

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
1	Box Elder	Active Transportation	US 89, Box Elder County	US 89, Box Elder County	Please consider designating the extra shoulder currently being constructed on 89 as a bike path through markings.	WFRC will consider this comment in the development of the Regional Transportation Plan. For more information regarding the current bicycle plans statewide through 2040, please visit http://www.utahunifiedplan.org/interactive-map/ and click on Urban Bike Network.
2	Box Elder	Transit			As someone who frequently travels to SLC from Idaho, I would love to see train service extended to Tremonton.	UTA's current service area only extends to Brigham City. Providing service to Tremonton would require additional action from Box Elder County citizens and government. Typically, bus service is sufficient to meet the demand of low density rural areas.
3	Davis	Roadway	6650 S, South Weber	Cottonwood Dr, South Weber	If you have an extra \$300k can you fixed Cotton Wood drive? It's a little stretch of road used by Uintah (Weber County) but actually belongs to Davis County. Neither side will fix it. You can read about it here: http://www.standard.net/Local/2017/06/24/Crumbling-road-bordering-Uintah-South-Weber-causing-a-stir-in-Northern-Utah	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.
4	Davis	Roadway	Harmony Dr, Layton	Harmony Dr, Layton	West Davis Corridor is so desperately needed. Why has it been stalled? Has it been derailed by outside political forces? Do those that make decisions not understand the need for better access to the West side of Davis county? I feel that because I don't live in Salt Lake County, my views and opinion are being ignored even silenced. Why has the West Davis Corridor project come to a halt?	Construction of West Davis Corridor from Farmington to Syracuse is anticipated to begin in 2021.
5	Davis	Roadway	1300 E & St Joseph St, Layton	1300 E, Layton	This short section of road between 300 N and St. Joseph St is in absolutely terrible shape. A fair number of people have to drive through this pothole riddled road every day and a real fix is in dire need.	WFRC will work with the appropriate entity(ies) to address pavement needs as resources allow.
6	Davis	Transit	Arizona Dr & Arsenal Rd, Sunset	Arsenal Rd, Sunset	Enable easy bus access from both 650 N and future 1800 N to Falcon Hill Development Transit Center.	As more of Falcon Hill comes on line UTA will add the appropriate level of service.
7	Davis	Roadway	1650 N & US 89, Layton	US 89, Layton	US 89 needs to be a freeway all the way from South Ogden (Prefereably Harrison Blvd) all the way down to Farmington. It could be done with frontage roads like in Farmington right now. That way Nichols Rd could still be accessed.	Conversion of US-89 to a freeway from Farmington to South Weber is anticipated to begin in 2020. Conversion to a freeway from I-84 to Harrison Boulevard is included in the Regional Transportation Plan, but funding has not yet been identified.
8	Davis	Multiple	Westside Spring Rd, Davis County	Westside Spring Rd, Davis County	Please prioritize non-road projects first (trails, transit). Pay the money (a relatively small percentage of the total) first, then use the rest for road projects. Thank you!	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.
9	Davis	Transit	189 S & Main St, Layton	Main St, Layton	Redesign bus bays to allow busses to turn left and right out of station. With the hospital opening soon there will be more need for access in both directions. The current bus movements makes scheduling tight on 628.	Yes, the current configuration only allows a right turn out of the Layton Station. Redesigning the bus sawtooths, or bays, is part of a larger project we are currently working on with Layton City, UDOT, and an adjoining developer. The plan is to reconfigure the sawtooths and overall bus movement to allow the buses to enter and exit the Station at the northern entrance. We are also working on potentially signaling that intersection to allow better movement.
10	Davis	Multiple	Harmony Dr, Layton	Harmony Dr, Layton	How is this going to help with the air quality here in Utah, It's not! This is only going to make it worse and more people need to think about taking public transit, walking, and/or riding a bicycle then spending all this money to make drivers happy and don't care about the impact on the air or the enviroment	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.
11	Davis	Transit	Emerald Dr & Oakridge Dr, Layton	Emerald Dr, Layton	There are not many bus stops near this area of neighborhoods but their ought to be, especially with more houses being built and neighborhoods being added	UTA continually evaluates service areas and will consider this comment in those evaluations.
12	Davis	Roadway	Harmony Dr, Layton	Harmony Dr, Layton	I believe access to the west of Davis Count will help with the reduction of traffic on I-15. Though it is not a cure for future traffic gridlock, it is a huge NEED.	Construction of West Davis Corridor from Farmington to Syracuse is anticipated to begin in 2020.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response	
13	Davis	Transit	1100 W & Chevron Refinery, Davis County	Chevron Refinery, Davis County	Add double track from Warm Springs to I-215. With improvements to the I-15 bridge since FrontRunner was built there is now more flexibility under the bridge to expand FrontRunner double track.	UTA is currently performing a study on the Future of FrontRunner. One of the tasks of the study was to determine the relative ease or challenge of double tracking every section of the existing single track. Double tracking that requires rebuilding freeway bridges is considered very difficult because of the travel disruptions and costs. However, UTA and UDOT will look for opportunities in the future to provide space for a second track at any bridge over FrontRunner track that is rebuilt or rehabilitated in the future.	
14	Davis	Transit	700 W, West Bountiful	700 W, West Bountiful	Investigate ability to add double track between Woods Cross station and Centerville siding to allow for future 15 minute frequencies. Historical properties have been demolished since FrontRunner was built.		
15	Davis	Roadway	Burton Ln & I-15 NB Fwy, Kaysville	Burton Ln, Kaysville	Possible HOV exit to reduce loads on local streets. Adjust bridge supports for possible FrontRunner improvements.		
16	Davis	Transit	600 W & Old Mill Ln, Kaysville	Old Mill Ln, Kaysville	Purchase unused third track from UP between Kaysville and Layton Station to allow for double track between Layton Station and Kaysville Siding. This would facilitate future 15 minute frequencies on FrontRunner.		
17	Davis	Transit	I-15 SB Fwy & State St, Farmington	State St, Farmington	Adjust bridge supports to allow for expansion of double FrontRunner track.		
18	Davis	Transit	1280 W & Parrish Ln, Centerville	Parrish Ln, Centerville	Add a park and ride to the Centerville area.		This is a possibility and should be considered as part of the 2019-2050 RTP.
19	Davis	Roadway	1400 E & 650 N, Fruit Heights	650 N, Fruit Heights	Raising Highway 89 over the 200 North interchange is a terrible idea. The noise will be unbearable where I live and the view my family has had for over 100 years will be gone.		This comment will be evaluated as the state environmental document for US-89 improvements is completed.
20	Davis	Roadway	1350 E, Fruit Heights	US 89, Fruit Heights	Please consider: Do not make Hwy 89 into a Freeway. A) how will driverless vehicles (trucks) make a difference in future traffic? B) Complete the I-84 I-15 South Bound connection BEFORE doing anything bigger to Hwy 89. C). Encourage alternate modes of transportation - not just cars. (Increase Mass transit options, lower the cost.)		
21	Davis	Roadway	Cherry Ln & US 89, Layton	Cherry Ln, Layton	There needs to be access to Cherry Lane from US89. It looks like the draft plan is showing that intersection being cut off. There are very few businesses along US89, and this is the ONE intersection that has two gas stations and a coffee shop. The east/west access on Cherry Lane needs to remain.		
