proceedings were taken down by me in shorthand and thereafter my notes were transcribed through computer-aided transcription; and the foregoing transcript constitutes a true and accurate record of such oral proceedings had.

I have subscribed my name on this 29th day of October, 2023.



Brooke Simms, RPR, CCR, CSR
Idaho CSR No. 1174
Utah CCR No. 12335391-780

This page is intentionally left blank

[100 - block]

1	5	11:23 13:19 14:14 16:1 19:1 23:4 24:8	asked 12:24 assumptions 24:4 audio 3:5
100 5:15 1000 1:13 10th 6:18 15:16 19:18 20:24 21:11 1174 25:23 12 9:13 22:1 12335391-780 25:23 15 1:7 5:1,2,15 14:9 18:3 155 1:13 17 1:8 18 17:22	55 4:14 5:54 1:9	add 5:1 adding 4:16 address 21:11 addressed 18:20 19:21 addressing 20:2,6 adjacent 12:19 affect 11:20 15:23 22:7 affects 21:14,14 afraid 15:7 ago 20:21 ahead 3:3 aided 25:13 air 4:19,22,23 4:25 alternate 19:6 alternative 10:22 amazon 22:10 amount 22:9 anybody 6:1 anymore 9:8 anyways 24:4 appreciate 9:11 area 10:9,13,15 11:7,11,16,18 12:22 13:6 21:25 areas 5:16	b b 6:13 10:7 16:10 21:24 back 3:22 8:9 10:13 11:13 bad 11:24 12:8 based 4:1,7 23:17 basically 13:2 20:24 beck 17:18,20 17:21 believe 4:3 5:16 ben 2:8 6:4,7,9 6:11,13 beneficial 21:12 benefit 8:12 24:1 better 3:25 7:24 8:7 20:1,4 big 13:7 bike 10:16 billion 10:20 billions 7:14 8:7 bit 10:14,19 14:18 23:15 block 7:13 13:20
2	6		
2019 4:3 2023 1:8 25:17 2050 4:4,6,22 4:23 16:23 2100 18:3 215 14:6 27 4:12 28936 25:22 29th 25:16	600 6:14 17:8 17:10,23 18:6 18:20 19:1 20:21 21:11 6th 19:19		
3	7		
3 10:20 300 17:10 34 4:15 3rd 17:16	700 5:10 7:00 1:9 24:12		
4	8		
400 18:18,21 4th 13:21 15:1	8411 1:14 84116 7:13		
	9		
	900 19:17 9th 6:18		
	a		
	able 22:6,8 absolutely 5:15 access 18:17 19:6 accessibility 20:19,21 21:4 21:18 account 23:19 accurate 19:3 25:14 action 4:24 activities 15:8 actually 4:5,9 4:20 8:15 9:23		

[blocks - considered]

<p>blocks 6:22 board 4:2,3,20 19:24 boards 4:5 9:3 bonneville 1:12 booth 15:22 bountiful 10:17 20:25 brand 13:24 bring 19:3 brooke 1:25 25:6,22 building 1:12 5:17 20:3 bunch 14:1,1 business 5:11 5:12 16:12 22:2,13 businesses 8:3 11:25 16:14,22 16:25 22:3,3</p>	<p>careful 6:10 cars 5:22 19:22 case 4:10 ccr 1:25 25:22 25:23 center 15:17 certificate 25:2 certified 25:6,7 certify 25:8 chair 12:17 chaise 2:10 12:13,16,16 challenging 9:24 change 4:5,21 4:22 5:1 charlotte 2:15 21:20,23,23 choices 16:24 choose 22:10 cities 5:19 city 1:7,14 3:20 3:24 5:7 6:5,13 6:14 7:10,18 8:19 10:3,6 11:3,6,18 12:15 13:11 14:21 15:2,14 16:7 17:4 18:12,23,24 19:4,14,18 20:14 21:22 22:24 city's 15:5</p>	<p>civilian 17:24 17:25 clarification 15:18 close 21:10 23:4 closer 23:10 closures 11:19 11:20 coalition 16:12 code 7:13 collecting 12:5 come 3:19 9:10 9:13,23 10:2 11:2,9 12:25 13:2 22:17 coming 3:4 comment 1:6 3:14 5:4,24 6:1 7:5,6 8:17 9:1 10:1,15 11:1 12:12 15:11,24 17:2 21:19 22:25 23:1,5 23:24 commenters 2:6 comments 3:9 3:10,16,17 9:4 9:8,9,13,16 13:23 15:19 18:9 commission 11:14</p>	<p>communities 8:15 20:5 community 9:6 9:7 10:10 12:18,23 15:17 15:21 21:4,9 commute 4:3,4 4:6,9,13,15,17 11:23 21:7 commutes 21:8 complete 8:13 computer 25:13 concern 17:7 19:8 20:18 concerned 23:7 concerns 4:1 16:13 19:4 20:18 concluded 24:12 concrete 17:22 congestion 23:11 connect 8:10 connectivity 6:25 consider 15:2 23:25 24:7 consideration 9:21 considerations 15:20 considered 10:23</p>
c			
<p>c 2:2 3:1 5:9,9 8:24 11:6 15:16 16:9,10 19:17 20:17,17 20:17 21:24,24 calculated 24:2 call 3:6 13:7 17:25 18:24 19:9 capacity 4:16 caption 25:10 cardenas 2:7 5:5,8,9</p>			

[constituents - essentially]

<p>constituents 12:22</p> <p>constitutes 25:14</p> <p>construction 8:1</p> <p>convenient 23:10</p> <p>conversations 21:16</p> <p>correctly 6:16</p> <p>corridor 7:20 16:14,25 17:16 20:7</p> <p>costly 23:11,12</p> <p>council 12:18 12:23</p> <p>counties 23:23</p> <p>country 4:8</p> <p>county 23:21 25:4</p> <p>couple 20:21</p> <p>court 3:16,20 22:24 25:7</p> <p>courtney 2:12 2:14 16:5,8,9 19:12,16,16</p> <p>covid 22:4</p> <p>create 15:7</p> <p>crosses 18:3</p> <p>crossing 6:24</p> <p>crouching 14:17</p> <p>csr 1:25 25:22 25:23</p>	<p>curious 16:20</p> <p>current 4:3 16:21</p> <p>currently 5:25 16:11</p> <p>customers 22:7</p> <hr/> <p style="text-align: center;">d</p> <hr/> <p>d 3:1,23 5:9 6:13 10:7</p> <p>damage 8:15</p> <p>daniel 15:17</p> <p>data 11:22</p> <p>daughter 22:1</p> <p>davis 7:20 23:20</p> <p>day 25:17</p> <p>dealing 11:17</p> <p>deans 2:7 3:18 3:21</p> <p>decision 8:5</p> <p>decision's 13:3</p> <p>decisions 13:4 16:2</p> <p>decrease 21:7</p> <p>deem 12:6</p> <p>definitely 23:11</p> <p>demand 4:8 23:7</p> <p>department 15:5</p> <p>depend 5:22</p> <p>design 6:23</p> <p>designed 10:12</p> <p>developing 10:23</p>	<p>diagrams 6:19</p> <p>different 9:3 21:11</p> <p>difficult 9:24</p> <p>direction 6:15 6:17</p> <p>directions 17:10</p> <p>directly 13:17 13:19 14:2 19:4</p> <p>discussion 3:5 3:11</p> <p>displays 4:1</p> <p>district 18:15</p> <p>doing 15:5</p> <p>dollars 7:14 8:7</p> <p>domain 12:1</p> <p>double 7:22</p> <p>downtown 21:5 21:10</p> <p>draft 3:17 9:2</p> <p>dramatically 21:9</p> <p>drive 23:12</p> <p>dump 6:21</p> <p>dumping 6:16</p> <hr/> <p style="text-align: center;">e</p> <hr/> <p>e 2:2,2 3:1,1,23 3:23,23 5:9 6:13 10:7 11:6 13:14 14:23 15:16 16:9,10 19:17,17,17,17 21:24,24 23:3</p>	<p>ease 23:22</p> <p>easier 22:10</p> <p>easily 21:5</p> <p>east 18:18 19:6</p> <p>easy 23:22</p> <p>echo 11:8 13:16 14:5 15:19</p> <p>economic 16:19 16:20</p> <p>economy 16:21</p> <p>effect 8:4</p> <p>eis 3:17 9:2 16:17 23:1</p> <p>either 15:2</p> <p>eminent 12:1</p> <p>emissions 19:23</p> <p>encourage 10:16</p> <p>encouragement 18:2</p> <p>engagement 10:10</p> <p>enhance 18:4</p> <p>environmental 4:22</p> <p>environment... 20:8 21:14</p> <p>ernesto 2:13 18:10,13,13</p> <p>especially 11:10,18 20:7 21:9 23:7</p> <p>essentially 11:16</p>
---	---	---	--

[estimated - heard]

<p>estimated 4:4 evening 4:15 8:21 evil 12:1 exactly 7:17 example 4:10 4:10 except 5:14 expanded 4:11 expanding 5:15 23:8 expansion 4:14 4:18 11:22 express 15:3 exxonmobil 17:14</p>	<p>12:22 13:8,18 14:3 felt 11:15 final 19:9 find 10:11 first 4:2 10:8 11:13 fiver 4:17 fix 8:15 20:25 folks 9:17,23 food 10:9 foregoing 25:9 25:13 forever 8:2 formal 23:1 former 22:1 forth 25:10 forum 1:6 forward 10:21 15:25 16:23 frankly 12:1 freeway 4:11 5:11 8:9 11:22 12:19 freeways 8:15 frequently 18:6 front 10:2,13 frontrunner 7:22 8:8 14:10 function 22:6 further 23:9,25 24:7 future 16:20,23</p>	<p style="text-align: center;">g</p> <p>g 3:1 8:24 10:7 23:3 garciaz 2:9 8:18,21,23 getting 22:13 23:22 give 3:14 5:6 7:9 8:18 10:3 11:2 12:14,24 13:10 14:20 18:11 19:13 given 11:21 go 3:3 5:5 8:9 11:13 20:22,24 goal 21:6 goes 7:17 17:11 going 3:3,6 5:13,18 6:2,12 7:21 8:1,3,3,5,6 8:12 9:1,9,9,10 11:8 13:24 14:17 15:22,24 17:9 18:21 19:25 20:23 21:16 24:1,7 good 5:21 6:11 8:2,21 13:1 15:5 24:5 goodman 2:9 10:2,5,6 government 7:15 government's 12:4</p>	<p>graphic 6:16 graphics 10:13 gravel 17:23 greatly 22:4 grew 5:9 growing 10:23 guadalupe 8:24 guadeloupe 12:18 13:14,15 14:24 18:14 guess 4:7 15:19 16:17 guys 6:16 8:10 10:18 12:24 13:1,5,23 23:25 24:5</p>
f			h
<p>f 23:3,3 face 13:7 fact 11:17,21 12:21 13:1 19:21 20:2 23:7 failure 6:23 fairpark 1:11 12:17,23 14:25 far 5:17,17 20:22 23:12 farmington 1:7 10:17 favor 18:5 federal 7:15 feedback 6:8 feel 9:7,11,13 9:14 11:10,12</p>			<p>h 11:6 20:17,17 21:24 half 7:13 halfway 22:21 hanging 15:8 happen 7:2 happening 21:16 hard 6:20 22:2 harder 22:13 hear 10:19 14:19 15:12 17:6 18:10 21:20 heard 9:6,14,20 11:10,12,15 12:22 13:8,8 15:1,9,20,25</p>

[hearing - l]

<p>hearing 1:6 13:8 24:12 hearings 11:14 held 3:11 11:14 hello 5:8 10:5 hereof 25:11 hi 6:7 8:21,21 11:5 15:15 18:13 21:23 high 6:24 higher 23:21,22 highly 18:4 highway 23:8 23:11 historic 12:20 historically 20:8 history 4:16 hitchcock 2:14 20:13,16,16 hold 3:14 22:21 hollee 2:5 home 12:20 homeowner 10:6 honestly 13:16 hope 10:18,20 21:8 hopefully 15:24 hoping 14:14 house 7:25 houses 7:1 8:14 houston 4:11 hundreds 9:2</p>	<p>hurt 8:3,3 hurting 16:21</p> <p style="text-align: center;">i</p> <p>idaho 25:6,23 idea 11:24 12:8 iguana 5:12 immediate 15:8 impact 4:19 15:24 16:20,24 19:20 20:4 22:5 impacted 15:4 20:8,25 impacts 13:20 14:3 16:19 21:13 important 10:9 improved 5:16 incentivizing 23:8 income 22:5,14 inconvenienc... 8:1 incorporating 19:21 increase 4:9 23:20 increased 4:13 4:15 increasing 21:8 independent 16:12,13 22:3 indicate 4:6 indicated 18:23</p>	<p>indicating 18:16,17 induced 4:7 23:7,20 industrial 17:14,15 industry 20:9 info 10:12 information 18:25 19:2,3,8 interchanges 19:19 interrupts 3:11 intersection 20:22 interviewing 14:1 invite 5:18 inviting 16:1 issue 17:12,12 17:13 18:1,1 it'll 9:24 items 4:22</p> <p style="text-align: center;">j</p> <p>j 16:10 21:24 23:3 jacobsen 2:12 2:15 16:5,8,9,9 21:20,23,24 james 2:15 22:17,18 23:2 23:2 jessica 2:12 15:12,15,15,19</p>	<p>job 15:5 24:5 jones 2:11 14:19,23,24 junction 17:8 17:24 18:3,6,7</p> <p style="text-align: center;">k</p> <p>k 3:23,23 14:23 14:23 20:17,17 katy 4:11 keep 6:2 10:18 15:6 keiko 2:11 14:19,23,23 kids 8:5 10:9 kim 2:14 20:13 20:16,16 kind 10:11,12 10:14,19,21,23 13:16 14:5,6 23:18 knock 8:14 know 3:9 7:8 7:21 8:11 9:12 10:3 15:4,13 16:6 17:24 18:11,19 19:7 21:21 22:2 23:15 kyle 2:7 3:18 3:21</p> <p style="text-align: center;">l</p> <p>l 3:23,23 5:9 13:14 15:16,16 21:24 23:3</p>
---	---	---	---

[lake - name]

<p>lake 1:7,14 3:24 6:13 8:23 10:6,17 11:6 11:18 19:4,18 23:9,12 lane 6:15,18,21 lanes 4:12 5:2 6:17,21 10:17 lasting 8:4 left 13:4,4 legacy 7:21 14:6 level 9:20 library 6:25 17:9 line 21:2 listen 9:18 little 10:14 14:18 23:14,25 live 5:10 7:13 8:5 9:7 12:18 13:14,14 14:24 15:16 17:7 18:19 19:17 20:7 21:4 23:4 23:9,10 lived 5:19 8:2 lives 15:24 19:1 lobby 13:5 local 16:22,24 18:25 locals 18:19 longer 9:14 16:17 21:2</p>	<p>longstaff 2:15 22:17,18,18 23:2,3 look 6:19 16:23 16:23 18:2 looked 12:9 looking 11:19 19:5,24 looks 14:16 loop 7:22 lose 7:25 8:2 lot 6:25 9:4,9 9:10 10:20 11:10 14:16 17:9 18:19 20:25 21:13 24:3,3,6 louder 14:4 love 23:16 24:6 lucy 2:7 5:5,8,8</p>	<p>man 23:15 maria 2:9 8:18 8:21,23 9:18 marmalade 17:9 mass 19:22 massive 20:19 matter 5:21 matters 13:19 mccormick 2:13 17:3,6,19 17:21 mean 6:20 9:17 12:23 mecham 2:10 11:2,5,5 meeting 10:11 12:23,24 meetings 9:22 18:19 member 18:14 18:22 members 15:21 mess 6:19 7:2 mic 6:8 michelle 2:8 7:7,11,12 mike 14:18 22:17 mile 7:23 minute 3:8,15 7:8 22:22 minutes 3:8,13 7:8,11 22:19 22:20</p>	<p>mispronounced 14:20 mix 17:24 modeling 23:15 23:16,18 24:3 money 10:20 12:5,9 14:13 22:12 months 9:13 16:16 morning 4:13 move 15:25 24:7 moving 10:21 mt 1:9 24:12</p>
			n
			<p>n 2:2 3:1,23 5:9 6:13 10:7 13:14 16:9,10 19:17 21:24 23:3 name 3:19 5:6 5:8 6:5 7:9,12 8:19 10:3,5 11:3,5 12:14 12:16,17 13:11 13:13 14:20,23 15:13,16 16:6 16:8 17:4,17 18:11,13,14 19:14,16 20:14 20:16 21:21,23 21:24 22:23 23:2 25:16</p>

[nancy - possibly]