22	Davis	Roadway	Nicholls Rd & US 89, Fruit Heights	US 89, Fruit Heights	Leave 89 and Nicholls alone. Just with the road work on Mountain Road has shown what a problem it would be if you take access away to 89. Those below Mountain Road would be completely cut off and hampered to be able to get out in case of an emergency. It will greatly hamper our emergency vehicles, bussing for our kids. On top of adding hazard to our kids, taking away some of our park, splitting the good people of Fruit Heights, taking our property value down. It will cause more problems that you are even thinking about. We live here and have to deal with the craziness of any road construction on Mountain Road and it is a huge problem now and with you taking access from 89 would leave even a bigger problem. Like i said in an emergency we would be completely cut off from being able to get out. Serious flaws that you just dont see for the residence that live below mountain road and off of Nicholls Rd. So upsetting to have Mayor and City Council that won't listen to their people.		
23	Davis	Transit			Decrease parking and increase UTA coverage.. Especially in Davis County.		
						While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
24	General	Roadway			more roads...more free parking	WFRC understands that while most people will continue to drive as their preferred way of getting around, it is important to provide balanced investments in roads, transit, and biking and walking. To learn more regarding the plans for future roads, please visit utahunifiedplan.org .
25	General	Active Transportation			Bike lanes	WFRC understands that while most people will continue to drive as their preferred way of getting around, it is important to provide balanced investments in roads, transit, and biking and walking. To learn more regarding the plans for future roads, please visit utahunifiedplan.org .
26	General	Active Transportation; Roadway			\$2.5B to cycling and pedestiran projects across the state. \$2.5B to auto related projects.	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.
27	General				How about less growth? Or maybe no growth at all?	While WFRC cannot control growth, we can proactively and responsibly plan for it. For more information regarding Utah's population projections, visit http://gardner.utah.edu/demographics/population-projections/
28	General	Roadway			Just fix the potholes around existing roads first. It is terrible in some areas. with quality pavement, no chip seal.	WFRC understands the need to maintain the existing transportation system in good repair. The 2018-2023 Transportation Improvement Program includes projects that increase capacity through new roads and transit and projects that repair existing roads and transit facilities.
29	General	Active Transportation			Continuity and connectiveness of cycling lanes and pathways needs massive improvement, as does the quality of paving used on pathways/bike lanes all over the valley -spend wisely! Let's start with a BAN on chip seal please - sharp, jagged gravel	WFRC is working closely with UTA to implement projects from a \$20 million federal grant that will improve biking and walking connections to transit throughout the region. For more information, please visit https://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project
30	Salt Lake	Active Transportation	2200 E, Salt Lake City	2200 E, Salt Lake City	The bike path, Connor to Wasatch, through Bonneville Golf course is outrageous. It's a dumb idea proposed by the former SLC mayor who wanted to ride through here. Its cost will approach \$1 million, it will interrupt wildlife pathways and even golf! Bikes going north on Connor will be dumped into the busiest intersection in the city: Sunnyside and Foothill where they will slow traffic on both streets. A safer & quicker route to the U/U for bikes on Wasatch is to go west on Michigan, across on a new level 100 foot path on the north edge of Bonneville that might cost \$2K, to Shirecliff, and then on to Arapeen to the U.	WFRC will work with Salt Lake City to ensure that this comment is considered prior to finalization of the project scope.
31	Salt Lake	Active Transportation	400 S & 600 W, Salt Lake City	400 S, Salt Lake City	The 4th South viaduct needs bike lanes in both directions and they need to be wider than the current pedestrian walkway on the north side	WFRC will work with Salt Lake City and UDOT to assess the possibility of expanded bicycle infrastructure on 400 South.
32	Salt Lake	Active Transportation	Holladay Blvd, Holladay	I-215E SB Fwy, Cottonwood Heights	I like the Old Mill bicycle trail. I wish there was a separated bike trail along I-215, like Parley's Trail to the north, that could connect the cottonwood area to the Jordan River Trail.	WFRC will work with Salt Lake County and UDOT to assess the possibility of a trail along the I-215 corridor or in that area of the valley to connect Cottonwood area to the Jordan River.
33	Salt Lake	Transit	300 S & 600 W, Salt Lake City	600 W, Salt Lake City	Why doesn't the TIP include more money for FrontRunner? Upgrading 2 locomotives is not enough. It needs a second track and electric trains. Please provide more funding!	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with our partners to explore various means of additional investment in transit and active transportation. UTA is currently performing a study called, "The Future of FrontRunner" to identify incremental improvements that can be made to the line. The ultimate objective is to double track FrontRunner so that trains can run at the same time in both directions and to electrify it so that trains can operate more quickly and come more frequently.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
34	Salt Lake	Transit	400 S & Main St, Salt Lake City	400 S, Salt Lake City	Why has no progress been made on TRAX extensions through downtown SLC, such as on 400 South? These projects make regional transit, like FrontRunner, more attractive and reduce congestion along the whole Wasatch Corridor. Please include in the TIP!	Since the inclusion of the 400 South TRAX Connection to Salt Lake Central in the last Regional Transportation Plan, Salt Lake City desired to study transit in the downtown area more closely and include more transit and other transportation options besides light rail. The result of this effort is the Salt Lake City Transit Master Plan and it is being considered for adoption by the City Council. The draft Plan identifies key corridors for improved transit but does not specify the type of transit service to implement. At the time of this writing, 400 South is one of the key corridors. The draft plan can be found here: http://slcrides.org/wp-content/uploads/2016/10/SLC-Transit-MP-DRAFT-10-18-2016.pdf
35	Salt Lake	Roadway	Newcastle Dr & Powderhorn Dr, Sandy	Powderhorn Ct, Sandy	Can the speed limit on Newcastle Drive be reduced to 30 mph? There are wider streets in Sandy that have a 30 MPH speed limit and no schools. Newcastle has schools on it and flows well at 30 mph. The speed limit is currently 35 mph and most people are zooming by at 40+ mph. I hope we can get funds to just put in a few speed limit signs.	WFRC will work with the appropriate entities to evaluate potential improvements.
36	Salt Lake	Transit	12600 S & Dunhammer Dr, Riverton	12600 S, Riverton	We need the Riverton TRAX proposal to be built sooner than later.	UTA recently completed a study which evaluated an extension of the Red Line. The study identified the needed right of way to extend the Red Line into Herriman, Riverton and to further connect east to the Commuter Rail station in Draper. Project partners are working to preserve right of way for a future project via development setbacks and acquisition.
37	Salt Lake	Roadway	3100 S & I-215W SB Fwy, West Valley City	3100 S, West Valley City	Concrete sound barrier needed to put back between the existed one to the 3100s overcross I-215.	WFRC will work with the appropriate entities to evaluate potential improvements.