<p>nancy 13:14 nationally 12:20 near 15:17 17:8 17:8 necessarily 9:1 necessary 12:7 need 13:8 19:3 20:4,5 neighborhood 6:25 8:25 12:19 13:18 14:3,24 15:3 17:13 neighborhoods 21:15 neighbors 7:16 7:16 8:2 11:20 15:9 neighborworks 8:23 never 4:16 10:11 12:3 new 13:24 17:8 nice 15:6 nick 2:10 11:2 11:5,5 noise 18:1 20:9 normal 22:5 normally 22:4 22:8 north 1:13 5:11 6:14 8:10,11 10:17 13:22 15:1,16 17:8</p>	<p>17:10,11,23 18:3,6,18,18,21 19:19,19 20:21 21:11,11 24:7 northbound 20:23 notes 25:12 november 16:18 number 11:11 numbers 4:25 19:24</p> <hr/> <p style="text-align: center;">o</p> <hr/> <p>o 3:1 6:13,13 10:7,7,7 13:14 14:23 16:9,10 18:14 19:17 20:17 21:24,24 23:3 o0o 3:2 obvious 6:23 obviously 21:2 21:13 occupied 20:3,9 october 1:8 25:17 offering 9:22 official 3:10,17 offramps 19:19 ogden 8:10,11 oh 3:25 okay 3:25,25 6:11 7:11 17:7 old 22:1</p>	<p>olney 2:11 13:10 once 6:2 10:24 11:23 ones 19:5 onlney 13:13 opened 7:20 opinion 15:9 opportunities 10:22 20:6 opportunity 15:7 opposed 5:15 opposition 15:3 oral 25:15 order 3:7 ortiz 2:13 18:10,13,13 outreach 9:21 outside 23:21 outwardly 12:25 13:21 overall 4:17 own 4:25 12:4 owner 22:2</p> <hr/> <p style="text-align: center;">p</p> <hr/> <p>p 2:2,2 3:1 p.m. 1:9,9 24:12 pace 5:21 pages 9:2 panel 15:21 park 5:10 11:6 15:16 19:18 21:5</p>	<p>parks 15:5 part 10:10 past 9:13 pay 12:3 people 5:22 7:21 9:10 11:10,12 13:24 13:25 14:1,1 15:8 17:15 20:7 21:1 23:9 24:7 people's 11:24 12:2 23:13 percent 4:14,15 5:15 percentages 19:25 perfect 4:10,20 23:2 personally 10:15 place 25:10 plan 10:18 play 8:13 plead 7:2 please 3:19 5:6 6:2 7:9 8:18 9:20 pocock 2:4 pollution 4:23 population 23:19,19,22 possible 23:19 possibly 19:22 22:8,10</p>
---	---	--	---

[practice - s]

<p>practice 12:2 present 2:3 presented 9:3 president 16:11 pretty 11:15 previous 18:19 previously 24:2 prioritization 10:15 prison 11:14,16 private 8:3 proceedings 25:9,11,15 process 10:10 16:16 professional 25:8 profound 5:14 project 20:19 20:20 21:1,6,7 21:18 23:18 pronounce 12:14 19:12 property 11:25 12:2,4 15:23 proposed 18:4 proposing 18:24 provide 19:2 providing 10:8 provo 8:9 proximity 21:10 public 1:6 2:6 5:20 10:10,13</p>	<p>10:15,21 11:19 13:7 23:5 put 8:7,8,8 20:1 putting 13:21</p> <p style="text-align: center;">q</p> <p>quality 4:20,22 4:23,25 question 6:14 questions 16:12 quick 10:16 20:25 quiet 6:12 quite 10:19 quote 12:7</p> <p style="text-align: center;">r</p> <p>r 2:2 3:1 5:9 8:24 10:7,7 12:17,17 16:9 18:14 19:17,17 19:17 21:24 raise 14:17 rather 23:9 read 9:2,4 real 8:10 really 6:10,12 8:6 10:16 11:24 14:7 15:5 18:2,23 20:4 reasons 11:11 23:6 reconnect 7:16 record 3:5,12 25:14</p>	<p>recorded 3:10 red 5:12 redirect 7:16 redlined 7:17 reduce 4:23,24 11:23 19:23 reduced 4:17 5:1 reducing 6:15 reeducating 5:21 reese 2:14 19:12,16,16 registered 12:20 25:8 reiterate 12:21 relations 7:19 relayed 18:21 relocation 11:14 remaining 3:8 3:15 7:9 22:22 reminder 5:6 7:7 repair 7:18 repavement 20:20 reported 1:25 reporter 3:11 3:16,20 15:18 22:24 25:7,7,8 reporter's 25:2 representing 2:3</p>	<p>research 11:22 residences 11:25 resident 8:24 11:6 19:1,7 residential 17:13,25 residents 9:7 reviewed 9:3 ridiculous 7:15 right 3:6,21 5:10,11 6:23 6:24 7:6,18 12:14 13:13 15:4 16:5 17:3 17:7,8 19:13 19:18,18 20:24 21:5 rigor 24:6 rob 2:4 robert 2:9 10:2 10:5,5,24 ron 2:13 17:3,6 17:19,21 rose 5:10 11:6 15:16 19:18 21:4 rpr 1:25 25:22 runs 5:20 rushed 8:8</p> <p style="text-align: center;">s</p> <p>s 2:2 3:1,23 5:9 7:12 16:10 19:17 21:24 23:3,3</p>
--	---	---	---

[sacrificing - tell]

<p>sacrificing 16:21 safety 17:12 18:1 salt 1:7,14 3:24 6:13 8:23 10:6 10:17 11:6,18 19:4,17 23:9 23:12 sandy 23:4 saying 13:18 24:5 school 6:24 11:19,19 second 4:2,19 14:10 secondly 11:17 sedans 17:25 see 10:14 14:6 14:11,12 17:9 18:4 23:16 24:6 seems 6:22 7:1 11:23 14:8 sentiment 10:19 sentiments 11:9 serving 16:11 set 25:10 seven 16:16 several 11:13 share 9:5,16,19 10:19</p>	<p>shorter 22:10 24:8 shorthand 25:6 25:12 show 3:9 showed 23:6 shows 4:3 11:22 side 7:1 sign 3:14 6:1,2 18:16 signature 25:22 signed 3:7 5:25 6:3 simms 1:25 25:6,22 single 20:3,9 six 16:16 slap 13:7 small 16:13,22 16:24 22:2,3 22:13 solutions 12:10 somebody 19:1 sorry 3:22 12:13 14:19 19:12 sort 19:23 sounds 21:15 south 5:12 southbound 17:11 space 6:22 23:3 speak 9:10 12:25 13:17</p>	<p>19:9 speaker 17:18 17:20 speaking 18:22 specifically 16:22 19:2 spell 3:19 5:6 6:5 7:9 8:19 10:3 11:3 12:15 13:11 14:21 15:13 16:6 17:4 18:11 19:13 20:13 21:21 22:23 spend 8:6 spending 14:13 spent 7:14 12:9 spoke 23:14 spoken 13:1 spot 11:15 stand 3:22 start 11:24 started 3:4,18 state 1:11 4:25 10:23 25:3,7 statefair 17:14 states 4:11,21 stay 7:21 step 14:12 sticks 14:11 stood 16:15 street 6:15,18 13:20 17:17,18 17:20,21</p>	<p>strip 21:25 students 6:24 submitted 3:17 22:25 subscribed 25:16 super 20:22 support 22:12 sure 5:13 20:5 21:3 switches 23:17 system 4:7</p> <hr/> <p style="text-align: center;">t</p> <hr/> <p>t 7:12,12 10:7 16:9 18:14 19:17 20:17 21:24,24 23:3 table 6:2 15:22 16:1 tacos 15:17 take 9:21 12:6 14:12 taken 1:8 25:9 25:11 takes 23:18 talk 6:12 13:2 16:19 talking 14:2 15:22,23 19:22 taxes 12:3 tayler 2:11 13:10,13,13 tell 3:19 6:5 7:10 8:19 9:11 11:3 12:15</p>
---	--	---	--

[tell - watched]

<p>13:2,11 14:21 17:4 19:14 20:14 22:23 temple 5:11,12 18:18 terms 9:19,21 21:17 tesoro 17:15 thank 5:3,4,23 5:24 6:7 7:4,5 7:10 8:17,20 9:25 10:1,4,8 11:1,4 12:12 12:15 13:9,12 14:15,16,22 15:10,11,14 16:4,7,8 17:2 18:8,9,12 19:11,15 20:11 20:12 21:19,22 22:15,16 24:10 24:11 thanks 3:4 6:3 6:6 8:16 10:24 10:25 12:11 16:3 17:1 19:10 20:15 thing 5:20 19:23 22:10 23:16 things 8:4,12 14:5,7,13 16:15 21:14 think 5:21 6:11 8:6 9:24 10:9</p>	<p>11:8,9 12:1,8 13:7 15:8 20:20 thinking 21:17 third 4:3 11:21 three 4:13 6:17 6:21 throw 14:9,9 throwing 14:8 14:8,10 tiffany 2:4 10:24 time 4:12 12:25 14:12 21:2 22:9,13 23:13 24:8 25:10 times 4:4,4,6,9 4:13,15,17 11:23 21:11 today 23:6 told 9:18 top 12:5 total 4:12 tracked 7:22 traffic 17:9,11 trail 15:6 train 7:24,24 8:7,8 14:10 transcribed 25:12 transcript 25:14 transcription 25:13</p>	<p>transit 19:23 transportation 5:20 10:21,22 20:6 travel 24:9 trucks 17:14,23 17:23 18:5 true 25:14 trust 9:20 try 6:12 trying 7:18 21:6 tuesday 1:8 turns 17:16 two 3:8,13 4:1 6:22 7:8,11 22:18,20 23:23</p>	<p>upgrade 4:7 use 17:23 18:5 23:11 using 19:22 utah 1:11,14 16:12 25:3,4,7 25:23 utilized 14:7</p>
			v
			<p>value 9:8,15 values 15:23 vehicles 5:18 17:22 20:3,10 vice 12:17 voice 14:4 19:8</p>
			w
			<p>w 6:13 7:12 12:17 15:16 waiting 7:2 walkability 5:17,19 wall 14:9,11 wallace 2:12 15:12,15,15,19 want 9:5,19 13:16,17 15:2 20:4 21:3 wanted 9:16 12:24 23:14,24 24:10 warr 2:10 12:13,16,16 watched 16:16</p>
		u	
		<p>u 5:9 16:9 19:17 udot 1:7 2:3 18:22,25 19:2 udot's 4:25 under 13:21 underpass 13:21 15:1 18:21 understand 6:16,21 24:2 unidentified 17:18,20 united 4:11 unquote 12:7 unwanted 15:7</p>	

[watts - zip]

<p>watts 2:8 7:7 7:11,12 way 10:12 15:2 20:1,24 21:5 21:10,15 22:5 we've 22:24 weeks 9:22 weird 14:6 west 1:13 5:10 6:18 10:17 17:10,16 18:18 18:20 19:1,6 19:17 21:4 wheelers 17:22 whoa 6:9 wholesome 15:6 wider 5:18 wight 2:4 wonderful 5:20 wood 2:5,8 3:3 3:6,13 5:4,24 6:4,7,9,11,13 7:5 8:17 10:1 11:1 12:12 13:9 14:16 15:11 16:4 17:2 18:9 19:11 20:12 21:19 22:16,20 24:11 work 3:22 7:16 worked 7:23 9:12</p>	<p>working 7:15 works 3:21 14:12,14 worst 4:10 writing 3:16</p> <hr/> <p style="text-align: center;">y</p> <hr/> <p>y 3:23,23 5:9 13:14 16:9 19:17 yeah 12:16 years 4:13,17 11:13 20:21 22:1</p> <hr/> <p style="text-align: center;">z</p> <hr/> <p>z 8:24 18:14 zip 7:13</p>
--	---

Utah Rules of Civil Procedure
Part V. Depositions and Discovery
Rule 30

(E) Submission to Witness; Changes; Signing.

Within 28 days after being notified by the officer that the transcript or recording is available, a witness may sign a statement of changes to the form or substance of the transcript or recording and the reasons for the changes. The officer shall append any changes timely made by the witness.

DISCLAIMER: THE FOREGOING CIVIL PROCEDURE RULES
ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
THE ABOVE RULES ARE CURRENT AS OF APRIL 1,
2019. PLEASE REFER TO THE APPLICABLE STATE RULES
OF CIVIL PROCEDURE FOR UP-TO-DATE INFORMATION.

VERITEXT LEGAL SOLUTIONS

COMPANY CERTIFICATE AND DISCLOSURE STATEMENT

Veritext Legal Solutions represents that the foregoing transcript is a true, correct and complete transcript of the colloquies, questions and answers as submitted by the court reporter. Veritext Legal Solutions further represents that the attached exhibits, if any, are true, correct and complete documents as submitted by the court reporter and/or attorneys in relation to this deposition and that the documents were processed in accordance with our litigation support and production standards.

Veritext Legal Solutions is committed to maintaining the confidentiality of client and witness information, in accordance with the regulations promulgated under the Health Insurance Portability and Accountability Act (HIPAA), as amended with respect to protected health information and the Gramm-Leach-Bliley Act, as amended, with respect to Personally Identifiable Information (PII). Physical transcripts and exhibits are managed under strict facility and personnel access controls. Electronic files of documents are stored

in encrypted form and are transmitted in an encrypted fashion to authenticated parties who are permitted to access the material. Our data is hosted in a Tier 4 SSAE 16 certified facility.

Veritext Legal Solutions complies with all federal and State regulations with respect to the provision of court reporting services, and maintains its neutrality and independence regardless of relationship or the financial outcome of any litigation. Veritext requires adherence to the foregoing professional and ethical standards from all of its subcontractors in their independent contractor agreements.

Inquiries about Veritext Legal Solutions' confidentiality and security policies and practices should be directed to Veritext's Client Services Associates indicated on the cover of this document or at www.veritext.com.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I-15 ENVIRONMENTAL IMPACT STATEMENT
FARMINGTON TO SALT LAKE CITY

Utah State Fairpark, Bonneville
155 North 1000 West
Salt Lake City, Utah

Tuesday, October 17, 2023
5:00 p.m to 7:00 p.m.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

COMMENT BY:	PAGE:
Robert Goodman	3
James Longstaff	4
Margaret Holloway	4
Krist Flavin	4
Tom Devroom	5
Ron McCormick	6

1 C O M M E N T S

2 --oOo--

3 ROBERT GOODMAN: Well, I appreciate the
4 initiative to put more pedestrian and bicycle
5 infrastructure along north Salt Lake and Farmington
6 as well as the west Bountiful area. Really, all of
7 the suggested bicycle and pedestrian paths in those
8 areas I strongly encourage, and I hope those come to
9 fruition for the project.

10 Ultimately, considering the critical sort
11 of context of our air quality and our changing
12 climate, I would like to see UDOT kind of collaborate
13 with the UTA and see if there's any opportunities to
14 get more ridership on UTA FrontRunner by, you know,
15 giving people access to public transportation, you
16 know, free public transportation, in that area. I
17 would make the inference that one would be able to
18 provide incentives for public transportation and
19 still save money in the end considering the project
20 costs over 3 billion. Yeah, I'm a homeowner in
21 Salt Lake City, and I've been kind of following this
22 project for about a year.

23 I'd like to thank Tiffany and Robert for
24 facilitating this meeting and getting the food and
25 the kids area online for the public.

1 to go; so I was paying attention, but I was going to
2 be fine if they had to do something more major. You
3 know, I understood it. I can definitely see the
4 need, you know, with the time it took to get here
5 today, trying to get to the highway through the
6 neighborhood where my house is already.

7 I would also really like some kind of
8 traffic light by 600 North, the exit where -- what is
9 that? I just think they should have some sort of
10 traffic light here between 600 North -- I know
11 there's another project going on -- and Eighth West,
12 because we get a lot of accidents there. So I know,
13 like, the other lights down might also help because
14 some folks find it very difficult to share the lane
15 and move correctly here. But it's just an added
16 bonus.

17 I like the frontage road addition on the
18 left side as well. If they have a better noise
19 barrier for materials, you know, if they have
20 upgraded materials for the noise wall, I'm game for
21 helping pay for that too because I don't know if it's
22 going to get more intense.

23 --oOo--

24 TOM DEVROOM: 600 North, I'm opposed to
25 rebuilding the bridge with two intersections, two

1 lights. I prefer the single point interchange that
2 it has now, and the improvements could be made for
3 pedestrians and bikes to more safely navigate without
4 changing the intersection or changing the
5 interchange. The way it is works very efficiently,
6 and I would prefer to keep a single point as opposed
7 to rebuilding it with two lights.

8 So this is about where I-215 meets I-15.
9 Rather than making that an intersection or, well,
10 interchange with a light, now would be the time to
11 make the flyovers and make the connections from
12 I-215 to southbound I-15 rather than lights and
13 intersections.

14 And then a third one is I would prefer to
15 see Highway 89 parallel to I-15 at on- and off-ramps
16 similar to those on Cloverleaf so that people can
17 merge in and out of Highway 89 with a single lane.

18 I really like having the 21st North
19 interchange to Beck Street, but in general the
20 smoothness of accessibility between Highway 89 on the
21 south end of Davis County onto I-15 on and off is
22 going to be made more difficult by your new proposed
23 interchanges. If access to on and off 89 could be
24 more streamline, as it is now, that would be better.
25 Thank you.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

--oOo--

RON MCCORMICK: The concern that I have at the 600 North junction is with a dual light system and being backed up into the neighborhoods, specifically on the east side during the LDS General Conference, the games at the Delta Center, and all the activities downtown. Yeah, it's already backed up somewhat, but it would be doubly so with this new double light. As a resident, I'm not happy about that.