38	Salt Lake	Roadway	900 S & I-15 SB Fwy, Salt Lake City	I-15 SB Fwy, Salt Lake City	Consider electronic speed limit sign on freeway. With weather service, UDOT monitor and Utah highway Patrol. Adjust/limit speed limit during bad weather can prevent (some) accident.	UDOT is constantly looking for ways to leverage innovative technologies to improve mobility. WFRC will ensure UDOT receives this comment. For more information, here is a research study commissioned by UDOT to assess the feasibility of using variable speed limit signs in construction zones. https://www.udot.utah.gov/main/uconowner.gf?n=7828313631638132 UDOT has used variable speed limits as recently as The Point project on I-15 at Point of the Mountain. http://fox13now.com/2016/05/13/udot-wants-drivers-to-be-aware-of-variable-speed-limits-near-point-of-the-mountain/ UDOT has used variable speed limits on I-80 in Parley's Canyon since 2014. http://blog.udot.utah.gov/2014/01/variable-speed-limit-signs-now-activated-on-i-80/
39	Salt Lake	Active Transportation	900 W & Folsom Ave, Salt Lake City	Folsom Ave, Salt Lake City	Could the WFRC contribute \$250,000 to the 2018-2019 Folsom Trail Construction Phase? This project is meant to improve east/west connection in Salt Lake, and connect Gateway to the Jordan River Trail. This project could benefit from placemaking improvements, landscaping budget, or infrastructure support.	Currently, improvements to the Folsom Trail are included in projects funded with a federal grant and administered by UTA. Here is the project website for more information: https://www.rideuta.com/About-UTA/Active-Projects/TIGER-Grant-Project
40	Salt Lake	Landscaping	I-15 NB Fwy & South Temple St, Salt Lake City	South Temple St, Salt Lake City	Underpass landscaping and art, these bridges need ongoing maintenance budget for safety lighting, and landscaping improvements.	WFRC understands that aesthetic improvements such as landscaping are important. However, these improvements must be balanced with other priority needs for infrastructure investments that utilize taxpayer dollars. WFRC will ensure the entities responsible for these bridges receive this comment.
41	Salt Lake	Landscaping	Grant St, Salt Lake City	600 N, Salt Lake City	600 N Landscaping Improvements - As a person who attends bi-annual clean-ups of this overpass, this could benefit greatly from landscaping improvements that would both beautify and improve ease of maintenance. Tall grass, trees, swamps make clean up very challenging, and allow for vagrancy and trespassing.	WFRC understands that aesthetic improvements such as landscaping are important. However, these improvements must be balanced with other priority needs for infrastructure investments that utilize taxpayer dollars. WFRC will ensure the entities responsible for this facility receive this comment.
42	Salt Lake	Active Transportation	180 N, Salt Lake City	180 N, Salt Lake City	Jordan River Parkway Trail Safety Improvements - Could there be contributions for safety improvements along the Jordan River Trail through Salt Lake City? A contribution of \$100-\$250K would help significantly with lighting, wayfinding, emergency phones, or other safety implements.	WFRC will work with SLC and the Jordan River Commission to understand the safety need and evaluate potential improvements.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
43	Salt Lake	Roadway	1300 W & Pierpont Ave, Salt Lake City	200 S, Salt Lake City	Sound barriers on the north side of I-15 would improve the quality of life significantly to Poplar Grove residents.	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.
44	Salt Lake	Roadway	Grandville Ave, South Jordan	Mountain View NB Hwy, South Jordan	Please make Mountain View Corridor a full freeway as soon as possible. The growth on the west side of the valley requires more options. Making Mountain View and Bangerter Highway full freeways would reduce congestion considerably.	The long term plan is to turn Mountain View Corridor into a 35 mile freeway connecting Utah County to I-80. For more project information please visit www.udot.utah.gov/mountainview
45	Salt Lake	Roadway	Advantage Cir, Salt Lake City	Bangerter NB Hwy, Salt Lake City	Bangerter highway needs to be expanded to 4 lanes each direction from SR-201 to the airport.	The Regional Transportation Plan includes conversion of Bangerter Highway to a freeway. This will address capacity issues between I-80 and SR-201. Funding has not yet been identified.
46	Salt Lake	Active Transportation	900 E & South Union Ave, Midvale	900 E, Midvale	Please consider making bike lanes more fluid north to south , and east to west. I want to participate in biking to work as many other do but it remains too dangerous. Either a bike lane ends or a sidewalk is blocked by phone/power poles. Please make Salt Lake County more bike user friendly! Thank you for all you do!	WFRC will work with Salt Lake County, UDOT, and the local municipalities to implement the planned network of regional trails and bike lanes throughout Salt Lake County.
47	Salt Lake	Transit	900 S & I-15 NB Fwy, Salt Lake City	I-15 SB Fwy, Salt Lake City	Adjust the bridge supports under I-15 to allow double tracking of FrontRunner from Salt Lake Central to 1300 South. There is a small portion here to connect two sections of double track. It would allow for better passing and acceleration, cutting down on travel times.	UTA is currently performing a study on the Future of FrontRunner. One of the tasks of the study was to determine the relative ease or challenge of double tracking every section of the existing single track. Double tracking that requires rebuilding freeway bridges is considered very difficult because of the travel disruptions and costs. However, UTA and UDOT will continue to look for a second track at any bridge over FrontRunner track that is rebuilt or rehabilitated in the future.
48	Salt Lake	Transit	Salt Lake City	Salt Lake City	Plan for future electrification on FrontRunner. It would be better to review electrification instead of improving the diesel locomotives. Like CalTrain is doing it would improve acceleration allowing for faster or more frequent service.	UTA is currently performing a study on the Future of FrontRunner. After a series of intermediate scenarios, a scenario that includes electric locomotives and their particular operating characteristics will be analyzed.
49	Salt Lake	Roadway	10200 S, South Jordan	Bangerter Hwy, South Jordan	Please continue with the freeway style interchanges on Bangerter Highway. The congestion on Bangerter due to all the stop lights is nearly unbearable and the heavy population growth on the west side requires more and better freeway options.	The long term plan is to convert every intersection along Bangerter into freeway-style interchanges. For more information on the project and to see schedules of planned work, please visit www.udot.utah.gov/bangerter
50	Salt Lake	Roadway	4700 S & 5200 W, Salt Lake County	4700 S, Salt Lake County	Road in Bad Shape	Salt Lake County applied for and received funding through WFRC to reconstruct 4700 South from 5600 West to 4000 West, which is currently anticipated to occur in 2020.
51	Salt Lake	Roadway	Blueridge Dr & Meadow Wood Way, Taylorsville	4700 S, West Valley City	Road is Quite Bumpy	WFRC will work with the appropriate entities to address pavement needs as resources allow.