(Concluded at 7:00 p.m.)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

STATE OF UTAH)
)
COUNTY OF UTAH)

THIS IS TO CERTIFY that said public hearing comments were taken before me, Jerry R. Martin, a Registered Professional Reporter in and for the state of Utah;

That said public comments were by me reported in stenotype, and therefore caused to be transcribed into typewriting, and that a full, true, and correct transcription of said comments so taken and transcribed is set forth in the foregoing pages, numbered 3 to 7, inclusive;

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof. WITNESS MY HAND AT SPANISH FORK, UTAH, THIS 19TH DAY OF OCTOBER 2023.



JERRY MARTIN, RPR

[1 - expansion]

1	a	bonus 5:16 bountiful 3:6 bridge 5:25	costs 3:20 cottage 4:22 county 6:21 8:3 critical 3:10 cut 4:15
1 4:25 1000 1:14 4:11 15 1:12 6:8,12 6:15,21 155 1:14 17 1:15 19th 8:12	able 3:17 absolutely 4:8 access 3:15 6:23 accessibility 6:20 accidents 5:12 action 8:11 activities 7:7 add 4:3,4 added 5:15 addition 5:17 afraid 4:11 air 3:11 answered 4:19 answering 4:9 appreciate 3:3 area 3:6,16,25 areas 3:8 associated 8:10 attention 5:1 awesome 4:8,8	c c 3:1 cause 8:11 caused 8:7 cc&r 4:24 center 7:6 certificate 8:1 certify 8:4,10 changing 3:11 6:4,4 cheapest 4:14 city 1:12,14 3:21 climate 3:12 cloverleaf 6:16 collaborate 3:12 come 3:8 comment 2:2 comments 8:4 8:6,8 concern 7:2 concluded 7:11 conference 7:6 connections 6:11 considering 3:10,19 context 3:11 correct 8:8 correctly 5:15	d d 2:1 davis 6:21 day 8:12 definitely 5:3 delta 7:6 devroom 2:7 5:24 difficult 5:14 6:22 doing 4:15 double 7:9 doubly 7:8 downtown 7:7 duel 7:3
2			e
2023 1:15 8:12 215 6:8,12 21st 6:18 28893 8:15	b backed 7:4,7 barrier 5:19 beck 6:19 better 4:17 5:18 6:24 bicycle 3:4,7 bike 4:3 bikes 6:3 billion 3:20 bonneville 1:13		e 2:1 3:1 east 7:5 efficiently 6:5 eighth 5:11 encourage 3:8 environmental 1:12 event 8:11 exit 5:8 expanded 4:24 expansion 4:22
3			
3 2:3 3:20 8:9			
4			
4 2:4,5,6			
5			
5 2:7 5:00 1:16			
6			
6 2:8 600 5:8,10,24 7:3			
7			
7 8:9 7:00 1:16 7:11			
8			
89 6:15,17,20 6:23			

[face - n]

<p style="text-align: center;">f</p> <p>face 4:10 facilitating 3:24 fairpark 1:13 farmington 1:12 3:5 feel 4:5 find 5:14 fine 5:2 first 4:13 flavin 2:6 4:18 flow 4:16 flyovers 6:11 folks 5:14 following 3:21 food 3:24 foot 4:25 foregoing 8:8 fork 8:11 forth 8:8 free 3:16 frontage 5:17 frontrunner 3:14 fruition 3:9 full 8:7 further 8:10</p>	<p>giving 3:15 go 5:1 going 4:3,5,12 4:16,23 5:1,11 5:22 6:22 goodman 2:3 3:3 great 4:2,6 guys 4:3</p>	<p>inference 3:17 infrastructure 3:5 initiative 3:4 intense 5:22 interchange 6:1,5,10,19 interchanges 6:23 interested 8:11 intersection 6:4 6:9 intersections 5:25 6:13</p>	<p>lane 5:14 6:17 lanes 4:3 lds 7:5 left 5:18 light 5:8,10 6:10 7:3,9 lighting 4:4 lights 5:13 6:1 6:7,12 longstaff 2:4 4:2 lot 5:12</p>
	<p>h</p>	<p>j</p>	<p>m</p>
<p style="text-align: center;">g</p> <p>game 5:20 games 7:6 general 6:19 7:5 getting 3:24</p>	<p>hand 8:11 happy 7:9 hearing 8:4 help 5:13 helped 4:19 helping 5:21 highway 5:5 6:15,17,20 highways 4:4 hoa 4:22,24 holloway 2:5 4:7 homeowner 3:20 hope 3:8 house 5:6 houses 4:16</p>	<p>james 2:4 4:2 jerry 8:4,16 job 4:8 junction 7:3</p>	<p>m 3:1,1 made 6:2,22 major 4:21 5:2 make 3:17 6:11 6:11 making 6:9 margaret 2:5 4:7 martin 8:5,16 materials 5:19 5:20 mccormick 2:8 7:2 meeting 3:24 meets 6:8 merge 6:17 money 3:19 move 5:15</p>
	<p>i</p>	<p>k</p>	<p>n</p>
	<p>impact 1:12 improvements 6:2 incentives 3:18 inclusive 8:9</p>	<p>keep 6:6 kids 3:25 kin 8:10 kind 3:12,21 4:21 5:7 know 3:14,16 5:3,4,10,12,19 5:21 krist 2:6 krista 4:18</p>	<p>n 2:1 3:1</p>
	<p>l</p>	<p>lake 1:12,14 3:5,21</p>	

[navigate - traffic]

<p>navigate 6:3 need 5:4 neighborhood 5:6 neighborhoods 7:4 new 6:22 7:8 noise 5:18,20 north 1:14 3:5 4:11 5:8,10,24 6:18 7:3 numbered 8:9</p>	<p>park 4:22 part 4:24 parties 8:10 paths 3:7 pay 5:21 paying 5:1 pedestrian 3:4 3:7 pedestrians 6:3 people 3:15 6:16 point 6:1,6 positive 4:7 possible 4:23 prefer 6:1,6,14 professional 8:5 project 3:9,19 3:22 5:11 proposed 6:22 protected 4:3 provide 3:18 public 3:15,16 3:18,25 8:4,6 put 3:4</p>	<p>really 3:6 5:7 6:18 rebuilding 5:25 6:7 registered 8:5 reported 8:7 reporter 8:5 resident 7:9 ridership 3:14 rigard 4:8,19 road 5:17 robert 2:3 3:3 3:23 ron 2:8 7:2 rpr 8:16</p>	<p>somewhat 7:8 sort 3:10 5:9 south 6:21 southbound 6:12 spanish 8:11 specifically 7:5 state 1:13 8:2,5 statement 1:12 stenotype 8:7 streamline 6:24 street 6:19 stress 4:9 strongly 3:8 suggested 3:7 system 7:3</p>
o		s	t
<p>o 3:1 october 1:15 8:12 okay 4:11,16 4:21 online 3:25 ooo 3:2 4:1 5:23 7:1 opportunities 3:13 opposed 5:24 6:6 option 4:13,14 options 4:13</p>	q	<p>s 3:1 safe 4:5 safely 6:3 salt 1:12,14 3:5 3:21 sarah 4:8,19 save 3:19 see 3:12,13 5:3 6:15 set 8:8 share 5:14 side 5:18 7:5 signature 8:15 similar 6:16 single 6:1,6,17 smile 4:10 smoothness 6:20</p>	<p>t 3:1 take 4:12 taken 4:25 8:4 8:8 thank 3:23 6:25 thereof 8:11 thing 4:25 things 4:7 think 4:2,16 5:9 third 4:14 6:14 tiffany 3:23 time 5:4 6:10 today 5:5 tom 2:7 5:24 took 5:4 traffic 5:8,10</p>
p			
<p>p.m 1:16 p.m. 1:16 7:11 page 2:2 pages 8:8 parallel 6:15</p>	r		
	<p>r 8:4 ramps 6:15 rather 6:9,12</p>		

[transcribed - zone]

transcribed 8:7	x
8:8	x 2:1
transcription	y
8:8	yeah 3:20 7:7
transportation	year 3:22
3:15,16,18	z
tremendously	zone 4:23
4:19	
true 8:7	
trying 5:5	
tuesday 1:15	
two 5:25,25 6:7	
typewriting 8:7	
u	
udot 3:12	
ultimately 3:10	
under 4:9	
underneath 4:4	
4:6	
understood 5:3	
upgraded 5:20	
uta 3:13,14	
utah 1:13,14	
8:2,3,5,12	
w	
wall 5:20	
want 4:18	
way 6:5	
west 1:14 3:6	
5:11	
witness 8:11	
works 6:5	

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Public Hearing Comment Forum
UDOT I-15: Farmington to Salt Lake City
Taken on Wednesday, October 18, 2023
5:30 p.m. - 7:00 p.m. MT

At South Davis Rec Center
550 North 200 West
Bountiful, Utah 84010

Reported by: Brooke Simms, RPR, CCR, CSR

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

A P P E A R A N C E S

Present Representing UDOT:

Rob Wight
Tiffany Pocock
Hollie Wood

Public Commenters:

Clark Ward
Larry Dupaix
Glen Mikkelsen
Chase Hathaway
Clark Perry
James Rohletter
Bryan Paul
Dean Williams
Dennis Hooper
Michael Bentley
James Stock
David Doty

* * *

1 P R O C E E D I N G S

2 -o0o-

3 MS. WOOD: All right. It is 5:30, but we
4 don't have anyone signed up to give a verbal comment,
5 but we'll just get started as soon as we have somebody
6 signed up.

7 So we'll call you up by name. You have
8 two minutes to give your comment. I'll raise this sign.
9 I will raise this when you're halfway through and only
10 have a minute left. We have a court reporter here who's
11 taking down all the comments, and comments will be
12 included as an official comment for the Draft EIS.

13 UNIDENTIFIED SPEAKER: Okay. My question is
14 are you not going to just say "This is what we're
15 thinking about"?

16 MS. WOOD: So there's no presentation. If
17 you'd like information, there's an open house upstairs.

18 UNIDENTIFIED SPEAKER: Been there.

19 MS. WOOD: And there are team members upstairs
20 to answer specific questions. This is just --

21 MR. WIGHT: This is just the public comment.

22 UNIDENTIFIED SPEAKER: Okay.

23 (Discussion held off record.)

24 MS. WOOD: All right. We've got somebody who
25 signed up to give a comment. So just as a reminder,

1 since a few people have trickled in, we will be taking
2 verbal comments. You each have two minutes to give your
3 comment. I'll raise this sign when you're halfway
4 through and you've got one minute left.

5 Please say your name, spell it, and then tell
6 us what city you're from, and all of these comments are
7 being recorded and will be included as formal comments
8 for the Draft EIS.

9 So first up is Clark Ward.

10 CLARK WARD: Thank you.

11 It occurs to me that an elevated causeway on
12 the east side of Great Salt Lake could reduce the
13 traffic burden between -- let's see -- Kaysville and
14 North Salt Lake, because a lot of people that commute
15 from Ogden to Salt Lake really don't need or have any --
16 any point in the traffic flow between Kaysville and
17 Bountiful, and we'd just as soon bypass all of that.

18 We can make that easy for them by building an
19 elevated causeway just over the Great Salt Lake. Why
20 elevated? Well, the smog is practical reason number
21 one. But, number two, I think it would not disturb the
22 ecosystem. Okay? And, number three, you could make it
23 a toll road, and that would help pay for it.

24 At some point in time, we're not going to be
25 able to keep widening and widening and widening as we

1 grow and grow and grow. Something has got to give.

2 Okay? Something has got to give.

3 I would also comment that we need to have a
4 moratorium on building -- thank you -- a moratorium on
5 building because Utah simply cannot accommodate
6 everybody that may want to move here. More is not
7 always going to better. I think that we have reached
8 that saturation point. Evidence is the poor quality of
9 air. It's only getting worse as each year goes on. The
10 inversion becomes -- comes sooner, and it's more intense
11 every year, and a lot of that is the heavy traffic.

12 So I think we have to address some of those
13 problems as we consider just building wider, building
14 wider, and building wider.

15 Thank you.

16 MS. WOOD: Thank you for your comment.

17 Next we'll hear from Larry Dupaix. I'm sorry
18 if I didn't pronounce that correctly. If you'll spell
19 out your name for us and tell us what city you're from.

20 LARRY DUPAIX: Yeah. It's Dupaix, by the way.
21 So you did good. Larry Dupaix. I live in Bountiful,
22 but my business is on the I-15 east side on the 311
23 exit. Atlas Machinery is where we're at.

24 We've seen some preliminary things here and
25 there. We have to really seek them out. It seems like

1 there's not a lot of information coming our way, and we
2 would definitively be impacted by this, as we hear and
3 see some of the projected elevated exits and other
4 things that really would have a definitive effect.
5 We've got five hundred foot of frontage on the freeway
6 there, which is very critical to our -- our needs and
7 what we'd like to have, and it's been there for 30,
8 35 years.

9 And we do -- we see the swampland to the west
10 of us. They talk about, you know, squeezing up toward
11 the mountain more, but all that swampland is hundreds of
12 yards wide, and it seems like a national expansion might
13 work more in that way than coming east and infringing
14 and creeping up close to our buildings and all the other
15 businesses that are there.

16 So that's crucial to us. More information
17 sooner and know more definitive plans and how that might
18 affect the way we do business and what we're used to
19 for -- for those 35 years there. And so I'm -- and the
20 way -- the way the offramp is going to work. That would
21 be -- that's pivotal for us as well because we rely on
22 that.

23 Just more information sooner. But that west
24 land is just swampland. That can be expanded easier
25 than cutting into us.

1 So thank you very much.

2 MS. WOOD: Thank you for your comment.

3 Okay. Next we'll hear from Glen Mikkelsen.
4 If you'll spell your name for us and tell us what city
5 you're from. Thank you.

6 GLEN MIKKELSEN: Glen Mikkelsen is the name.
7 Our residence is at 1915 Sorrento. Our property is
8 right next to the wall, the sound wall they put up. Can
9 you tell me if they're going to be moving that sound
10 wall and if any houses along Sorrento Drive there is
11 going to be going by the wayside?

12 Somebody commented already that they need to
13 look at some other highway areas than I-15 because, as
14 the gentleman said before, they can only expand so much.
15 It's time that they start looking for another north and
16 southbound freeway.

17 That's all I've got to say.

18 MS. WOOD: Thank you.

19 Next up is Chase Hathaway. If you'll spell
20 your name for us and tell us what city you're from.

21 CHASE HATHAWAY: Chase Hathaway from
22 Bountiful.

23 I would like UDOT to inform us whether or not
24 they have considered changing the 215 issue on I-15 that
25 is currently a problem right now for anyone going south

1 from here to Lehi area, that kind of stuff. That
2 interchange right now is a major issue. I would like to
3 understand why UDOT budget is being allocated to fixing
4 a future problem when there is a very clear problem
5 downtown right now.

6 That's all.

7 MS. WOOD: Thank you.

8 We don't have anyone else signed up right now.
9 If you would like to give a comment, please sign up at
10 the table just outside the door. Otherwise, we'll wait
11 until we have another person signed up.

12 (Discussion held off record.)

13 MS. WOOD: All right. Next up is Clark Perry.
14 If you'll spell your name for us and tell us what city
15 you're from.

16 CLARK PERRY: Okay. My name is Clark Perry.
17 That's Perry, P-e-r-r-y. Anyway, I'm from Farmington.

18 Anyway, about a year ago, they decided to
19 build an inland port. Now, I don't know how many people
20 go out west of the airport and see all the building --
21 the cement buildings that are going in out there. The
22 normal working man can't get a load of concrete if he
23 wants to pour a new driveway without going through a
24 contractor because all the concrete's being used to
25 build this inland port out west of the airport.

1 This is bringing added truck traffic to the
2 Salt Lake area. Now, a lot of it's coming from the
3 north, coming right through Davis County, right through
4 our highways, our freeways, and they're just making
5 havoc to our freeways. We've seen what it's done to
6 Legacy since they've decided to let truck traffic on
7 that. That highway, Legacy Highway, that 12 miles was
8 perfect. The asphalt was perfect five years ago, and
9 now there's repairs on every lane that you go through.

10 I think we need to make the people that are
11 building here in Utah pay for these roads. That inland
12 port -- that's big money, or else it wouldn't have come
13 west. There used to be a highway or a road that went on
14 the west side of the airport at one time. It went down
15 the north side of the airport, and then it went around
16 and tied into I-80. They've taken that access away.

17 And so I think, yeah, building west, you're
18 going to have a lot of duck hunters and bird hunters
19 that aren't going to be happy with, you know, invading
20 their wetlands, but something seriously has to happen,
21 and that's a good way to expand it.

22 The access on and off of the west corridor --
23 they're going to have to address those. I mean, we
24 can't do anything about that because this is an I-15
25 issue, but they need to look into the interchanges from

1 Legacy getting onto I-215 and then getting on southbound
2 I-15 and vice versa, from I-15 going northbound on the
3 215 getting onto Legacy.

4 So -- thank you.

5 MS. WOOD: Thank you for your comment.

6 We don't have anyone else signed up right now.
7 So we'll just give a second.

8 Okay. Next, we'll hear from James Rohletter.

9 JAMES ROHLETTER: Rohletter.

10 MS. WOOD: If you'll spell your name for us
11 and then tell us what city you're from.

12 JAMES ROHLETTER: R-o-h-l-e-t-t-e-r,
13 J-a-m-e-s.

14 MS. WOOD: Great. If you'll come to the mike.

15 JAMES ROHLETTER: Centerville.

16 I'm wondering if any of the engineers or if
17 UDOT has ever looked at implementing the EVR roads. Are
18 you familiar with those at all?

19 For those of you that may not be familiar with
20 them, can you -- oh, you can't talk, can you?

21 MR. WIGHT: This is a public comment. So --

22 JAMES ROHLETTER: Well, it's been developed in
23 a couple countries in Europe and up at Utah State
24 University. It's a road that has electric charging
25 system built into the road. And so when an electric car

1 or vehicle drives over that road, it's automatically
2 charged.

3 And there's several benefits for this.
4 Electric cars cost a lot less because the batteries
5 don't need to be so big. It's -- I mean, if you had a
6 road from here to Los Angeles, you could stay on that
7 road the whole time, and it reduces CO2 emissions. We
8 have such a problem with -- with the pollution here
9 along the Wasatch Front. I'm wondering if -- if that's
10 ever been considered as implementing that as a part of
11 this new infrastructure to use --

12 Oh, I didn't know it was timed. Thanks.

13 -- to use that technology to develop it even
14 further to be on the edge of -- of road -- this type of
15 road construction to look beyond what is -- now we do
16 and to look into the future.

17 That's all I have to say.

18 MS. WOOD: Thank you.

19 Next is Bryan Paul. If you'll spell your name
20 for us and tell us what city you're from.

21 BRYAN PAUL: Yeah, Bryan Paul, P-a-u-l,
22 Farmington.

23 So, really, just to reiterate some of the
24 comments that have already been made, I think looking to
25 the future and planning for the future is great, but I

1 think there's a lot of things that we're missing short
2 term. I think my friend here touched on the interchange
3 there by Flying J and whatever the other refineries
4 are -- is a more immediate need than, you know, what
5 some of the stuff that's going on now.

6 If there's accidents between North Salt Lake
7 and Kaysville, anybody on I-15 northbound or southbound
8 is in trouble. There's nowhere to get off and get
9 somewhere else. So I think that's more of a need now
10 than, say, 20, 10, 15 years from now.

11 Also, a gentleman made a comment earlier, if
12 we're looking for alternate routes and things that will
13 take traffic -- traffic out of this area and -- instead
14 of just widening roads, we need to look at alternatives.
15 You know what? They have bridges that connect the
16 Florida Keys. We can run a road through the Great Salt
17 Lake without impacting the environment. If they can do
18 it in Florida, we can do it here.

19 And so I think those are things that need to
20 be so that we can have traffic that doesn't need to come
21 through Salt Lake just bypass and keep moving south, if
22 that's where they're going, or north if they're going
23 north.

24 Anyway, those are my comments. Thank you.

25 MS. WOOD: Thank you.

1 All right. Next, we'll hear from Dean
2 Williams. If you'll spell your name and tell us what
3 city you're from. And just as a reminder, you have 2
4 minutes.

5 DEAN WILLIAMS: D-e-a-n W-i-l-l-i-a-m-s,
6 Centerville. Okay.

7 I grew up out here when the I-15 was just two
8 lanes, one each way. And as the road has expanded, so
9 has the traffic, because people will get on that because
10 it's convenient, but I think we've reached a point where
11 the freeways isn't a good way to do it anymore.

12 So what I'm pushing or what I'd like to see is
13 more mass transit. And the problem with the mass
14 transit we have here with FrontRunner is nobody's going
15 to sit at the stop and wait for a half hour or an hour
16 for a train when they can drive ten minutes to get into
17 Salt Lake. It has to be convenient or people aren't
18 going to use it.

19 So whether you're planning on going for two
20 lines, if there's room, then that, hopefully, would
21 speed things up. So that's the big one that I'm looking
22 at. Thank you.

23 MS. WOOD: Thank you.

24 (Discussion held off the record.)

25 DEAN WILLIAMS: I have an express pass because

1 I was driving a lot from Murray to Centerville, and the
2 express pass won't work if you're going from American
3 Fork to Farr West, because if you're just doing the
4 short distance here, you can't get out of it, you can't
5 get off.

6 So what they've done in Salt Lake, where the
7 little 5th -- 4th South exit so the high occupancy
8 vehicles can get off on that. You need to make it
9 convenient. For me to have the express pass, it didn't
10 do any good. You think, well, we'll just wait, and
11 we'll get over when the traffic breaks. It's not going
12 to break. That's the reason that I'm in the express
13 lane -- is because it's stacked up on the right. You
14 need to figure out some way to let those people get off.

15 Thank you. Now I'm finished. Maybe. Maybe.
16 Let me think for a moment.

17 (Discussion held off the record.)

18 JAMES ROHLETTER: James Rohletter.

19 I've done a lot of traveling and driving
20 throughout the United States, and so I've seen a lot of
21 different types of roads, and you can say what you want
22 to say about California, but they -- they -- they
23 engineer their roads well. And when I -- when I -- when
24 I say that, I mean that they -- instead of dumping all
25 the traffic onto several main intersections, they have

1 exits and entrances on, for instance, like on Pages Lane
2 in Centerville.

3 It would be so convenient for an exit to be,
4 and an entrance, to be on Pages Lane in Centerville, but
5 it doesn't need to be a large intersection. In
6 California, you've got a -- you know, you get over to
7 the exit, and sometimes you've got to slow down to 20 or
8 25 miles per hour to make that loop, you know, because
9 they don't have a lot of real estate to give away.

10 But they make it convenient in other places,
11 besides main intersections, to get on and off, and it
12 doesn't have to be on and off both ways every way. It
13 can be what is -- what will work, you know, just -- just
14 find a way to get more traffic off the I-15 at different
15 places. Thank you.

16 (Discussion held off the record.)

17 MS. WOOD: If you'll just say your name, spell
18 it for us, and tell us what city you're from. You've
19 got two minutes. I'll let you know when you're halfway
20 through. Thank you.

21 DENNIS HOOPER: I'm Dennis Hooper, 1527 South
22 1250 West in Woods Cross.

23 My comments are basically around the 5th South
24 interchange. I noticed that they're planning a graded
25 on- and offramp between 400 North and 5th South. And I

1 talked to one guy up there, and he said -- and I
2 suggested that they do a collector's system like they're
3 doing in Roy now so that there's one offramp for 5th
4 South and 4th -- or 500 South and 400 North rather than
5 a graded system.

6 I think that if you added one lane, you could
7 probably solve some of the problems, even though there
8 will be an onramp, but, you know, they're handling it in
9 Roy that way with the new construction at that
10 interchange.

11 Also, my concern is with the diamond
12 interchange at 5th South. I live off of 1500 South in
13 Woods Cross, and I note when -- when they had a diamond
14 interchange before, traffic would slow on 5th South.
15 And when it slowed on 5th South, traffic would come up
16 1500 South through a residential area in my
17 neighborhood. And I'm just worried that if they go back
18 to a diamond interchange, even though the lanes will be
19 wider, the traffic will still bypass 5th South and go on
20 1500 South.

21 Thanks.

22 MICHAEL BENTLEY: I just want to make a
23 comment. This is on --

24 MS. POCOCK: Do you want to come up to the
25 mike and introduce yourself?

1 MS. WOOD: If you'll give us your name and
2 what city you're from.

3 MICHAEL BENTLEY: My name is Mike Bentley. I
4 live in Farmington. I'm on State Street, 393 West,
5 right there by the 400 West. I live in a house that I
6 grew up in.

7 So I remember back in the '60s when I-15 was
8 89 where State Street went in there and they decided to
9 redo I-15. So they started work on I-15. Brought in
10 their earthmover because they wanted to lower it down.
11 Well, they lowered it down, and they ran into water.
12 And this wasn't a little bit of water. It was a
13 large -- I don't know if you remember.

14 MR. WIGHT: We've worked in the -- sorry.

15 MICHAEL BENTLEY: Yeah. It was -- it was a
16 mess. And so my comment is if they go back in on that
17 hill, you're going to run into water, major water,
18 because you go along the road there, just before you get
19 to that State Street overpass, there's standing water
20 along the side there.

21 And, in fact, we -- my neighbor that lives
22 east of me, you know, a couple years ago, he would see
23 sink holes in his backyard because there was an aquifer
24 that goes through there, a water aquifer.

25 So my comment is if they cut into that hill,

1 they're going to run into major water problems because,
2 I mean, this wasn't a little bit of water. I remember
3 as a little kid looking down there, and there'd be
4 4 feet of water down there. And every morning they'd
5 have to come in and pump it out, and they had to finally
6 dredge it -- dredge the water out, and it was -- it was
7 a big concern.

8 Another thing I was -- I was upstairs letting
9 some of the people know, there on Clark Circle, just to
10 the south of us, we used to own a strip of land from
11 State Street to the junior high. From 3rd -- from 3rd
12 West, when you come into that cul-de-sac, on the east
13 end to the west end, there's a 9-foot drop. So when
14 they were designing that to put the storm water, they
15 couldn't take it east because of that 9 foot. So they
16 built a coleberg (phonetic) in between the two houses
17 that were going to be impacted, dropped it down, and
18 drained it off.

19 And you can go up there, and you can see where
20 they put that. It's covered with cement, and the people
21 use it as part of their driveway. So when you get in --
22 when they cut into that hill, they're going to run into
23 that situation, where they're going to have to redo all
24 that piping for the storm drains but --

25 And then the house that we live in, the main

1 concern we have is it's a real old, old home. My
2 grandfather moved up from up 2nd West down on the
3 property, and what we're concerned about is what kind of
4 impact it's going to have on our house.

5 MRS. BENTLEY: And our foundation.

6 MICHAEL BENTLEY: Yeah, the foundation. You
7 know, after you guys get through, we're going to have a
8 pile of rubber -- rubble for a house. So we're -- we're
9 very concerned about that because part of the house
10 foundation is rock and mortar. It's that old
11 foundation. And -- and that's what we're mainly
12 concerned about is the impact it's going to have on the
13 house.

14 MRS. BENTLEY: And then the circle driveway.

15 MICHAEL BENTLEY: Yeah. And then I don't know
16 if you noticed. Before my -- my mother used to live in
17 that house, and she would have to back onto State
18 Street, and it was a disaster. So the city came in and
19 made a circle to -- to the house to the west of us, a
20 circle, so we back out of our driveway, go in the
21 circle, and then go up. So how is that going to impact
22 getting out of the driveway? Are we going to have to
23 back out again? Because it's --

24 MRS. BENTLEY: Because --

25 MICHAEL BENTLEY: -- it's going to be a

1 nightmare.

2 MRS. BENTLEY: At the other end, there's a
3 fire hydrant.

4 MICHAEL BENTLEY: Yeah. On the east end,
5 there's a fire -- because I talked to the guy upstairs.
6 He said we're okay to bring the driveway on the east and
7 in front of the house because we have a carport on the
8 west side and make it so we can get out that way, but
9 then you've got a fire hydrant about 3 feet away from
10 the curb, which -- which they're going to widen State
11 Street. So they're going to have to move the fire
12 hydrant. So -- but that's our main concern is -- is the
13 impact it will have on our house.

14 MRS. BENTLEY: And then having the sound
15 barrier walls.

16 MICHAEL BENTLEY: Yes. How big is the sound
17 barrier wall, you know? We'll just put plants in front
18 of it, but our main concern is --

19 MRS. BENTLEY: Being able to get out.

20 MICHAEL BENTLEY: -- getting out onto that
21 busy road because State Street is busy. I don't know if
22 you've been there. We sat out on our front porch, and
23 it's a steady stream of cars.

24 MRS. BENTLEY: And they just built that --

25 MICHAEL BENTLEY: They put a three-way stop.

1 MRS. BENTLEY: They just finished it.

2 (Cross-talk. Reporter interrupts.)

3 MICHAEL BENTLEY: They put a -- last summer,
4 they put lights up on 400 West. So if you come down
5 State Street, if the light turns red, you have to stop,
6 from north end, east and west. And then coming up on
7 400 West, there's a light there. So, you know, they're
8 going to have to -- when you -- when you go in and you
9 move that all around, you have to put a light back in
10 there.

11 And our main concern is how are we going to
12 get out of our driveway? We don't want to back out on
13 the road. We want to be able to pull out, because right
14 now, when we pull out there, sometimes we have to wait
15 up to a couple of minutes for traffic to come through or
16 the light to turn red and go out.

17 So that's our concerns right now. Thank you.

18 (Reporter clarification.)

19 MS. POCOCK: For the record, this will be one
20 comment.

21 MRS. BENTLEY: Right, yes.

22 (Cross-talk.)

23 MICHAEL BENTLEY: Yes, yes. She's my wife,
24 and she --

25 MRS. BENTLEY: I just wanted to make sure --

1 MS. POCOCK: It seemed like you guys were
2 together and it was okay but --

3 MICHAEL BENTLEY: Yeah.

4 MS. POCOCK: -- I just wanted to make sure.

5 MICHAEL BENTLEY: She's with me. So --

6 MRS. BENTLEY: I just didn't want him to
7 miss --

8 MS. POCOCK: I get it. I get it.

9 (Reporter clarification.)

10 MICHAEL BENTLEY: You know, and I don't know
11 if they're aware, you know. As the gentleman right here
12 probably remembers, back in the '60s, when they redid
13 that, it was a mess, and -- and there -- they would even
14 come up and talk to my dad and get mad at my dad,
15 saying, "You're watering" -- because back then we didn't
16 have secondary water. We brought it in from the ditch.
17 And -- and they said, "You're watering too much."

18 And my dad said, "No, no." And he says, "And
19 then you're going to run into an artesian well."

20 And they go, "No, no."

21 Because my dad was a school teacher, and there
22 in the summer he worked for the Water Rights Division,
23 and so he knew where all the water was. And so -- and
24 sure enough, they ran into an artesian well over there.
25 So it was -- it was a nightmare. It took a lot longer.

1 They just -- they fought that water. And then they end
2 up digging a big trench and put probably 12-inch pipe in
3 there to drain the water in there and go over to the
4 creek.

5 So, you know, and their -- and I know if they
6 go in there and start into that hill and they're going
7 to have to go below the road to put road base in and
8 everything, they're going to run into water again. It's
9 a concern.

10 So that's all I have to say.

11 MS. WOOD: Thank you.

12 MICHAEL BENTLEY: All right. Thank you.

13 (Discussion held off record.)

14 MS. WOOD: If you'll state your name, spell it
15 for us, and just tell us what city you're from.

16 JAMES STOCK: Awesome. J-a-m-e-s S-t-o-c-k,
17 and I'm from Farmington.

18 And I wanted to make a comment specifically on
19 the 200 West. The plan that they've got up there is the
20 revision or the addition to I-15 access. From the plan
21 that I see, it doesn't really add any access to I-15.
22 It basically maintains the same access that we have.
23 Although it makes it safer as we go through a light and
24 it allows us to have a little bit better access, there's
25 no northbound access. And then coming south, there's no

1 exit or offramp to get to that intersection.

2 And so I think that's a missed opportunity.

3 If we're going to create this huge intersection area in
4 the area that is currently on 2nd West, or 200 West, I
5 think we definitely need to think about what northbound
6 access to I-15 -- what you could provide and what
7 southbound exit we could have as well. It seems like
8 it's available and it's possible. I just -- I just
9 don't know why it's not there.

10 So that's the only thing that I had -- is just
11 making that accessible for north and southbound for both
12 directions.

13 MS. WOOD: Thank you.

14 Next is David Doty.

15 DAVID DOTY: Doty, yeah.

16 MS. WOOD: Doty. If you'll spell that for us
17 and then tell us what city you're from, please.

18 DAVID DOTY: Yep. David Doty, D-o-t-y, and I
19 live in Centerville.

20 And I just have two comments that I guess are
21 kind of related. So I live just to the west of where
22 the -- just to the south of Parrish Lane, along the --
23 just behind the Frontage Road, just west to the Frontage
24 Road townhomes. So that's residential zone, but it's
25 one block from the Frontage Road and where this is going

1 to be expanded.

2 So as I understand it from talking with the
3 gentleman upstairs, there's no plans for a sound wall
4 there. There's not one now. It's extremely loud. And
5 he explained, I guess, that there isn't one planned
6 because that's commercial there, and they're not planned
7 for commercial areas.

8 But it really isn't -- I mean, it's -- yeah,
9 it's a commercial area right along the Frontage Road,
10 but there are literally homes one block away from there,
11 and I think that's really going to increase sound and
12 pollution a lot there to an almost unacceptable level.

13 Because as I look at that, that expansion,
14 because of the railroad tracks there in Centerville,
15 it's all going to come east, and that extra lane is
16 literally going to be right next to that Frontage Road.
17 I mean, in essence, that Frontage Road will, in essence,
18 become part of the freeway, especially if there's no
19 sound wall or barrier there. So it's -- my concern
20 is -- is noise -- noise and pollution there without any
21 barrier.