52	Salt Lake	Roadway	5055 S & Pieper Blvd, Salt Lake County	Pieper Blvd, Salt Lake County	Unbelievably Bumpy Road, Worst Paving Job Ever	
53	Salt Lake	Roadway	California Ave & I-215W SB Fwy, Salt Lake City	California Ave, Salt Lake City	sectional concrete and railroad intersections from I-215 to Bangerter Hwy. along California Avenue are terrible. The road has numerous large drops in it and it especially unsafe when riding a motorcycle. Also cars are constantly either slowing to around 5MPH to navigate the road and impeding traffic causing delays and back ups. Also cars are driving completely along the shoulder where the road is not as bad, this is terrible because the shoulder is not a travel lane and causes confusion among drivers. If someone for the Transportation Company had to drive this route everyday they would understand the headache of having to drive down this stretch of road	
54	Salt Lake	Roadway	Hwy 201 EB & Hwy 201 WB, Salt Lake County	Hwy 201, Salt Lake County	SR-201 needs to be a full freeway all the way out to I-80 with no at-grade intersections or stoplights.	The Regional Transportation Plan includes conversion of SR-201 to a full freeway out to I-80. Funding has not yet been identified.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
55	Salt Lake	Transit	300 E & 400 S, Salt Lake City	400 S, Salt Lake City	The trax system would be a lot better if the trains ran more than every 15 minutes, especially near peak time. Some people don't like being packed in like sardines and stop riding it because of this problem. Just increase the run time to every 5 or 10 minutes when busy.	More frequent headways (i.e. every 5 or 10 minutes) during peak periods would in fact reduce vehicle passenger congestion but there are two significant factors affecting this solution. One, there would most likely be a need for more light rail vehicles to be purchased to accommodate the frequency. There are currently no funding sources for the purchase of additional vehicles. The second and perhaps more critical issue is that there is not enough capacity on the rail line between 2100 South (Central Point) and 600 South (Courthouse) to accommodate vehicles at these frequencies. Vehicles require a minimum spacing between train sets and at the current 15 minute headways there is a train every 7 minutes on this section of track. Also there are issues along this section of track related to the amount of time that the crossing arms would be down and the impacts it would have on east-west automobile traffic. These issues are being considered for a future expansion of the light rail system.
56	Salt Lake	Transit	2100 S & 500 E, Salt Lake City	500 E, Salt Lake City	It would be great to have the S-Line connect up to foothill/university, and the bike path to connect to the Parley's trail	The plan for the future extension of the S-line is to continue east to the University, or at the very least connect with the light rail line on 400 South. There are several alternatives that have been considered but there are significant environmental impacts associated with most of them. Specifically Sugar House is a historic district and in order for the S-line to continue it would need to run on existing streets and therefore require additional right-of-way for the alignment. Additional right-of-way would require the acquisition or condemnation of property and federal law prohibits impact to historic properties if federal funds are going to be used for a project. The future Parley's trail is anticipated to connect to the pathway along the S-line. See parleystrail.org
57	Salt Lake	Roadway	Whispering Sands Cir, South Jordan	Whispering Sands Dr, South Jordan	Bangerter and 9800 south... those of us who live in this neighborhood would like this intersection made into just an overpass like that at 11800 south	The long term plan is to convert every intersection along Bangerter into freeway-style interchanges. For more information on the project and to see schedules of planned work, please visit www.udot.utah.gov/bangerter
58	Salt Lake	Roadway	California Ave & Swaner Rd, Salt Lake City	California Ave, Salt Lake City	Intersections of California Avenue and Railroads are dangerous. Seen numerous vehicles use the shoulder to drive on to try and make it easier for their cars.	WFRC will work with the appropriate entities to address pavement needs as resources allow.
59	Salt Lake	Roadway	California Ave & Pioneer Rd, Salt Lake City	California Ave, Salt Lake City	where the road goes through the railroad tracks it is really bumpy	
60	Salt Lake	Roadway	Grandville Ave, South Jordan	Mountain View NB Hwy, South Jordan	PLEASE finish the MVC! My commute time to and from SLC has increased by 20% since 2013! No options in the SW valley! I appreciate the future plan but making this north/south highway accessible will open up congestions for the SW valley. Your own heat maps show this area to be more densely populated in the future than many Valley locations with higher than average daily trips.	The long term plan is to turn Mountain View Corridor into a 35 mile freeway connecting Utah County to I-80. Work is being completed in segments as funding is secured and design plans are created. This year the corridor will be completed up to 4100 South. For more project information please visit www.udot.utah.gov/mountainview
61	Salt Lake	Roadway	I-15 NB Fwy & I-15 SB Fwy, Salt Lake City	US 89 NB, Salt Lake City	This area of I15 is congested every day from the reduction to 3 lanes, especially near the US-89 entrance/exit. At a minimum, the onramp here should not have to merge so quickly. But to fix the problem 1-2 lanes should be added everywhere.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
62	Salt Lake	Roadway	Bangerter NB Hwy & Hwy 201 EB, West Valley City	Bangerter NB Hwy, West Valley City	Bangerter highway needs at least 4 lanes and freeway style interchanges everywhere. Particularly this 2100S freeway interchange is a nightmare when traffic is busy.	Improvements at the Bangerter Hwy/ SR-201 interchange are included in the Regional Transportation Plan. Conversion of Bangerter Hwy to a freeway is also planned. Funding has not yet been identified.
63	Salt Lake	Roadway	Mountain View NB Hwy & Porter Rockwell Blvd, Herriman	Porter Rockwell Blvd, Herriman	The Mountain View Corridor is already being expanded north to the 201 freeway, but it also needs to be expanded south much further to allow for a greater diversion of traffic away from I15. It also needs to be able to connect to either Bangerter or I15 in some way so that individuals don't have to use surface roads between the two of them.	The long term plan is to turn Mountain View Corridor into a 35 mile freeway connecting Utah County to I-80. Work is being completed in segments as funding is secured and design plans are created. This year the corridor will be completed up to 4100 South. For more project information please visit www.udot.utah.gov/mountainview
64	Salt Lake	Roadway	1730 S & Gramercy Rd, Salt Lake City	Bangerter SB Hwy, Salt Lake City	Bangerter's entire length needs to be a freeway. No stop lights or at grade intersections from I-15 all the way to the airport. That means new freeway interchanges at SR-201 and I-15.	The long term plan is to convert every intersection along Bangerter into freeway-style interchanges. For more information on the project and to see schedules of planned work, please visit www.udot.utah.gov/bangerter

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
65	Salt Lake	Roadway	Bangerter NB Hwy & Hwy 201 WB, Salt Lake City	Bangerter SB Hwy, West Valley City	The entire interchange of SR-201 and Bangerter Highway needs to be upgraded. We need a grade-separated interchange with flyover ramps. The Diverging Diamond Interchange isn't accommodating all the traffic anymore.	The long term plan is to convert every intersection along Bangerter into freeway-style interchanges. For more information on the project and to see schedules of planned work, please visit www.udot.utah.gov/bangerter
66	Salt Lake	Roadway	California Ave & Swaner Rd, Salt Lake City	California Ave, Salt Lake City	The condition of the concrete on California Ave is terrible, especially at the railroad crossings. SLC needs to work with the railroads and upgrade these rail crossings because currently vehicle traffic has to slow to 5 mph to cross these horrible bumps.	WFRC will work with the appropriate entities to address pavement needs as resources allow.
67	Salt Lake	Roadway	9400 S & Monroe St, Sandy	Monroe St, Sandy	With 9000 S. traffic so heavy at the I-15 interchange, we need to punch through a grade-separated underpass of 9400 S. under I-15 to improve connectivity and to take pressure off of 9000 S.	The Regional Transportation Plan includes improvements to allow traffic to better utilize 9400 South as an alternate to 9000 South. Funding has not yet been identified.
68	Salt Lake	Roadway	1300 E, Salt Lake City	1300 E, Salt Lake City	This road is in dire need of work...sooner than 2023	WFRC will work with Salt Lake City to determine if it is possible to accomplish the reconstruction project sooner than 2023.