22 I guess my second comment is I'm really happy
23 to see the additional bike access with the proposed
24 bridge across 2nd North, I believe, which is fantastic,
25 but I would just love to suggest if there's any way

1 possible to add it in to actually include elevated
2 access across Parrish Lane as well. Because right now,
3 there's access there, and it sounds like there still
4 will be lanes on both sides, but you still are going to
5 have to cross the ramps, which is extremely dangerous as
6 it is now. With additional traffic and another lane,
7 that's going to be impossible. You might as well not
8 even put those extra, you know, paths in on both sides
9 because it's just too dangerous to cross those -- those
10 ramps.

11 I mean, I've been hit -- I can't even tell you
12 how many times on broad daylight trying to cross on a
13 green light there. So if there's any way to change that
14 so that that's elevated all the way across on Parrish
15 Lane above those ramps, that would be fantastic.

16 That's all I have.

17 MS. WOOD: Thank you.

18 (This hearing was concluded at 7:00 p.m. MT.)

19 * * * * *

20

21

22

23

24

25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

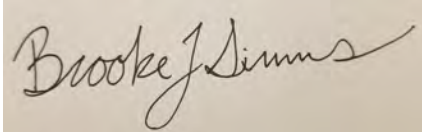
REPORTER'S CERTIFICATE

STATE OF UTAH)
)
COUNTY OF UTAH)

I, BROOKE SIMMS, an Idaho Certified Shorthand Reporter, Utah State Certified Court Reporter, and Registered Professional Reporter, hereby certify:

THAT the foregoing proceedings were taken before me at the time and place set forth in the caption hereof; that the proceedings were taken down by me in shorthand and thereafter my notes were transcribed through computer-aided transcription; and the foregoing transcript constitutes a true and accurate record of such oral proceedings had.

I have subscribed my name on this 31st day of October, 2023.



Brooke Simms, RPR, CCR, CSR
Idaho CSR No. 1174
Utah CCR No. 12335391-780

This page is intentionally left blank

[10 - bentley]

<p>1</p> <p>10 12:10 1174 27:23 12 9:7 23:2 12335391-780 27:23 1250 15:22 15 1:7 5:22 7:13,24 9:24 10:2,2 12:7,10 13:7 15:14 17:7,9,9 23:20 23:21 24:6 1500 16:12,16 16:20 1527 15:21 18 1:8 1915 7:7</p>	<p>31st 27:16 35 6:8,19 393 17:4 3rd 18:11,11</p> <p>4</p> <p>4 18:4 400 15:25 16:4 17:5 21:4,7 4th 14:7 16:4</p> <p>5</p> <p>500 16:4 550 1:12 5:30 1:9 3:3 5th 14:7 15:23 15:25 16:3,12 16:14,15,19</p> <p>6</p> <p>60s 17:7 22:12</p>	<p>23:25 24:6 25:23 26:2,3 accessible 24:11 accidents 12:6 accommodate 5:5 accurate 27:14 actually 26:1 add 23:21 26:1 added 9:1 16:6 addition 23:20 additional 25:23 26:6 address 5:12 9:23 affect 6:18 ago 8:18 9:8 17:22 aided 27:13 air 5:9 airport 8:20,25 9:14,15 allocated 8:3 allows 23:24 alternate 12:12 alternatives 12:14 american 14:2 angeles 11:6 answer 3:20 anybody 12:7 anymore 13:11 anyway 8:17 8:18 12:24</p>	<p>aquifer 17:23 17:24 area 8:1 9:2 12:13 16:16 24:3,4 25:9 areas 7:13 25:7 artesian 22:19 22:24 asphalt 9:8 atlas 5:23 automatically 11:1 available 24:8 aware 22:11 awesome 23:16</p> <p>b</p> <p>back 16:17 17:7,16 19:17 19:20,23 21:9 21:12 22:12,15 backyard 17:23 barrier 20:15 20:17 25:19,21 base 23:7 basically 15:23 23:22 batteries 11:4 believe 25:24 benefits 11:3 bentley 2:11 16:22 17:3,3 17:15 19:5,6 19:14,15,24,25 20:2,4,14,16,19</p>
<p>2</p> <p>2 13:3 20 12:10 15:7 200 1:12 23:19 24:4 2023 1:8 27:17 215 7:24 10:1,3 25 15:8 28936 27:22 2nd 19:2 24:4 25:24</p>	<p>7</p> <p>7:00 1:9 26:18</p> <p>8</p> <p>80 9:16 84010 1:13 89 17:8</p> <p>9</p> <p>9 18:13,15</p> <p>a</p>		
<p>3</p> <p>3 20:9 30 6:7 311 5:22</p>	<p>able 4:25 20:19 21:13 above 26:15 access 9:16,22 23:20,21,22,24</p>		

[bentley - considered]

<p>20:20,24,25 21:1,3,21,23,25 22:3,5,6,10 23:12 better 5:7 23:24 beyond 11:15 big 9:12 11:5 13:21 18:7 20:16 23:2 bike 25:23 bird 9:18 bit 17:12 18:2 23:24 block 24:25 25:10 bountiful 1:13 4:17 5:21 7:22 break 14:12 breaks 14:11 bridge 25:24 bridges 12:15 bring 20:6 bringing 9:1 broad 26:12 brooke 1:25 27:6,22 brought 17:9 22:16 bryan 2:10 11:19,21,21 budget 8:3 build 8:19,25 building 4:18 5:4,5,13,13,14</p>	<p>8:20 9:11,17 buildings 6:14 8:21 built 10:25 18:16 20:24 burden 4:13 business 5:22 6:18 businesses 6:15 busy 20:21,21 bypass 4:17 12:21 16:19</p> <hr/> <p style="text-align: center;">c</p> <hr/> <p>c 2:2 3:1 23:16 california 14:22 15:6 call 3:7 caption 27:10 car 10:25 carport 20:7 cars 11:4 20:23 causeway 4:11 4:19 ccr 1:25 27:22 27:23 cement 8:21 18:20 center 1:11 centerville 10:15 13:6 14:1 15:2,4 24:19 25:14 certificate 27:2 certified 27:6,7</p>	<p>certify 27:8 change 26:13 changing 7:24 charged 11:2 charging 10:24 chase 2:8 7:19 7:21,21 circle 18:9 19:14,19,20,21 city 1:7 4:6 5:19 7:4,20 8:14 10:11 11:20 13:3 15:18 17:2 19:18 23:15 24:17 clarification 21:18 22:9 clark 2:7,9 4:9 4:10 8:13,16 8:16 18:9 clear 8:4 close 6:14 co2 11:7 coleberg 18:16 collector's 16:2 come 9:12 10:14 12:20 16:15,24 18:5 18:12 21:4,15 22:14 25:15 comes 5:10 coming 6:1,13 9:2,3 21:6 23:25</p>	<p>comment 1:6 3:4,8,12,21,25 4:3 5:3,16 7:2 8:9 10:5,21 12:11 16:23 17:16,25 21:20 23:18 25:22 commented 7:12 commenters 2:6 comments 3:11 3:11 4:2,6,7 11:24 12:24 15:23 24:20 commercial 25:6,7,9 commute 4:14 computer 27:13 concern 16:11 18:7 19:1 20:12,18 21:11 23:9 25:19 concerned 19:3 19:9,12 concerns 21:17 concluded 26:18 concrete 8:22 concrete's 8:24 connect 12:15 consider 5:13 considered 7:24 11:10</p>
---	---	--	--

[constitutes - especially]

<p>constitutes 27:14</p> <p>construction 11:15 16:9</p> <p>contractor 8:24</p> <p>convenient 13:10,17 14:9 15:3,10</p> <p>correctly 5:18</p> <p>corridor 9:22</p> <p>cost 11:4</p> <p>countries 10:23</p> <p>county 9:3 27:4</p> <p>couple 10:23 17:22 21:15</p> <p>court 3:10 27:7</p> <p>covered 18:20</p> <p>create 24:3</p> <p>creek 23:4</p> <p>creeping 6:14</p> <p>critical 6:6</p> <p>cross 15:22 16:13 21:2,22 26:5,9,12</p> <p>crucial 6:16</p> <p>csr 1:25 27:22 27:23</p> <p>cul 18:12</p> <p>curb 20:10</p> <p>currently 7:25 24:4</p> <p>cut 17:25 18:22</p> <p>cutting 6:25</p>	<p style="text-align: center;">d</p> <p>d 3:1 13:5 24:18</p> <p>dad 22:14,14 22:18,21</p> <p>dangerous 26:5 26:9</p> <p>david 2:12 24:14,15,18,18</p> <p>davis 1:11 9:3</p> <p>day 27:17</p> <p>daylight 26:12</p> <p>de 18:12</p> <p>dean 2:10 13:1 13:5,25</p> <p>decided 8:18 9:6 17:8</p> <p>definitely 24:5</p> <p>definitive 6:4 6:17</p> <p>definitively 6:2</p> <p>dennis 2:11 15:21,21</p> <p>designing 18:14</p> <p>develop 11:13</p> <p>developed 10:22</p> <p>diamond 16:11 16:13,18</p> <p>different 14:21 15:14</p> <p>digging 23:2</p> <p>directions 24:12</p>	<p>disaster 19:18</p> <p>discussion 3:23 8:12 13:24 14:17 15:16 23:13</p> <p>distance 14:4</p> <p>disturb 4:21</p> <p>ditch 22:16</p> <p>division 22:22</p> <p>doing 14:3 16:3</p> <p>door 8:10</p> <p>doty 2:12 24:14 24:15,15,16,18 24:18</p> <p>downtown 8:5</p> <p>draft 3:12 4:8</p> <p>drain 23:3</p> <p>drained 18:18</p> <p>drains 18:24</p> <p>dredge 18:6,6</p> <p>drive 7:10 13:16</p> <p>drives 11:1</p> <p>driveway 8:23 18:21 19:14,20 19:22 20:6 21:12</p> <p>driving 14:1,19</p> <p>drop 18:13</p> <p>dropped 18:17</p> <p>duck 9:18</p> <p>dumping 14:24</p> <p>dupaix 2:7 5:17 5:20,20,21</p>	<p style="text-align: center;">e</p> <p>e 2:2,2 3:1,1 8:17 10:12,12 10:13 13:5 23:16</p> <p>earlier 12:11</p> <p>earthmover 17:10</p> <p>easier 6:24</p> <p>east 4:12 5:22 6:13 17:22 18:12,15 20:4 20:6 21:6 25:15</p> <p>easy 4:18</p> <p>ecosystem 4:22</p> <p>edge 11:14</p> <p>effect 6:4</p> <p>eis 3:12 4:8</p> <p>electric 10:24 10:25 11:4</p> <p>elevated 4:11 4:19,20 6:3 26:1,14</p> <p>emissions 11:7</p> <p>engineer 14:23</p> <p>engineers 10:16</p> <p>entrance 15:4</p> <p>entrances 15:1</p> <p>environment 12:17</p> <p>especially 25:18</p>
--	---	---	---

[essence - hear]

<p>essence 25:17 25:17</p> <p>estate 15:9</p> <p>europe 10:23</p> <p>everybody 5:6</p> <p>evidence 5:8</p> <p>evr 10:17</p> <p>exit 5:23 14:7 15:3,7 24:1,7</p> <p>exits 6:3 15:1</p> <p>expand 7:14 9:21</p> <p>expanded 6:24 13:8 25:1</p> <p>expansion 6:12 25:13</p> <p>explained 25:5</p> <p>express 13:25 14:2,9,12</p> <p>extra 25:15 26:8</p> <p>extremely 25:4 26:5</p>	<p>figure 14:14</p> <p>finally 18:5</p> <p>find 15:14</p> <p>finished 14:15 21:1</p> <p>fire 20:3,5,9,11</p> <p>first 4:9</p> <p>five 6:5 9:8</p> <p>fixing 8:3</p> <p>florida 12:16 12:18</p> <p>flow 4:16</p> <p>flying 12:3</p> <p>foot 6:5 18:13 18:15</p> <p>foregoing 27:9 27:13</p> <p>fork 14:3</p> <p>formal 4:7</p> <p>forth 27:10</p> <p>forum 1:6</p> <p>fought 23:1</p> <p>foundation 19:5,6,10,11</p> <p>freeway 6:5 7:16 25:18</p> <p>freeways 9:4,5 13:11</p> <p>friend 12:2</p> <p>front 11:9 20:7 20:17,22</p> <p>frontage 6:5 24:23,23,25 25:9,16,17</p>	<p>frontrunner 13:14</p> <p>further 11:14</p> <p>future 8:4 11:16,25,25</p> <p style="text-align: center;">g</p> <p>g 3:1</p> <p>gentleman 7:14 12:11 22:11 25:3</p> <p>getting 5:9 10:1 10:1,3 19:22 20:20</p> <p>give 3:4,8,25 4:2 5:1,2 8:9 10:7 15:9 17:1</p> <p>glen 2:8 7:3,6,6</p> <p>go 8:20 9:9 16:17,19 17:16 17:18 18:19 19:20,21 21:8 21:16 22:20 23:3,6,7,23</p> <p>goes 5:9 17:24</p> <p>going 3:14 4:24 5:7 6:20 7:9,11 7:11,25 8:21 8:23 9:18,19 9:23 10:2 12:5 12:22,22 13:14 13:18,19 14:2 14:11 17:17 18:1,17,22,23 19:4,7,12,21,22 19:25 20:10,11</p>	<p>21:8,11 22:19 23:6,8 24:3,25 25:11,15,16 26:4,7</p> <p>good 5:21 9:21 13:11 14:10</p> <p>graded 15:24 16:5</p> <p>grandfather 19:2</p> <p>great 4:12,19 10:14 11:25 12:16</p> <p>green 26:13</p> <p>grew 13:7 17:6</p> <p>grow 5:1,1,1</p> <p>guess 24:20 25:5,22</p> <p>guy 16:1 20:5</p> <p>guys 19:7 22:1</p> <p style="text-align: center;">h</p> <p>h 10:12</p> <p>half 13:15</p> <p>halfway 3:9 4:3 15:19</p> <p>handling 16:8</p> <p>happen 9:20</p> <p>happy 9:19 25:22</p> <p>hathaway 2:8 7:19,21,21</p> <p>havoc 9:5</p> <p>hear 5:17 6:2 7:3 10:8 13:1</p>
f			
<p>fact 17:21</p> <p>familiar 10:18 10:19</p> <p>fantastic 25:24 26:15</p> <p>farmington 1:7 8:17 11:22 17:4 23:17</p> <p>farr 14:3</p> <p>feet 18:4 20:9</p>			

[hearing - literally]

<p>hearing 1:6 26:18</p> <p>heavy 5:11</p> <p>held 3:23 8:12 13:24 14:17 15:16 23:13</p> <p>help 4:23</p> <p>hereof 27:11</p> <p>high 14:7 18:11</p> <p>highway 7:13 9:7,7,13</p> <p>highways 9:4</p> <p>hill 17:17,25 18:22 23:6</p> <p>hit 26:11</p> <p>holes 17:23</p> <p>hollee 2:5</p> <p>home 19:1</p> <p>homes 25:10</p> <p>hooper 2:11 15:21,21</p> <p>hopefully 13:20</p> <p>hour 13:15,15 15:8</p> <p>house 3:17 17:5 18:25 19:4,8,9 19:13,17,19 20:7,13</p> <p>houses 7:10 18:16</p> <p>huge 24:3</p> <p>hundred 6:5</p> <p>hundreds 6:11</p> <p>hunters 9:18,18</p>	<p>hydrant 20:3,9 20:12</p> <p style="text-align: center;">i</p> <p>idaho 27:6,23</p> <p>immediate 12:4</p> <p>impact 19:4,12 19:21 20:13</p> <p>impacted 6:2 18:17</p> <p>impacting 12:17</p> <p>implementing 10:17 11:10</p> <p>impossible 26:7</p> <p>inch 23:2</p> <p>include 26:1</p> <p>included 3:12 4:7</p> <p>increase 25:11</p> <p>inform 7:23</p> <p>information 3:17 6:1,16,23</p> <p>infrastructure 11:11</p> <p>infringing 6:13</p> <p>inland 8:19,25 9:11</p> <p>instance 15:1</p> <p>intense 5:10</p> <p>interchange 8:2 12:2 15:24 16:10,12,14,18</p> <p>interchanges 9:25</p>	<p>interrupts 21:2</p> <p>intersection 15:5 24:1,3</p> <p>intersections 14:25 15:11</p> <p>introduce 16:25</p> <p>invading 9:19</p> <p>inversion 5:10</p> <p>issue 7:24 8:2 9:25</p> <p style="text-align: center;">j</p> <p>j 10:13 12:3 23:16</p> <p>james 2:9,12 10:8,9,12,15,22 14:18,18 23:16</p> <p>junior 18:11</p> <p style="text-align: center;">k</p> <p>k 23:16</p> <p>kaysville 4:13 4:16 12:7</p> <p>keep 4:25 12:21</p> <p>keys 12:16</p> <p>kid 18:3</p> <p>kind 8:1 19:3 24:21</p> <p>knew 22:23</p> <p>know 6:10,17 8:19 9:19 11:12 12:4,15 15:6,8,13,19 16:8 17:13,22 18:9 19:7,15</p>	<p>20:17,21 21:7 22:10,10,11 23:5,5 24:9 26:8</p> <p style="text-align: center;">l</p> <p>l 10:12 11:21 13:5,5</p> <p>lake 1:7 4:12 4:14,15,19 9:2 12:6,17,21 13:17 14:6</p> <p>land 6:24 18:10</p> <p>lane 9:9 14:13 15:1,4 16:6 24:22 25:15 26:2,6,15</p> <p>lanes 13:8 16:18 26:4</p> <p>large 15:5 17:13</p> <p>larry 2:7 5:17 5:20,21</p> <p>left 3:10 4:4</p> <p>legacy 9:6,7 10:1,3</p> <p>lehi 8:1</p> <p>letting 18:8</p> <p>level 25:12</p> <p>light 21:5,7,9 21:16 23:23 26:13</p> <p>lights 21:4</p> <p>lines 13:20</p> <p>literally 25:10 25:16</p>
--	---	--	---