69	Salt Lake	Roadway	900 E & Sugarmont Dr, Salt Lake City	900 E, Salt Lake City	900 East in Sugarhouse is a mess. Is there no funding requested from SL City? This area needs rehabilitation and soon	WFRC will work with the appropriate entities to address pavement needs as resources allow.
70	Salt Lake	Roadway	Claybourne Ave & Heritage Way, Salt Lake City	Heritage Way, Salt Lake City	Need a ramp from NB 2300 E to I-215	WFRC will consider this comment in the development of the Regional Transportation Plan.
71	Salt Lake	Active Transportation	2200 W & Harvest Ln, West Jordan	2200 W, West Jordan	More crosswalks need to be added along 2200 W between 7000 and 7800 S for students who may be walking/biking to and from schools in the area (West Jordan Elem, Majestic Elem, West Jordan Middle)	WFRC will work with the appropriate entities to address pavement needs as resources allow.
72	Salt Lake	Roadway	1300 E & Wilmington Ave, Salt Lake City	1300 E, Salt Lake City	Wasn't this road just reconstructed, as part of the tunnel project?	The section that is scheduled for reconstruction extends south to the intersection of 1300 East and Highland Drive. The current plan is to only reconstruct those portions of the pavement where preservation methods will not extend the life of the pavement.
73	Salt Lake	Roadway	11800 S & Willow Walk Dr, South Jordan	11800 S, Salt Lake County	It's good to see this road coming into being, but you are going to need another primary arterial north and south of it--the nearest ones are too far away.	The long range Regional Transportation Plan includes the extension of Herriman Parkway at approximately 12400 South and the extension of South Jordan Parkway at approximately 11000 South.
74	Salt Lake	Roadway	Bangerter Hwy & Hamilton View Rd, Riverton	Bangerter Hwy, Riverton	Hurray for prioritizing maintenance	WFRC understands the need to maintain the existing transportation system in good repair. Taking care of the region's transportation assets will ensure there is a well-functioning system for years to come.
75	Salt Lake	Active Transportation	Desert Rose Dr & Wesleyan Way, Riverton	Wesleyan Way, Riverton	I like bike lanes, but I like bike lane networks even better. I know adding bikelanes makes it politically possible to narrow the lanes, which helps with speeds and traffic accidents, but I don't see any indication there is any comprehensive bike-lane planning going on.	Riverton City recently completed an Active Transportation Plan that looks at comprehensive bike and pedestrian planning in Riverton City. The plan can be reviewed here: http://www.rivertoncity.com/departments/Public%20Works/Active%20Transportation/final-masterplan-11.10.16.pdf
76	Salt Lake	Active Transportation	Jordan Basin Ln, Bluffdale	Bluffdale	extending Jordan River Trail south to Thanksgiving Point would make N/S bike commutes much more practical	The Jordan River Trail does extend south to Thanksgiving Point. For more information, here is a map- https://myjordanriver.org/ The Murdock Canal Trail is also a great trail resource in the area. For more information, go to https://mountainland.org/murdock/
77	Salt Lake	Transit	200 S & 600 W, Salt Lake City	200 S, Salt Lake City	Please include funding for 15-slot diagonal-style bike racks in FrontRunner bike cars	Funding has been identified for diagonal-style bike racks in FrontRunner bike cars, and these should be installed in the next few years.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
78	Salt Lake	Roadway	Mario Capecchi Dr & Wasatch Dr, Salt Lake City	Mario Capecchi Dr, Salt Lake City	So..adding a median along this route will reduce accidents, but divert u-turns to other locations, like intersections...	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
79	Salt Lake	Map	1550 E & North Campus Dr, Salt Lake City	North Campus Dr, Salt Lake City	This map would be a whole lot more useful if it used a different symbology--such as one based on the type of project.	There were several useful ways to display these transportation projects - by funding year, project type, project status, etc. We will consider your feedback for next year's interactive map.
80	Salt Lake	Roadway	Rivulet Rd, Herriman	Rivulet Rd, Herriman	https://drive.google.com/open?id=1ryCPTy782ToxJPys7xMKSje-xU&usp=sharing , You are going to need a whole lot more roads out in this area. You should get them in while the land is cheap.	Several roads are planned in this area (see RTP). WFRC will work with Herriman to identify potential corridor preservation actions.
81	Salt Lake	Roadway	Herriman Blvd & Mustang Trail Way, Herriman	Herriman Blvd, Herriman	this should stretch west all the way to U-111 (Bacchus Highway)	Herriman Parkway extension to Bacchus Highway was evaluated in the WC2050/2019 RTP Scenario number 3. The project is currently included in the Draft Preferred Scenario and will be reviewed by transportation partners, local communities, and stakeholders in early 2018.
82	Salt Lake	Roadway	Red Sands Rd & Sand Creek Dr, Riverton	Bangerter Hwy, Riverton	Oh good. I'm glad to see Pasture road connecting to 4000 W. That will take some heat off Bangerter. But I do wonder why it doesn't make a direct connection.	WFRC will consider this comment in the development of the Regional Transportation Plan.
83	Salt Lake	Roadway	Bangerter Hwy & Redwood Rd, Riverton	Redwood Rd, Bluffdale	Why does this bit of Bangerter get an interchange? On Google maps, looks like a pretty functional SPUI.	The long term plan is to convert every intersection along Bangerter into freeway-style interchanges. For more information on the project and to see schedules of planned work, please visit www.udot.utah.gov/bangerter
84	Salt Lake	Roadway	Cape Cod Dr & Golden Arrow Cv, West Valley City	Cape Cod Dr, West Valley City	I realize there is a real hunger to see this built, and it will likely be needed. But with that in mind, can we temporarily constrain the capacity, so as not to induce development? Then, as demand rises, gradually release that capacity. Extra-wide shoulders and awkward lane merges would help do the job.	Construction of the Mountain View Corridor is being phased, in part to not overly induce development. Construction of the MVC as an at-grade arterial and improving transit service on 5600 West are being completed now, with eventual construction of a freeway at some point in the future.
85	Salt Lake	Roadway	14600 S & Porter Rockwell Blvd, Bluffdale	14600 S, Bluffdale	With, the redeveloping of the prison land, there needs to be a new arterial connection extending the existing Porter Rockwell Blvd north to the new 600 West / Bangerter Highway interchange.	The Regional Transportation Plan includes a new arterial connection from 14600 South to the Bangerter Hwy/ 600 West interchange. Funding has not yet been identified.
86	Salt Lake	Roadway	2300 E & Parleys Way, Salt Lake City	2300 E, Salt Lake City	Unsafe Intersection	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
87	Salt Lake	Roadway	2300 E & Wilmington Ave, Salt Lake City	Wilmington Cir, Salt Lake City	Please reconstruct Wilmington Circle entirely.	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.
88	Salt Lake	Roadway	2300 E & Parleys Way, Salt Lake City	2100 S, Salt Lake City	Dangerous Intersection	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
89	Salt Lake	Roadway	Parleys Way & Texas St, Salt Lake City	Parleys Way, Salt Lake City	Make Parley's Way safer and slower!!!	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
90	Salt Lake	Multiple	I-15 NB Fwy & I-80 WB Fwy, Salt Lake City	I-80 EB Fwy, Salt Lake City	You need to spend MUCH MORE MONEY proportionally on alternatives to private vehicles. I am really surprised at the proportion of this money going to highways.	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.