[little - official]

<p>little 14:7 17:12 18:2,3 23:24 live 5:21 16:12 17:4,5 18:25 19:16 24:19,21 lives 17:21 load 8:22 longer 22:25 look 7:13 9:25 11:15,16 12:14 25:13 looked 10:17 looking 7:15 11:24 12:12 13:21 18:3 loop 15:8 los 11:6 lot 4:14 5:11 6:1 9:2,18 11:4 12:1 14:1,19 14:20 15:9 22:25 25:12 loud 25:4 love 25:25 lower 17:10 lowered 17:11</p>	<p>20:12,18 21:11 maintains 23:22 major 8:2 17:17 18:1 make 4:18,22 9:10 14:8 15:8 15:10 16:22 20:8 21:25 22:4 23:18 makes 23:23 making 9:4 24:11 man 8:22 mass 13:13,13 mean 9:23 11:5 14:24 18:2 25:8,17 26:11 members 3:19 mess 17:16 22:13 michael 2:11 16:22 17:3,15 19:6,15,25 20:4,16,20,25 21:3,23 22:3,5 22:10 23:12</p>	<p>21:15 missed 24:2 missing 12:1 moment 14:16 money 9:12 moratorium 5:4,4 morning 18:4 mortar 19:10 mother 19:16 mountain 6:11 move 5:6 20:11 21:9 moved 19:2 moving 7:9 12:21 mt 1:9 26:18 murray 14:1</p>	<p>neighbor 17:21 neighborhood 16:17 new 8:23 11:11 16:9 nightmare 20:1 22:25 nobody's 13:14 noise 25:20,20 normal 8:22 north 1:12 4:14 7:15 9:3,15 12:6,22,23 15:25 16:4 21:6 24:11 25:24 northbound 10:2 12:7 23:25 24:5 note 16:13 notes 27:12 noticed 15:24 19:16 number 4:20 4:21,22</p>
m		n	o
<p>m 10:13 13:5 23:16 machinery 5:23 mad 22:14 made 11:24 12:11 19:19 main 14:25 15:11 18:25</p>	<p>mike 10:14 16:25 17:3 mikkelsen 2:8 7:3,6,6 miles 9:7 15:8 minute 3:10 4:4 minutes 3:8 4:2 13:4,16 15:19</p>	<p>n 2:2 3:1 13:5 name 3:7 4:5 5:19 7:4,6,20 8:14,16 10:10 11:19 13:2 15:17 17:1,3 23:14 27:16 national 6:12 need 4:15 5:3 7:12 9:10,25 11:5 12:4,9,14 12:19,20 14:8 14:14 15:5 24:5 needs 6:6</p>	<p>o 3:1 10:12 23:16 24:18 o0o 3:2 occupancy 14:7 occurs 4:11 october 1:8 27:17 official 3:12</p>

[offramp - redid]

<p>offramp 6:20 15:25 16:3 24:1 ogden 4:15 oh 10:20 11:12 okay 3:13,22 4:22 5:2 7:3 8:16 10:8 13:6 20:6 22:2 old 19:1,1,10 onramp 16:8 open 3:17 opportunity 24:2 oral 27:15 outside 8:10 overpass 17:19 own 18:10</p>	<p>pay 4:23 9:11 people 4:1,14 8:19 9:10 13:9 13:17 14:14 18:9,20 perfect 9:8,8 perry 2:9 8:13 8:16,16,17 person 8:11 phonetic 18:16 pile 19:8 pipe 23:2 piping 18:24 pivotal 6:21 place 27:10 places 15:10,15 plan 23:19,20 planned 25:5,6 planning 11:25 13:19 15:24 plans 6:17 25:3 plants 20:17 please 4:5 8:9 24:17 pocock 2:4 16:24 21:19 22:1,4,8 point 4:16,24 5:8 13:10 pollution 11:8 25:12,20 poor 5:8 porch 20:22 port 8:19,25 9:12</p>	<p>possible 24:8 26:1 pour 8:23 practical 4:20 preliminary 5:24 present 2:3 presentation 3:16 probably 16:7 22:12 23:2 problem 7:25 8:4,4 11:8 13:13 problems 5:13 16:7 18:1 proceedings 27:9,11,15 professional 27:8 projected 6:3 pronounce 5:18 property 7:7 19:3 proposed 25:23 provide 24:6 public 1:6 2:6 3:21 10:21 pull 21:13,14 pump 18:5 pushing 13:12 put 7:8 18:14 18:20 20:17,25 21:3,4,9 23:2,7</p>	<p>26:8</p> <p style="text-align: center;">q</p> <p>quality 5:8 question 3:13 questions 3:20</p> <p style="text-align: center;">r</p> <p>r 2:2 3:1 8:17 8:17 10:12,12 railroad 25:14 raise 3:8,9 4:3 ramps 26:5,10 26:15 ran 17:11 22:24 rather 16:4 reached 5:7 13:10 real 15:9 19:1 really 4:15 5:25 6:4 11:23 23:21 25:8,11 25:22 reason 4:20 14:12 rec 1:11 record 3:23 8:12 13:24 14:17 15:16 21:19 23:13 27:14 recorded 4:7 red 21:5,16 redid 22:12</p>
p			
<p>p 2:2,2 3:1 8:17 11:21 p.m. 1:9,9 26:18 pages 15:1,4 parrish 24:22 26:2,14 part 11:10 18:21 19:9 25:18 pass 13:25 14:2 14:9 paths 26:8 paul 2:10 11:19 11:21,21</p>			

[redo - speaker]

<p>redo 17:9 18:23 reduce 4:12 reduces 11:7 refineries 12:3 registered 27:8 reiterate 11:23 related 24:21 rely 6:21 remember 17:7 17:13 18:2 remembers 22:12 reminder 3:25 13:3 repairs 9:9 reported 1:25 reporter 3:10 21:2,18 22:9 27:7,7,8 reporter's 27:2 representing 2:3 residence 7:7 residential 16:16 24:24 revision 23:20 right 3:3,24 7:8 7:25 8:2,5,8,13 9:3,3 10:6 13:1 14:13 17:5 21:13,17,21 22:11 23:12 25:9,16 26:2 rights 22:22</p>	<p>road 4:23 9:13 10:24,25 11:1 11:6,7,14,15 12:16 13:8 17:18 20:21 21:13 23:7,7 24:23,24,25 25:9,16,17 roads 9:11 10:17 12:14 14:21,23 rob 2:4 rock 19:10 rohletter 2:9 10:8,9,9,12,15 10:22 14:18,18 room 13:20 routes 12:12 roy 16:3,9 rpr 1:25 27:22 rubber 19:8 rubble 19:8 run 12:16 17:17 18:1,22 22:19 23:8</p>	<p>sat 20:22 saturation 5:8 saying 22:15 says 22:18 school 22:21 second 10:7 25:22 secondary 22:16 see 4:13 6:3,9 8:20 13:12 17:22 18:19 23:21 25:23 seek 5:25 seemed 22:1 seems 5:25 6:12 24:7 seen 5:24 9:5 14:20 seriously 9:20 set 27:10 several 11:3 14:25 short 12:1 14:4 shorthand 27:6 27:12 side 4:12 5:22 9:14,15 17:20 20:8 sides 26:4,8 sign 3:8 4:3 8:9 signature 27:22 signed 3:4,6,25 8:8,11 10:6</p>	<p>simms 1:25 27:6,22 simply 5:5 sink 17:23 sit 13:15 situation 18:23 slow 15:7 16:14 slowed 16:15 smog 4:20 solve 16:7 somebody 3:5 3:24 7:12 soon 3:5 4:17 sooner 5:10 6:17,23 sorrento 7:7,10 sorry 5:17 17:14 sound 7:8,9 20:14,16 25:3 25:11,19 sounds 26:3 south 1:11 7:25 12:21 14:7 15:21,23,25 16:4,4,12,12,14 16:15,16,19,20 18:10 23:25 24:22 southbound 7:16 10:1 12:7 24:7,11 speaker 3:13 3:18,22</p>
	<p>s</p>		
	<p>s 2:2 3:1 10:13 13:5 23:16,16 sac 18:12 safer 23:23 salt 1:7 4:12,14 4:15,19 9:2 12:6,16,21 13:17 14:6</p>		

[specific - two]

<p>specific 3:20 specifically 23:18 speed 13:21 spell 4:5 5:18 7:4,19 8:14 10:10 11:19 13:2 15:17 23:14 24:16 squeezing 6:10 stacked 14:13 standing 17:19 start 7:15 23:6 started 3:5 17:9 state 10:23 17:4,8,19 18:11 19:17 20:10,21 21:5 23:14 27:3,7 states 14:20 stay 11:6 steady 20:23 stock 2:12 23:16 stop 13:15 20:25 21:5 storm 18:14,24 stream 20:23 street 17:4,8,19 18:11 19:18 20:11,21 21:5 strip 18:10 stuff 8:1 12:5 subscribed 27:16</p>	<p>suggest 25:25 suggested 16:2 summer 21:3 22:22 sure 21:25 22:4 22:24 swampland 6:9 6:11,24 system 10:25 16:2,5</p> <p style="text-align: center;">t</p> <p>t 10:12,12 23:16 24:18 table 8:10 take 12:13 18:15 taken 1:8 9:16 27:9,11 talk 6:10 10:20 21:2,22 22:14 talked 16:1 20:5 talking 25:2 teacher 22:21 team 3:19 technology 11:13 tell 4:5 5:19 7:4 7:9,20 8:14 10:11 11:20 13:2 15:18 23:15 24:17 26:11 ten 13:16</p>	<p>term 12:2 thank 4:10 5:4 5:15,16 7:1,2,5 7:18 8:7 10:4,5 11:18 12:24,25 13:22,23 14:15 15:15,20 21:17 23:11,12 24:13 26:17 thanks 11:12 16:21 thing 18:8 24:10 things 5:24 6:4 12:1,12,19 13:21 think 4:21 5:7 5:12 9:10,17 11:24 12:1,2,9 12:19 13:10 14:10,16 16:6 24:2,5,5 25:11 thinking 3:15 three 4:22 20:25 tied 9:16 tiffany 2:4 time 4:24 7:15 9:14 11:7 27:10 timed 11:12 times 26:12 together 22:2 toll 4:23</p>	<p>took 22:25 touched 12:2 toward 6:10 townhomes 24:24 tracks 25:14 traffic 4:13,16 5:11 9:1,6 12:13,13,20 13:9 14:11,25 15:14 16:14,15 16:19 21:15 26:6 train 13:16 transcribed 27:12 transcript 27:14 transcription 27:13 transit 13:13 13:14 traveling 14:19 trench 23:2 trickled 4:1 trouble 12:8 truck 9:1,6 true 27:14 trying 26:12 turn 21:16 turns 21:5 two 3:8 4:2,21 13:7,19 15:19 18:16 24:20</p>
--	--	---	---

[type - zone]

type 11:14 types 14:21	w	wednesday 1:8	woods 15:22 16:13
u	w 13:5	went 9:13,14 9:15 17:8	work 6:13,20 14:2 15:13 17:9
u 11:21 udot 1:7 2:3 7:23 8:3 10:17 unacceptable 25:12 understand 8:3 25:2 unidentified 3:13,18,22 united 14:20 university 10:24 upstairs 3:17 3:19 18:8 20:5 25:3 use 11:11,13 13:18 18:21 used 6:18 8:24 9:13 18:10 19:16 utah 1:13 5:5 9:11 10:23 27:3,4,7,23	wait 8:10 13:15 14:10 21:14 wall 7:8,8,10 20:17 25:3,19 walls 20:15 want 5:6 14:21 16:22,24 21:12 21:13 22:6 wanted 17:10 21:25 22:4 23:18 wants 8:23 ward 2:7 4:9,10 wasatch 11:9 water 17:11,12 17:17,17,19,24 18:1,2,4,6,14 22:16,22,23 23:1,3,8 watering 22:15 22:17 way 5:20 6:1,13 6:18,20,20 9:21 13:8,11 14:14 15:12,14 16:9 20:8,25 25:25 26:13,14 ways 15:12 wayside 7:11 we've 3:24 5:24 6:5 9:5 13:10 17:14	west 1:12 6:9 6:23 8:20,25 9:13,14,17,22 14:3 15:22 17:4,5 18:12 18:13 19:2,19 20:8 21:4,6,7 23:19 24:4,4 24:21,23 wetlands 9:20 wide 6:12 widen 20:10 widening 4:25 4:25,25 12:14 wider 5:13,14 5:14 16:19 wife 21:23 wight 2:4 3:21 10:21 17:14 williams 2:10 13:2,5,25 wondering 10:16 11:9 wood 2:5 3:3 3:16,19,24 5:16 7:2,18 8:7 8:13 10:5,10 10:14 11:18 12:25 13:23 15:17 17:1 23:11,14 24:13 24:16 26:17	worked 17:14 22:22 working 8:22 worried 16:17 worse 5:9
			y
			y 8:17 24:18 yards 6:12 yeah 5:20 9:17 11:21 17:15 19:6,15 20:4 22:3 24:15 25:8 year 5:9,11 8:18 years 6:8,19 9:8 12:10 17:22 yep 24:18
			z
v			zone 24:24
vehicle 11:1 vehicles 14:8 verbal 3:4 4:2 versa 10:2 vice 10:2			

Utah Rules of Civil Procedure
Part V. Depositions and Discovery
Rule 30

(E) Submission to Witness; Changes; Signing.

Within 28 days after being notified by the officer that the transcript or recording is available, a witness may sign a statement of changes to the form or substance of the transcript or recording and the reasons for the changes. The officer shall append any changes timely made by the witness.

DISCLAIMER: THE FOREGOING CIVIL PROCEDURE RULES
ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
THE ABOVE RULES ARE CURRENT AS OF APRIL 1,
2019. PLEASE REFER TO THE APPLICABLE STATE RULES
OF CIVIL PROCEDURE FOR UP-TO-DATE INFORMATION.

VERITEXT LEGAL SOLUTIONS

COMPANY CERTIFICATE AND DISCLOSURE STATEMENT

Veritext Legal Solutions represents that the foregoing transcript is a true, correct and complete transcript of the colloquies, questions and answers as submitted by the court reporter. Veritext Legal Solutions further represents that the attached exhibits, if any, are true, correct and complete documents as submitted by the court reporter and/or attorneys in relation to this deposition and that the documents were processed in accordance with our litigation support and production standards.

Veritext Legal Solutions is committed to maintaining the confidentiality of client and witness information, in accordance with the regulations promulgated under the Health Insurance Portability and Accountability Act (HIPAA), as amended with respect to protected health information and the Gramm-Leach-Bliley Act, as amended, with respect to Personally Identifiable Information (PII). Physical transcripts and exhibits are managed under strict facility and personnel access controls. Electronic files of documents are stored

in encrypted form and are transmitted in an encrypted fashion to authenticated parties who are permitted to access the material. Our data is hosted in a Tier 4 SSAE 16 certified facility.

Veritext Legal Solutions complies with all federal and State regulations with respect to the provision of court reporting services, and maintains its neutrality and independence regardless of relationship or the financial outcome of any litigation. Veritext requires adherence to the foregoing professional and ethical standards from all of its subcontractors in their independent contractor agreements.

Inquiries about Veritext Legal Solutions' confidentiality and security policies and practices should be directed to Veritext's Client Services Associates indicated on the cover of this document or at www.veritext.com.

This page is intentionally left blank

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I-15 ENVIRONMENTAL IMPACT STATEMENT
FARMINGTON TO SALT LAKE CITY

South Davis Rec Center
550 North 200 West
Bountiful, Utah

Wednesday, October 18, 2023
5:00 p.m to 7:00 p.m.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I N D E X

COMMENT BY:	PAGE:
Reed McKay	3
Suzanne Roskelley	3
Clark Perry	6
Brian Paul	7
Estelle Rigby	7
Scott Lucas	8
Cameron Peterson	8
Bridget Fowers	9
Courtney Lund	9
Zig Sondelski	10
Karen Davis	11
Ellen McConkey	11
James Stock	12
Scott Ogilvie	12
Mark Adamson	12
Kimberly O'Reilly	13
Elaine Watts	13
Matthew Gore	14
Kevin Palmer	14

1 C O M M E N T S

2 --oOo--

3 REED MCKAY: My concern is the traffic
4 that's going to be involved when they take 11 lanes
5 in Bountiful and Centerville and west Bountiful and
6 drop them down into three or four lanes in Layton,
7 because I really don't think that the West Davis
8 Highway or the new 89 freeway is going to take much
9 pressure off that area. It's going to get really
10 congested.