91	Salt Lake	Roadway	Grandville Ave, South Jordan	Mountain View NB Hwy, South Jordan	Finish MVC as a full freeway ASAP! This will help alleviate a lot of East/West traffic issues in South Jordan and along the entire west side of the valley.	The long term plan is to turn Mountain View Corridor into a 35 mile freeway connecting Utah County to I-80. Work is being completed in segments as funding is secured and design plans are created. This year the corridor will be completed up to 4100 South. For more project information please visit www.udot.utah.gov/mountainview

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
92	Salt Lake	Roadway	10000 S & 2700 W, South Jordan	2700 W, South Jordan	Why does this road need to be widened? I drive this road on a regular basis and have never felt it needs to be widened.	A center turn lane is being added to increase safety and improve mobility along the road. A center turn lane will allow vehicles to get out of the travel lane before slowing down to turn. It will also allow vehicles that are merging with traffic a safe space to pull onto the road. In addition to providing a safe lane for vehicles that are turning and merging, a center turn lane will improve mobility by allowing thru-traffic to continue at a consistent rate of speed. Other improvements to the road include the installation of curb, gutter, and sidewalk to make the road safer for all
93	Salt Lake	Roadway	10740 S & Redwood Rd, South Jordan	Redwood Rd, South Jordan	Work with the individual city's to create a Redwood Road that is best for their city.	The Redwood Road Multimodal Transportation Study is an open and inclusive collaboration between Salt Lake City, West Valley City, Taylorsville City, West Jordan City, South Jordan City, Sandy City, Salt Lake County, the Utah Department of Transportation (UDOT), Wasatch Front Regional Council (WFRC), and the Utah Transit Authority (UTA) to develop and select a preferred multimodal transportation vision for the Redwood Road corridor that considers roadway, active transportation, transit, and land use. For more information, please visit https://www.redwoodroadstudy.com/
94	Salt Lake	Roadway	5700 W & 610 S, Salt Lake City	6400 W, Salt Lake City	With all the new business relocating to this area, MVC need to be completed ASAP! The existing infrastructure does not handle the current demand and will not be able to handle the future demand without MVC.	The long term plan is to turn Mountain View Corridor into a 35 mile freeway connecting Utah County to I-80. Work is being completed in segments as funding is secured and design plans are created. This year the corridor will be completed up to 4100 South. For more project information please visit www.udot.utah.gov/mountainview
95	Salt Lake	Landscaping	River Front Pkwy & South Jordan Pkwy, South Jordan	South Jordan Pkwy, South Jordan	Don't remove the landscape median for more sprawl inducing traffic. Streets should have some beauty as you're sitting in traffic. More lanes just create induced demand. Look at mass transit alternatives and better land use planning for west side communities	For more information regarding what is being done to consider the future of state street, please visit https://www.lifeonstate.com/
96	Salt Lake	Land Use	1300 S & State St, Salt Lake City	State St, Salt Lake City	Improve the aesthetics and walkability of state street. It is so ugly with so much asphalt, no trees, and the land uses are not dense enough for a major center of the valley business corridor. This is where office space should be being constructed and not in sprawling office parks in the hinter regions of the counties. There is good transit connections and auto connections to these locations. Zoning should be changed and financial incentives should be provided to fix this historic boulevard that is our "State" street and reflects upon our states' character. These long streets need some nodes to break them up as well. Some gestures such as roundabouts or parks with sculptures or something to lend dignity to State Street.	For more information regarding what is being done to consider the future of state street, please visit https://www.lifeonstate.com/
97	Salt Lake	Roadway	300 W & North Temple St, Salt Lake City	300 W, Salt Lake City	Consider a multi-way boulevard on 3rd west to improve the aesthetics and livability along this major arterial	WFRC understands the importance of urban design in creating livable, vibrant communities. Aesthetic improvements are important but must be balanced with other community needs for the transportation system. WFRC will continue to work with Salt Lake City on the needs for this corridor.
98	Salt Lake	Transit	500 W, Salt Lake City	500 W, Salt Lake City	Front Runner needs to be more connected to employment centers. UTA and UDOT should look at rail cars , DMUs that have better turn radii that can connect better to the downtown and connect to light rail tracks. More frequent service with smaller trains is the way to go - similar to the European DMU or electrified rail systems. The commuting transfer to bus or light rail is a severe ridership reducer.	UTA has made the investment in the current locomotive system to meet the regional needs of commuters. There are trade-offs for bringing trains that are traveling at 75-80 miles an hour between cities into the congested downtown streets. UTA has instead planned for major transfer points (Salt Lake Central, North Temple, Ogden, Orem and Provo) where buses are available immediately upon alighting from the trains. Yes, the transfers impose a time penalty for the downtown employee or student but the delays associated with diverting high speed trains into slow moving corridors negatively affects overall travel times.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
99	Salt Lake	Land Use	900 S & Park St, Salt Lake City	900 S, Salt Lake City	UDOT should work with SLC and other potential walkable community areas to incentivize more "missing middle" type housing (not the big 100 unit type stuff) and narrow streets so they're more walkable and beautiful so fewer people will have to look to the suburbs for housing. SLC needs to up there density potential for housing with balanced design sensitive developments. Street widths need to be reduced with curb extensions and landscape medians. Active transportation should be first priority to tackle air pollution in the valley.	WFRC established these goals to inform how future transportation investments will be evaluated, selected, and prioritized, and how those projects will be coordinated with local community priorities regarding the use of land and the pursuit of economic development opportunities. In coordination with its partners, WFRC is currently developing criteria to measure progress toward achieving the goals. One of the goals is Housing Choices and Affordable Living Expenses. For more information, please visit wasatchchoice.com .
100	Salt Lake	Roadway	Little Cottonwood Canyon, Salt Lake County	Little Cottonwood Canyon, Salt Lake County	Little Cottonwood Canyons Road surface is in awful shape, please consider milling out existing road surface with some patches needing full depth replacement to repair sinking road base in areas. Also spring melt and summer rains create significant erosion on the shoulders of the highway. Further sections of concrete gutter such as what was added in summer of 2016 would reduce maint. costs and improve watershed health.	There is a planned project to rehabilitate the road up Little Cottonwood Canyon in 2018.
101	Salt Lake	Multiple	Bridger Blvd & Willow Creek Dr, Salt Lake County	Willow Creek Dr, Salt Lake County	Little Cottonwood Canyon should 1) be repaved immediately; 2) have MUCH BETTER service by UTA including during the summer and Snowbird's junk show aka October Fest 3) absolutely NEEDS better signage about respecting bikers and 4) should have an effective BIKE LANE both up and down the canyon. As it is, LCC is very dangerous for bikers.	Salt Lake County is updating transportation plans for Little Cottonwood Canyon in coordination with UDOT, UTA, and WFRC.
102	Salt Lake	Roadway	13400 S & 4050 W, Riverton	13400 S, Riverton	4000 W needs to have a direct connection to the south portion of 4000 W. By not having these roads connect there will need for traffic lights at both intersections. Work with the landholder now to resolve this issue.	WFRC will work with Riverton to assess the situation.