11 SUZANNE ROSKELLEY: Because in high peak
12 travel time we can travel through west Bountiful.
13 Centerville slugs a little bit, Farmington a little
14 more, and then right now you're at a dead stop when
15 you start into Kaysville.

16 REED MCKAY: Because if they build this,
17 when they funnel the road down to those three lanes,
18 that's going to back everybody up into our area.

19 SUZANNE ROSKELLEY: So I'm sure they've
20 thought of it. This isn't new. What's the plan for
21 that specific concern?

22 REED MCKAY: They told me that West Davis
23 Highway and U.S. 89, the new one going to Ogden and
24 84, that would be -- the gentleman I talked to told
25 me U.S. 89, which goes into Highway 84 and then

1 south Ogden along with the West Davis Highway, which
2 they're supposed to be done this year -- he said that
3 and I-15, as it exists now, will be able to handle
4 that. I've seen the growth in Layton and Kaysville
5 and south Ogden. I don't think it will handle it.

6 SUZANNE ROSKELLEY: West Weber too.

7 REED MCKAY: All that property, all those
8 homes between Farmington and Ogden, are going to be
9 affected with the traffic, because I don't think
10 those three interstates are going to handle it. I
11 don't think so.

12 SUZANNE ROSKELLEY: Well, my thought
13 along with what you're saying, maybe it could, but
14 changing that human pattern of getting off I-15 needs
15 a lot of educational and promotional things to help
16 educate and alert the public that, if you live here,
17 go here. I mean, currently, we watch now and people
18 stay on I-15, but not us because we're smart; so we
19 jump off on Legacy. You know, people really just
20 detour off when I-15 is backed up. I just think, if
21 we had some type of educational campaign or something
22 to help with the human aspect of behavior, it will
23 probably help.

24 REED MCKAY: My thought is, when there's
25 an accident on I-15, we're dead, and basically my

1 road where I live, 600 West, becomes a freeway.

2 SUZANNE ROSKELLEY: Well, a lot of this
3 will help with that. I mean, I think your concern is
4 really valid.

5 REED MCKAY: I just don't want to see it
6 backed up, because there was a time when an oil
7 tanker blew up there on Pages Lane, and they shut the
8 freeway down and I could not get home. It took me
9 two and a half hours to get home from 2300 North to
10 Fourth North. 2300 North in Salt Lake to 400 North
11 in Bountiful, it took me over an hour to get there
12 because everything is jammed.

13 UNIDENTIFIED MAN: I had a friend that
14 worked at Costco, the depot, on 5600 West. He lived
15 in Fruit Heights. Guess what he had to do? He had to
16 backtrack, go all the way up over Parley's, all the
17 way around, and come all the way back to Fruit Heights
18 to get home when that tanker blew.

19 REED MCKAY: Yeah, he had to go through
20 Weber Canyon. A lot of people did that, and that's a
21 concern because you're pushing everybody into one
22 section and with no alternate routes. As you notice,
23 people are getting crazier nowadays.

24 UNIDENTIFIED SPEAKER: Road rage.

25 SUZANNE ROSKELLEY: They're saying that

1 we have three highways. I think there needs to be a
2 campaign for each highway to be used.

3 REED MCKAY: So you understand what I'm
4 saying and what she's trying to explain for my point.

5 SUZANNE ROSKELLEY. I feel pretty good
6 because we're out of it.

7 UNIDENTIFIED SPEAKER: I feel what other
8 people feel. They're going to be hurt by this.

9 REED MCKAY: I'm the same way. It
10 doesn't affect my household, but it affects my
11 transportation to and from.

12 --oOo--

13 CLARK PERRY: My comment is they need an
14 interchange down where 215 northbound enters into
15 I-15. They need an interchange right there so that
16 you can come off of I-15 going northbound, get on
17 215, and then get on Legacy, so another spaghetti
18 bowl just on the other side of Redwood Road; and
19 vice versa, you've got to be able to get off of
20 Legacy going northbound, go down 215 and hit I-15
21 going southbound. So those two interchanges, that
22 has to happen.

23 Noise pollution, they put up sound walls.
24 Where I live, they're elevating the freeway. You
25 can't put a sound wall on an elevated freeway. Where

1 the west corridor hooks in, that's right where I
2 live. Where that west corridor is they've elevated,
3 noise pollution has doubled.

4 Now, I was talking to somebody about the
5 train whistles going off, the frequency of them.
6 Now, apparently they have Union Pacific people, that
7 are employed by Union Pacific, telling these trains
8 that they need to blow their whistles through that
9 construction zone. They've never done that before;
10 so I don't know if that is a safety thing, but the
11 frequency is just all night long, all morning. You
12 know, and where I live, it's just that narrow neck of
13 land between 200 East and the frontage road.
14 There's, like, five blocks, and I'm right in the
15 middle of it. It's the frontage road that runs on
16 the east side of I-15 all the way from Bountiful to
17 Farmington.

18 --oOo--

19 BRIAN PAUL: Those are my same concerns.

20 --oOo--

21 ESTELLE RIGBY: My comment is I just
22 think they need to focus on doing transportation
23 differently, and we need to focus on mass
24 transportation, moving people faster on FrontRunner
25 and TRAX to get where they need to go rather than

1 widening freeways all the time, building more roads.
2 We have to start getting people to think big city
3 transportation, like London and Paris and Rome and
4 New York and Washington, D.C., and all those cities
5 that have lots of people. They do not focus on
6 roads. They focus on trains and getting people where
7 they need to go, and there's not anyplace where you
8 can't get to. It's the same thing with going up the
9 canyons. Use trains so you don't worry about
10 parking. So we've got to think of transportation
11 differently instead of just trying to put a Band-Aid
12 on the problem that we have right now, because we can
13 throw dollars we have at this problem, but five years
14 from now we're going to do it all over again. That's
15 my comment.

16 SCOTT LUCAS: Yeah, I'm curious why there
17 is no specific hot lane exit to Salt Lake downtown.
18 I mean, previous versions, I thought there were going
19 to be specified or hot lane exits, like, at
20 Fourth South or something, but now it appears there's
21 not. So what happened to them, and why are they not
22 being put in is my question. I think they should be.

23 --oOo--

24 CAMERON PETERSEN: At 2600 South there is
25 a street called Onion Street that they're looking to

1 turn into a cul-de-sac. I work at the Best Western
2 right there, and a lot of truckers bring their truck
3 in and come straight in on that road now. The way it
4 looks is there won't be -- there's not going to be
5 access for them to turn around; so if they could make
6 that cul-de-sac big enough for a large truck, that
7 would make things a lot easier, or not make a
8 cul-de-sac, but I don't know if that's an option.

9 Right now it's very easy for a trucker to
10 come in, take a quick right off the freeway, and park
11 on the street. If they do it the other way, they're
12 going to have to come around and drive into a
13 cul-de-sac and have nowhere to go. It's very tight
14 to get out of there for a truck. It's not good for
15 us.

16 BRIDGET FOWERS: Off of Parrish Lane on
17 400 West we immediately enter residential houses.
18 The speed limit in the industrial area is higher than
19 the residential. I suggest we add a 25-mile-per-hour
20 flashing sign for speed to notify the drivers they've
21 entered a residential area.

22 --oOo--

23 COURTNEY LUND: I really like a lot of
24 the interchanges, how expanding pedestrian and
25 bicyclists impacts.

1 The actual expansion of the freeway
2 itself, I feel like it's not needed. I feel like we
3 need the double tracking you guys are working on for
4 the FrontRunner. I feel like we need to add more bus
5 routes, especially in Davis County. Davis County
6 struggles with that bus route section. I know we
7 just had one put in for going up to Weber State,
8 which is really good, that express line. I feel like
9 there needs to be more options. Especially as a
10 student at the U, I would love more bus options going
11 into Salt Lake and going to the different parts of
12 the city; so I feel like an expansion in some sort of
13 way along with public transit, taking some of this
14 money and transferring it over to UTA. Like, taking
15 some of this funding and trying to put a little bit
16 more impact on public transit, I feel like it would
17 help some of the impacts that you're predicting for
18 2050.

19 ZIG SONDELSKI: Three comments. The
20 first one is I notice on some of these pictures
21 they're showing green grass strips about trees. I
22 don't know that's appropriate for our water
23 situation.

24 The next comment is I don't believe sound
25 walls work as well as we would like to because it's

1 wave propagation, and sound will hit the wall and
2 then start spreading out again; so, yes, we'll have a
3 very quiet zone, but the sound waves will come back
4 down.

5 The third comment is a lot of people
6 don't use mass transit because they say it's
7 inconvenient, and maybe we need to make vehicle
8 transportation less convenient to make mass transit.

9 --oOo--

10 KAREN DAVIS: I'm thankful you're not
11 going to take those houses. I saw on the computer
12 that all of them was going.

13 --oOo--

14 ELLEN MCCONKEY: So I live on 800 West in
15 Centerville, which is frontage road, and it looks
16 like they're going to take part of my yard, although
17 Utah has a lot of land straight across the street
18 from me that they could use; so I would like them to
19 use that before they take my yard.

20 Are they going to put up walls, more
21 sound wall, because it stops right at McDonald's, and
22 I don't know why they wouldn't put it past there the
23 last time when they put it up, but I would like to
24 see it go because we have a lot of traffic noise.
25 It's hard for people to talk to me in my yard when

1 they come over.

2 --oOo--

3 JAMES STOCK: So I want to talk about the
4 200 West rebuild where we're supposed to have better
5 access to I-15. Right now the proposal has basically
6 the same access as we currently have, although it's a
7 little safer, but it seems like a missed opportunity
8 to not have a northbound I-15 access and a southbound
9 exit on that south side of Farmington; so I think we
10 need to keep that intersection the way they have it
11 but add some sort of access entry to northbound I-15
12 from there and an exit from southbound I-15 to that
13 intersection so those on south Farmington can access
14 the interstate better on the north side, because we
15 can access it on the south just fine, but we don't
16 have any ability right now except for going through
17 Farmington and catching I-15 on the north side. So
18 if we're going to do this huge rebuild, I think we
19 definitely need to have a full intersection where we
20 can access north and southbound. That's my comment.

21 --oOo--

22 SCOTT OGILVIE: I echo that.

23 --oOo--

24 MARK ADAMSON: 2600, the bike path, you
25 have 6 feet. I would prefer 14 feet. The 14 feet is

1 excellent, the 14-foot wide. The one with the
2 barriers and it's a 14-foot, that's beautiful. We
3 need that more for bikes.

4 KIMBERLY O'REILLY: Instead of the
5 smaller, we would like the larger that's barricaded
6 for safety.

7 MARK ADAMSON: Because Eighth West you're
8 doing, and that's good because what it is is the bike
9 path is up here and the road is down here, and that's
10 a good idea. Yeah, I like the 14-foot where it has
11 both a section for the bike and the pedestrians.
12 They're kind of split so the walkers can be here and
13 the bikers can be here, and that's an excellent idea
14 because when I go up the bike path, see, we have to
15 share it with the walkers. That's a great idea.

16 --oOo--

17 ELAINE WATTS: The off-ramp into
18 Farmington, they should make an access going
19 northbound from that off-ramp. Right now we have to
20 go clear through either in front of Lagoon or up
21 Main Street in Farmington to get on Park Lane to go
22 northbound. We would like to have an access to get
23 on going northbound.

24 The other thing is apparently the sound
25 wall is going to stop at Glover Lane and not continue

1 north to where you go into Farmington along the
2 frontage road. Right now there's a barbed wire
3 fence, and I live right in that area. They shouldn't
4 stop with the sound wall before you get to where the
5 barbed wire fence is.

6 --oOo--

7 MATTHEW GORE: My comment is replacement
8 of variable time message boards need to be placed at
9 Park Lane in Farmington and State Street and
10 Second West in Farmington to tell motorists which
11 route to take, whether it be Legacy or I-15, due to
12 congestion, like you see on other highways. I think
13 it should also be implemented at the new system
14 interchange at I-215 and I-15 in south Davis.

15 --oOo--

16 KEVIN PALMER: So two things. So, one,
17 we were talking about, when they put sometimes the
18 concrete barriers that divide north and south on
19 I-15, they used to be so high. You could see over
20 them basically. Now, in most places they have made
21 them taller and, if you're in the inside lanes, the
22 peripheral vision of your surroundings and
23 everything, when you're looking all around and when
24 you're going down there and you've got a car here and
25 you're right here and you can't see over that to get

1 your bearings better, it really is dangerous, to me.
2 If they could go back and shave off another 8 inches
3 of those dividing barriers, I think, you know, you
4 could at least see a little bit of the mountain or
5 whatever so you could get your bearings a little bit.
6 You know, the more vision you have, the better your
7 driving will be.

8 And then the second thing is the sound
9 walls are all made of concrete, I presume. They put
10 them up down where I live, which I don't like. I've
11 got traffic noise, but I can deal with it, and it was
12 spread out. But since they put the sound walls in a
13 few years ago, that sound -- I'm not right next door
14 to it, but I'm, like, three or four houses down -- I
15 think it's worse because I think that sound goes
16 right up and over, passes the first couple of houses,
17 and dumps right into my backyard. It's doing its
18 job, deflecting the sound, but it's dumping it right
19 in my yard four houses down. It probably helps the
20 ones right next to it but not mine.

21 So, I guess, if they could make them out
22 of -- like I said, they look like concrete, but if
23 they could make them out of a sound-absorbing
24 material, that would just grab the noise and suck it
25 in and hold it instead of deflecting it. That might

1 help a lot, especially where it's going by homes.
2 Well, all of the sound walls are by homes, I guess.
3 Yeah, some sort of something to absorb the sound
4 instead of magnifying it and reflecting it to
5 somewhere else.

6 (Concluded at 7:00 p.m.)

7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

STATE OF UTAH)
)
COUNTY OF UTAH)

THIS IS TO CERTIFY that said public hearing comments were taken before me, Jerry R. Martin, a Registered Professional Reporter in and for the state of Utah;

That said public comments were by me reported in stenotype, and therefore caused to be transcribed into typewriting, and that a full, true, and correct transcription of said comments so taken and transcribed is set forth in the foregoing pages, numbered 3 to 16, inclusive;

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof. WITNESS MY HAND AT SPANISH FORK, UTAH, THIS 22ND DAY OF OCTOBER 2023.



JERRY MARTIN, RPR

This page is intentionally left blank

[10 - bus]

1	4	adamson 2:17 12:24 13:7	barriers 13:2 14:18 15:3
10 2:12	400 5:10 9:17	add 9:19 10:4 12:11	basically 4:25 12:5 14:20
11 2:13,14 3:4	5	affect 6:10	bearings 15:1,5
12 2:15,16,17	550 1:14	affected 4:9	beautiful 13:2
13 2:18,19	5600 5:14	affects 6:10	behavior 4:22
14 2:20,21 12:25,25 13:1 13:2,10	5:00 1:16	ago 15:13	believe 10:24
15 1:12 4:3,14 4:18,20,25 6:15,16,20 7:16 12:5,8,11 12:12,17 14:11 14:14,19	6	aid 8:11	best 9:1
16 17:9	6 2:5 12:25	alert 4:16	better 12:4,14 15:1,6
18 1:15	600 5:1	alternate 5:22	bicyclists 9:25
2	7	anyplace 8:7	big 8:2 9:6
200 1:14 7:13 12:4	7 2:6,7	apparently 7:6 13:24	bike 12:24 13:8 13:11,14
2023 1:15 17:12	7:00 1:16 16:6	appears 8:20	bikers 13:13
2050 10:18	8	appropriate 10:22	bikes 13:3
215 6:14,17,20 14:14	8 2:8,9 15:2	area 3:9,18 9:18,21 14:3	bit 3:13 10:15 15:4,5
22nd 17:12	800 11:14	aspect 4:22	blew 5:7,18
2300 5:9,10	84 3:24,25	associated 17:10	blocks 7:14
25 9:19	89 3:8,23,25	b	blow 7:8
2600 8:24 12:24	9	back 3:18 5:17 11:3 15:2	boards 14:8
28893 17:16	9 2:10,11	backed 4:20 5:6	bountiful 1:14 3:5,5,12 5:11 7:16
3	a	backtrack 5:16	bowl 6:18
3 2:3,4 17:9	ability 12:16	backyard 15:17	brian 2:6 7:19
	able 4:3 6:19	band 8:11	bridget 2:10 9:16
	absorb 16:3	barbed 14:2,5	bring 9:2
	absorbing 15:23	barricaded 13:5	build 3:16
	access 9:5 12:5 12:6,8,11,13,15 12:20 13:18,22		building 8:1
	accident 4:25		bus 10:4,6,10
	action 17:11		
	actual 10:1		

[c - expansion]