103	Salt Lake	Roadway	10200 S, South Jordan	10200 S, South Jordan	10200 South needs to crossover or go under Bangerter Highway this would help alleviate traffic from 10400 S. and provide better connectivity in South Jordan. 10200 does not need to access Bangerter.	WFRC will consider this comment in the development of the Regional Transportation Plan.
104	Salt Lake	Landscaping	10550 S, South Jordan	South Jordan Pkwy, South Jordan	Do not remove the landscaped center median. South Jordan has a beautiful gateway into our city, do not remove the landscaping! This will be a decision that is immediately regretted and like Salt Lake City, some point in the future South Jordan will have to fight to add the landscaping back in our gateway.	The project team is in the process of selecting a contractor to construct this project. WFRC will pass your comment along to the project team for their consideration.
105	Salt Lake	Roadway	Alisa Meadow Dr & Janalynn Dr, South Jordan	River Front Pkwy, South Jordan	Why does this section need to be widened, but not the northern end of River Front Parkway? This portion of River Front Parkway is established housing and park/open space, how is the demand in this area going to increase?	WFRC will work with South Jordan to ensure that this comment is considered prior to finalization of the project scope.
106	Salt Lake	Roadway	2100 S & 7200 W, Salt Lake City	7200 W, Salt Lake County	Extend 7200 W to I-80. This was suppose to have happened back in the 1980s. This extension would help take pressure off of 5600 W and will help with the new prison location.	The extension of 7200 West to I-80 is anticipated to be considered this fall for addition to the Regional Transportation Plan. If it is added to the Plan, funding will still need to be identified.
107	Salt Lake	Multiple	Hi Country Rd, Salt Lake County	Hi Country Rd, Salt Lake County	Widen and make the road through Butterfield Canyon safe for cyclists, runners, horses, and cars. Work with Tooele county to make this an access way to Tooele county much like Guardsmans Pass atop Big Cottonwood canyon.	A feasibility study of potential improvements to this transportation corridor was recently conducted. Here is a link to the full report. http://wfr.org/new_wfrc/Studies/OquirrhConnectionFinalReportAppendices.pdf
108	Salt Lake	Landscaping	700 E & Emerson Ave, Salt Lake City	700 E, Salt Lake City	Continue the landscape medians on 700 South that were added near Liberty Park to make this important corridor more beautiful. Work with Salt Lake City to up the density along the park so more folks can live closer to the park and major employment centers	WFRC will work with Salt Lake City and UDOT to evaluate what can be done.
109	Salt Lake	Land Use	University Vlg, Salt Lake City	University Vlg, Salt Lake City	Work with the University to bring more housing to the University area. There isn't a good balance between new employment and new housing. Folks are commuting from farther and farther away. No more surface lots here. There needs to be mid sized housing in a walkable district created and not just for students. More land use and transportation coordination needs to happen.	WFRC will work with the University to evaluate what can be done.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
110	Salt Lake	Multiple	Foothill Dr & Laird Way, Salt Lake City	Foothill Dr, Salt Lake City	Foothill drive should not be widened to three lanes the length of it. This creates induced demand. The University and Medical Center needs to start building away from this hard to reach corner of the valley and build downtown where transit and freeways are closer. Too many commuters are driving through residential areas endangering pedestrians and school children. Lighting, landscaping and pedestrian amenities could all be improved on Foothill. It's a major corridor and needs some love and improvement but not widening that only increases air pollution from autos.	The Foothill Drive Implementation Strategy will identify short term and long term strategies to address traffic congestion, improve neighborhood connections, enhance safety, and provide transportation options. This project is a partnership among Salt Lake City, UDOT, UTA, Salt Lake County, University of Utah, and Wasatch Front Regional Council. For more information, updates, and to view project materials including background documents, corridor goals, existing conditions analysis, and corridor concept ideas, please visit http://www.foothilldrive.org/ .
111	Salt Lake	Multiple	1st Ave & State St, Salt Lake City	State St, Salt Lake City	Please make State street more pedestrian friendly with more midblock crossings near the Church Office building and City Creek. Pedestrians forced below in a tunnel doesn't add vitality to the street and is less convenient than a safe at grade crossing. Jersey barrier type medians are ugly. State street aesthetics need major improvements. It's a real downtown divider - not a connector. Work with SLC to add midblock streets rather than trying to shove all the traffic down arterials.	State Street is a major transportation and business corridor with a history as Utah's original state highway. But the street and neighborhood today have many challenges. There is potential for many positive changes as today's urban revitalization changes this neighborhood. State Street can be a "Great Street" that is a gateway to our downtown neighborhoods and a safe, memorable destination of its own for people to live, work and play. For more information regarding the study currently underway for this corridor, please visit https://www.lifeonstate.com/ .
112	Salt Lake	Landscaping	400 W & 500 S, Salt Lake City	500 S, Salt Lake City	Please work with SLC to beautify these important gateway boulevards to SLC. Eliminate billboards and plant trees.	WFRC understands the importance of urban design in creating livable, vibrant communities. Aesthetic improvements are important but must be balanced with other community needs for the transportation system. WFRC will continue to work with Salt Lake City and other stakeholders regarding the needs for this corridor.
113	Salt Lake	Landscaping	3000 S, South Salt Lake	I-15 SB Fwy, South Salt Lake	Billboards make our state uglier than we need to be. We have beautiful mountains and the I-15 corridor is so littered with Billboards it's visual pollution at its worst. It hurts the economics of tourism when our state is visually polluted. We have majestic, inspiring mountains - let's emphasize those. Also, billboards are distracting and dangerous - UDOT should be in control along the corridor about billboards and not kick the can to the cities. They are responsible for safe highways and billboard distractions affect driver awareness. Add more trees and landscaping in the I-15 corridor. It is presently very harsh and dominated with concrete and signs. People spend so much time on this vital asset that it should get more love and be more beautiful.	WFRC will work with UDOT to assess the situation.
114	Salt Lake	Active Transportation	200 W & North Temple St, Salt Lake City	North Temple St, Salt Lake City	Active transportation should be improved along North Temple and City Creek should be daylighted with a pedestrian and cycling trail all the way to the Jordan River. Get the streams out of the pipes, stop treating them like sewers and make them amenities and people will start using more active transportation. This goes for all the stream in the Wasatch Valley as well as canals. These are all potential active transportation corridors.	WFRC will consider this comment in the development of the 2019-2050 Regional Transportation Plan.
115	Salt Lake	Roadway	7200 W & I-80 WB Fwy, Salt Lake City	I-80 WB Fwy, Salt Lake County	New Prison equals gravel taken from Tooele County for cement for construction. There WILL be road damage along I80 and damage to the I80 freeway exit at 7200 W and the MAIN exit to Tooele Co off I80, Exit 99. Exit 99 already experienced sped up erosion because over heavy loaded trucks full of tainted soil traveling from the airport, into Tooele County, across exit 99, to Tooele County. If Utah State Officials want the Prison Move, want to Develop the Draper site, they need to realize there is other impacts on other areas,	WFRC will work with UDOT to assess the situation.