<p>c</p>	<p>concern 3:3,21 5:3,21 concerns 7:19 concluded 16:6 concrete 14:18 15:9,22 congested 3:10 congestion 14:12 construction 7:9 continue 13:25 convenient 11:8 correct 17:8 corridor 7:1,2 costco 5:14 county 10:5,5 17:3 couple 15:16 courtney 2:11 9:23 crazier 5:23 cul 9:1,6,8,13 curious 8:16 currently 4:17 12:6</p>	<p>day 17:12 de 9:1,6,8,13 dead 3:14 4:25 deal 15:11 definitely 12:19 deflecting 15:18,25 depot 5:14 detour 4:20 different 10:11 differently 7:23 8:11 divide 14:18 dividing 15:3 doing 7:22 13:8 15:17 dollars 8:13 door 15:13 double 10:3 doubled 7:3 downtown 8:17 drive 9:12 drivers 9:20 driving 15:7 drop 3:6 due 14:11 dumping 15:18 dumps 15:17</p>	<p>educate 4:16 educational 4:15,21 eighth 13:7 either 13:20 elaine 2:19 13:17 elevated 6:25 7:2 elevating 6:24 ellen 2:14 11:14 employed 7:7 enter 9:17 entered 9:21 enters 6:14 entry 12:11 environmental 1:12 especially 10:5 10:9 16:1 estelle 2:7 7:21 event 17:11 everybody 3:18 5:21 excellent 13:1 13:13 except 12:16 exists 4:3 exit 8:17 12:9 12:12 exits 8:19 expanding 9:24 expansion 10:1 10:12</p>
	<p>d</p>		
<p>c 3:1 called 8:25 cameron 2:9 8:24 campaign 4:21 6:2 canyon 5:20 canyons 8:9 car 14:24 catching 12:17 cause 17:11 caused 17:7 center 1:13 centerville 3:5 3:13 11:15 certificate 17:1 certify 17:4,10 changing 4:14 cities 8:4 city 1:12 8:2 10:12 clark 2:5 6:13 clear 13:20 come 5:17 6:16 9:3,10,12 11:3 12:1 comment 2:2 6:13 7:21 8:15 10:24 11:5 12:20 14:7 comments 10:19 17:4,6,8 computer 11:11</p>	<p>d 2:1 d.c. 8:4 dangerous 15:1 davis 1:13 2:13 3:7,22 4:1 10:5 10:5 11:10 14:14</p>	<p>e e 2:1 3:1 easier 9:7 east 7:13,16 easy 9:9 echo 12:22</p>	

[explain - interested]

explain 6:4 express 10:8	freeways 8:1 frequency 7:5 7:11 friend 5:13 front 13:20 frontage 7:13 7:15 11:15 14:2 frontrunner 7:24 10:4 fruit 5:15,17 full 12:19 17:7 funding 10:15 funnel 3:17 further 17:10	16:1 good 6:5 9:14 10:8 13:8,10 gore 2:20 14:7 grab 15:24 grass 10:21 great 13:15 green 10:21 growth 4:4 guess 5:15 15:21 16:2 guys 10:3	hooks 7:1 hot 8:17,19 hour 5:11 9:19 hours 5:9 household 6:10 houses 9:17 11:11 15:14,16 15:19 huge 12:18 human 4:14,22 hurt 6:8
f	g	h	i
farmington 1:12 3:13 4:8 7:17 12:9,13 12:17 13:18,21 14:1,9,10 faster 7:24 feel 6:5,7,8 10:2 10:2,4,8,12,16 feet 12:25,25 12:25 fence 14:3,5 fine 12:15 first 10:20 15:16 five 7:14 8:13 flashing 9:20 focus 7:22,23 8:5,6 foot 13:1,2,10 foregoing 17:8 fork 17:11 forth 17:8 four 3:6 15:14 15:19 fourth 5:10 8:20 fowers 2:10 9:16 freeway 3:8 5:1 5:8 6:24,25 9:10 10:1	gentleman 3:24 getting 4:14 5:23 8:2,6 glover 13:25 go 4:17 5:16,19 6:20 7:25 8:7 9:13 11:24 13:14,20,21 14:1 15:2 goes 3:25 15:15 going 3:4,8,9 3:18,23 4:8,10 6:8,16,20,21 7:5 8:8,14,18 9:4,12 10:7,10 10:11 11:11,12 11:16,20 12:16 12:18 13:18,23 13:25 14:24	half 5:9 hand 17:11 handle 4:3,5,10 happen 6:22 happened 8:21 hard 11:25 hearing 17:4 heights 5:15,17 help 4:15,22,23 5:3 10:17 16:1 helps 15:19 high 3:11 14:19 higher 9:18 highway 3:8,23 3:25 4:1 6:2 highways 6:1 14:12 hit 6:20 11:1 hold 15:25 home 5:8,9,18 homes 4:8 16:1 16:2	idea 13:10,13 13:15 immediately 9:17 impact 1:12 10:16 impacts 9:25 10:17 implemented 14:13 inches 15:2 inclusive 17:9 inconvenient 11:7 industrial 9:18 inside 14:21 interchange 6:14,15 14:14 interchanges 6:21 9:24 interested 17:11

[intersection - nowadays]

<p>intersection 12:10,13,19</p> <p>interstate 12:14</p> <p>interstates 4:10</p> <p>involved 3:4</p>	<p>lane 5:7 8:17 8:19 9:16 13:21,25 14:9</p> <p>lanes 3:4,6,17 14:21</p> <p>large 9:6</p> <p>larger 13:5</p> <p>layton 3:6 4:4</p> <p>legacy 4:19 6:17,20 14:11</p> <p>limit 9:18</p> <p>line 10:8</p> <p>little 3:13,13 10:15 12:7 15:4,5</p> <p>live 4:16 5:1 6:24 7:2,12 11:14 14:3 15:10</p> <p>lived 5:14</p> <p>london 8:3</p> <p>long 7:11</p> <p>look 15:22</p> <p>looking 8:25 14:23</p> <p>looks 9:4 11:15</p> <p>lot 4:15 5:2,20 9:2,7,23 11:5 11:17,24 16:1</p> <p>lots 8:5</p> <p>love 10:10</p> <p>lucas 2:8 8:16</p> <p>lund 2:11 9:23</p>	<p>m</p> <p>m 3:1,1</p> <p>made 14:20 15:9</p> <p>magnifying 16:4</p> <p>main 13:21</p> <p>make 9:5,7,7 11:7,8 13:18 15:21,23</p> <p>man 5:13</p> <p>mark 2:17 12:24 13:7</p> <p>martin 17:5,18</p> <p>mass 7:23 11:6 11:8</p> <p>material 15:24</p> <p>matthew 2:20 14:7</p> <p>mconkey 2:14 11:14</p> <p>mcdonald's 11:21</p> <p>mckay 2:3 3:3 3:16,22 4:7,24 5:5,19 6:3,9</p> <p>mean 4:17 5:3 8:18</p> <p>message 14:8</p> <p>middle 7:15</p> <p>mile 9:19</p> <p>mine 15:20</p> <p>missed 12:7</p> <p>money 10:14</p>	<p>morning 7:11</p> <p>motorists 14:10</p> <p>mountain 15:4</p> <p>moving 7:24</p> <p>n</p> <p>n 2:1 3:1</p> <p>narrow 7:12</p> <p>neck 7:12</p> <p>need 6:13,15 7:8,22,23,25 8:7 10:3,4 11:7 12:10,19 13:3 14:8</p> <p>needed 10:2</p> <p>needs 4:14 6:1 10:9</p> <p>never 7:9</p> <p>new 3:8,20,23 8:4 14:13</p> <p>night 7:11</p> <p>noise 6:23 7:3 11:24 15:11,24</p> <p>north 1:14 5:9 5:10,10,10 12:14,17,20 14:1,18</p> <p>northbound 6:14,16,20 12:8,11 13:19 13:22,23</p> <p>notice 5:22 10:20</p> <p>notify 9:20</p> <p>nowadays 5:23</p>
<p>j</p> <p>james 2:15 12:3</p> <p>jammed 5:12</p> <p>jerry 17:4,18</p> <p>job 15:18</p> <p>jump 4:19</p>			
<p>k</p> <p>karen 2:13 11:10</p> <p>kaysville 3:15 4:4</p> <p>keep 12:10</p> <p>kevin 2:21 14:16</p> <p>kimberly 2:18 13:4</p> <p>kin 17:10</p> <p>kind 13:12</p> <p>know 4:19 7:10 7:12 9:8 10:6 10:22 11:22 15:3,6</p>			
<p>l</p> <p>lagoon 13:20</p> <p>lake 1:12 5:10 8:17 10:11</p> <p>land 7:13 11:17</p>			

[numbered - roskelley]

numbered 17:9	parking 8:10	prefer 12:25	ramp 13:17,19
o	parley's 5:16	pressure 3:9	rather 7:25
o 3:1	parrish 9:16	presume 15:9	really 3:7,9 4:19 5:4 9:23 10:8 15:1
o'reilly 2:18 13:4	part 11:16	pretty 6:5	rebuild 12:4,18
october 1:15 17:12	parties 17:10	previous 8:18	rec 1:13
ogden 3:23 4:1 4:5,8	parts 10:11	probably 4:23 15:19	redwood 6:18
ogilvie 2:16 12:22	passes 15:16	problem 8:12 8:13	reed 2:3 3:3,16 3:22 4:7,24 5:5 5:19 6:3,9
oil 5:6	past 11:22	professional 17:5	reflecting 16:4
ones 15:20	path 12:24 13:9 13:14	promotional 4:15	registered 17:5
onion 8:25	pattern 4:14	propagation 11:1	replacement 14:7
ooo 3:2 6:12 7:18,20 8:23 9:22 11:9,13 12:2,21,23 13:16 14:6,15	paul 2:6 7:19	property 4:7	reported 17:7
opportunity 12:7	peak 3:11	proposal 12:5	reporter 17:5
option 9:8	pedestrian 9:24	public 4:16 10:13,16 17:4 17:6	residential 9:17 9:19,21
options 10:9,10	pedestrians 13:11	pushing 5:21	rigby 2:7 7:21
p	people 4:17,19 5:20,23 6:8 7:6 7:24 8:2,5,6 11:5,25	put 6:23,25 8:11,22 10:7 10:15 11:20,22 11:23 14:17 15:9,12	right 3:14 6:15 7:1,14 8:12 9:2 9:9,10 11:21 12:5,16 13:19 14:2,3,25 15:13,16,17,18 15:20
p.m 1:16	peripheral 14:22	question 8:22	road 3:17 5:1 5:24 6:18 7:13 7:15 9:3 11:15 13:9 14:2
p.m. 1:16 16:6	perry 2:5 6:13	quick 9:10	roads 8:1,6
pacific 7:6,7	petersen 8:24	quiet 11:3	rome 8:3
page 2:2	peterson 2:9	r	roskelley 2:4 3:11,19 4:6,12
pages 5:7 17:8	pictures 10:20	r 17:4	
palmer 2:21 14:16	placed 14:8	rage 5:24	
paris 8:3	places 14:20		
park 9:10 13:21 14:9	plan 3:20		
	point 6:4		
	pollution 6:23 7:3		
	predicting 10:17		

[roskelley - time]

<p>5:2,25 6:5 route 10:6 14:11 routes 5:22 10:5 rpr 17:18 runs 7:15</p>	<p>side 6:18 7:16 12:9,14,17 sign 9:20 signature 17:16 situation 10:23 slugs 3:13 smaller 13:5 smart 4:18 somebody 7:4 sondelski 2:12 10:19 sort 10:12 12:11 16:3 sound 6:23,25 10:24 11:1,3 11:21 13:24 14:4 15:8,12 15:13,15,18,23 16:2,3 south 1:13 4:1 4:5 8:20,24 12:9,13,15 14:14,18 southbound 6:21 12:8,12 12:20 spaghetti 6:17 spanish 17:11 speaker 5:24 6:7 specific 3:21 8:17 specified 8:19 speed 9:18,20</p>	<p>split 13:12 spread 15:12 spreading 11:2 start 3:15 8:2 11:2 state 10:7 14:9 17:2,5 statement 1:12 stay 4:18 stenotype 17:7 stock 2:15 12:3 stop 3:14 13:25 14:4 stops 11:21 straight 9:3 11:17 street 8:25,25 9:11 11:17 13:21 14:9 strips 10:21 struggles 10:6 student 10:10 suck 15:24 suggest 9:19 supposed 4:2 12:4 sure 3:19 surroundings 14:22 suzanne 2:4 3:11,19 4:6,12 5:2,25 6:5 system 14:13</p>	<p>t</p> <p>t 3:1 take 3:4,8 9:10 11:11,16,19 14:11 taken 17:4,8 talk 11:25 12:3 talked 3:24 talking 7:4 14:17 taller 14:21 tanker 5:7,18 tell 14:10 telling 7:7 thankful 11:10 thereof 17:11 thing 7:10 8:8 13:24 15:8 things 4:15 9:7 14:16 think 3:7 4:5,9 4:11,20 5:3 6:1 7:22 8:2,10,22 12:9,18 14:12 15:3,15,15 third 11:5 thought 3:20 4:12,24 8:18 three 3:6,17 4:10 6:1 10:19 15:14 throw 8:13 tight 9:13 time 3:12 5:6 8:1 11:23 14:8</p>
<p>s</p>			
<p>s 3:1 sac 9:1,6,8,13 safer 12:7 safety 7:10 13:6 salt 1:12 5:10 8:17 10:11 saw 11:11 saying 4:13 5:25 6:4 scott 2:8,16 8:16 12:22 second 14:10 15:8 section 5:22 10:6 13:11 see 5:5 11:24 13:14 14:12,19 14:25 15:4 seems 12:7 seen 4:4 set 17:8 share 13:15 shave 15:2 showing 10:21 shut 5:7</p>			

[told - zone]

told 3:22,24 took 5:8,11 tracking 10:3 traffic 3:3 4:9 11:24 15:11 train 7:5 trains 7:7 8:6,9 transcribed 17:7,8 transcription 17:8 transferring 10:14 transit 10:13 10:16 11:6,8 transportation 6:11 7:22,24 8:3,10 11:8 travel 3:12,12 trax 7:25 trees 10:21 truck 9:2,6,14 trucker 9:9 truckers 9:2 true 17:7 trying 6:4 8:11 10:15 turn 9:1,5 two 5:9 6:21 14:16 type 4:21 typewriting 17:7	u	watch 4:17 water 10:22 watts 2:19 13:17 wave 11:1 waves 11:3 way 5:16,17,17 6:9 7:16 9:3,11 10:13 12:10 we've 8:10 weber 4:6 5:20 10:7 wednesday 1:15 west 1:14 3:5,7 3:12,22 4:1,6 5:1,14 7:1,2 9:17 11:14 12:4 13:7 14:10 western 9:1 whistles 7:5,8 wide 13:1 widening 8:1 wire 14:2,5 witness 17:11 work 9:1 10:25 worked 5:14 working 10:3 worry 8:9 worse 15:15	y	
	u 10:10 u.s. 3:23,25 understand 6:3 unidentified 5:13,24 6:7 union 7:6,7 use 8:9 11:6,18 11:19 used 6:2 14:19 uta 10:14 utah 1:14 11:17 17:2,3,5,12		z	
	v		zig 2:12 10:19 zone 7:9 11:3	
	valid 5:4 variable 14:8 vehicle 11:7 versa 6:19 versions 8:18 vice 6:19 vision 14:22 15:6			
	w		walkers 13:12 13:15 wall 6:25 11:1 11:21 13:25 14:4 walls 6:23 10:25 11:20 15:9,12 16:2 want 5:5 12:3 washington 8:4	x
			x	
			x 2:1	

Utah Rules of Civil Procedure
Part V. Depositions and Discovery
Rule 30

(E) Submission to Witness; Changes; Signing.

Within 28 days after being notified by the officer that the transcript or recording is available, a witness may sign a statement of changes to the form or substance of the transcript or recording and the reasons for the changes. The officer shall append any changes timely made by the witness.

DISCLAIMER: THE FOREGOING CIVIL PROCEDURE RULES
ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
THE ABOVE RULES ARE CURRENT AS OF APRIL 1,
2019. PLEASE REFER TO THE APPLICABLE STATE RULES
OF CIVIL PROCEDURE FOR UP-TO-DATE INFORMATION.

VERITEXT LEGAL SOLUTIONS

COMPANY CERTIFICATE AND DISCLOSURE STATEMENT

Veritext Legal Solutions represents that the foregoing transcript is a true, correct and complete transcript of the colloquies, questions and answers as submitted by the court reporter. Veritext Legal Solutions further represents that the attached exhibits, if any, are true, correct and complete documents as submitted by the court reporter and/or attorneys in relation to this deposition and that the documents were processed in accordance with our litigation support and production standards.

Veritext Legal Solutions is committed to maintaining the confidentiality of client and witness information, in accordance with the regulations promulgated under the Health Insurance Portability and Accountability Act (HIPAA), as amended with respect to protected health information and the Gramm-Leach-Bliley Act, as amended, with respect to Personally Identifiable Information (PII). Physical transcripts and exhibits are managed under strict facility and personnel access controls. Electronic files of documents are stored

in encrypted form and are transmitted in an encrypted fashion to authenticated parties who are permitted to access the material. Our data is hosted in a Tier 4 SSAE 16 certified facility.

Veritext Legal Solutions complies with all federal and State regulations with respect to the provision of court reporting services, and maintains its neutrality and independence regardless of relationship or the financial outcome of any litigation. Veritext requires adherence to the foregoing professional and ethical standards from all of its subcontractors in their independent contractor agreements.

Inquiries about Veritext Legal Solutions' confidentiality and security policies and practices should be directed to Veritext's Client Services Associates indicated on the cover of this document or at www.veritext.com.