116	Salt Lake	Active Transportation	Tuft Ct, Salt Lake County	Mountain View NB Hwy, Salt Lake County	Please make active transportation UDOTs first priority. It is the low tech and cost effective solution to tackle air quality in this valley and will help people be happier, healthier and wealthier as they jettison cars, take a healthy walk, and connect with neighbors, and put money back in their pocket as they don't pay for autos, gas, and insurance. This additional freeway will make our air worse, our families more stressed, and promote more sprawl. It's short sighted and 50s era auto oriented thinking. We need leadership and tough decision making.	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
117	Salt Lake	Transit	Big Cottonwood Canyon Rd & Canyon Estate Dr, Cottonwood Heights	Big Cottonwood Canyon Rd, Salt Lake County	We need better frequent free bus service and cars should be charged \$10 for every entry during high use times into Big and Little Cottonwood Canyon to pay for it. The pressure on these canyons will only increase and mass transit needs to be comfortable, convenient, and frequent. These are our greatest amenities in the Wasatch Front and we need to treasure these places.	This comment will be evaluated as Salt Lake County updates the master transportation plan for Big and Little Cottonwood Canyons.
118	Salt Lake	Active Transportation	3500 S & Bangerter Hwy, West Valley City	Bangerter Hwy, West Valley City	Intersection is scary to cross, everyday. There are no other safer places to cross bangeter.	The long term plan for Bangerter Highway is conversion to a full freeway. Funding has not yet been identified for completion of this plan.
119	Salt Lake	Transit	100 S & 200 E, Salt Lake City	200 E, Salt Lake City	Please add streetcar funding and help SLC become a truly intermodal community	Funding priorities are determined by travel demands. Salt Lake City is well connected in terms of a robust network that includes all four major modes (commuter rail, light rail, bus and streetcar) and the inner-city travel demands are currently being met by these modes. The City has a long term vision (Master Plan) that includes the streetcar but realization of the master plan will take a joint funding effort between the City, the County (the source of sales tax revenue) and UTA.
120	Salt Lake	Roadway	Hwy 201, Salt Lake County	Hwy 201, Tooele County	Come on, you all know there is a problem here. Another alternate route is what will help. Come drive this everyday. Ridiculous this isn't being addressed. How many requests are needed before this get taken care of. Tell those developers holding the purse strings others see their deceit. There are developers in Tooele. These roads need help.	WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified.
121	Salt Lake	Roadway	300 W & South Temple St, Salt Lake City	300 W, Salt Lake City	Please concentrate on ROADS, and NOT RAIL or bikes or other such things. Almost all transportation is by car, so continue to make it possible! Thank you.	WFRC will continue to work with local governments, UDOT, and UTA to plan for and implement improvements for all modes of transportation. As the region continues to grow rapidly, it will be critical to provide multiple options for people, goods, and services to travel.
122	Salt Lake	Active Transportation	3100 S & 8000 W, Salt Lake County	8000 W, Salt Lake County	Safety Issue - SE Corner has storm drain, is cyclist killer	WFRC will work with Salt Lake County to assess the situation.
123	Salt Lake	Roadway	2820 S & 8000 W, Salt Lake County	2820 S, Salt Lake County	Safety Terrible intersection to cross, going west to east	WFRC has committed funding to realign this intersection in the next several years.
124	Salt Lake	Active Transportation	Shotgun Cir, Salt Lake County	Shotgun Cir, Salt Lake County	This canal trail gets used, needs improvement for safer cycling	This canal is part of WFRC's regional trail network. WFRC will forward your comment to Salt Lake County / Magna to identify potential funding sources to complete this trail.
125	Salt Lake	Land Use	2700 S & State St, South Salt Lake	State St, South Salt Lake	State Street need a complete overhaul. State street lacks any real sense of identity or purpose. How have we let such an important corridor turn into the most ugly and neglected street of our county?! We should be utilizing this street to embrace and display all that Utah and Salt Lake County has to offer. We should be creating more open spaces such as parks and other public gathering places, restaurants, widen sidewalks and bikelanes to increase walkability, and GREATLY enhance the appearance of this street to support an safe and inviting atmosphere.	For more information regarding what is being done to consider the future of State Street, please visit https://www.lifeonstate.com/
126	Salt Lake	Active Transportation	900 E & 900 S, Salt Lake City	900 E, Salt Lake City	Greenbike stations in the 9th and 9th area!	WFRC will work with Salt Lake City to evaluate what can be done.
127	Salt Lake	Active Transportation	1300 S & Main St, Salt Lake City	Main St, Salt Lake City	Expand greenbike stations to places like the ballpark. It would be great to have this green transportation as an option further outside of the heart of downtown SLC	WFRC will work with Salt Lake City to evaluate what can be done.
128	Salt Lake	Transit	5600 W & I-80 EB Fwy, Salt Lake City	I-80 EB Fwy, Salt Lake City	BRT Connections on the freeway and bus stop on bridge to allow quick transfers.	These BRT bridge stations may be a possible solution (beyond the current planning horizon of 2050) when the arterials and collectors adjacent to the Interstate system become congested. Currently bus service on the existing road network is sufficient to meet the needs for both transit and automobile traffic.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
129	Salt Lake	Transit	1000 W & I-80 WB Fwy, Salt Lake City	I-80 EB Fwy, Salt Lake City	Add HOV/Bus exit to connect Tooele bus routes to Salt Lake Central Station.	Shared HOV lanes to Tooele may be a possible solution (beyond the current planning horizon of 2050) when the arterials and collectors adjacent to the Interstate system become congested. Currently bus service to Tooele on the Interstate is sufficient to meet the needs for both transit and automobile traffic.
130	Salt Lake	Transit	I-80 WB Fwy, Salt Lake County	I-80 EB Fwy, Salt Lake County	Bus freeway pull off for transferring Park City busses to U of U bound busses.	This will be considered as part of the 2019-2050 Regional Transportation Planning process currently underway.
131	Salt Lake	Transit	Grizzly Wulff Dr & Royal Coachman Dr, Bluffdale	Bangerter Hwy, Draper	Add double track from Draper station farther into Bluffdale. This would allow future 15 minute frequencies. Right now it takes about 10 minutes between Lehi and Draper. Getting it down to about seven minutes between Draper and the beginning of double track would allow for 15 minute frequencies between Lehi and South Jordan.	UTA is currently performing a study on the Future of FrontRunner. One of the tasks of the study was to determine the relative ease or challenge of double tracking every section of the existing single track. Much of the length of track south of the Draper station is rated as difficult to very difficult to double track. UTA agrees that this is a valuable location to double track and will use the recommendations from the study to understand all of the impacts to operations of a systematic increase in double track as funding becomes available.
132	Salt Lake	Transit	200 W & 900 S, Salt Lake City	200 W, Salt Lake City	#UTA has 2 different funds they have a Building Fund & a Transit Fund. One thing that you need to bring up to them is that at the end of a year if UTA has funds left over on either fund monies can only be transferred from the Transit Fund to the Building fund but if there is monies left over in the Building Fund then those monies cannot be transferred to the Transit Fund. This is not Right. This means those monies are put in the hands of the Share Holders & CEO's. This Public Money needs to be put back into the system & it be up to the Public to have all of the information & then to be the one's to make the disissions on where the money goes to. I personally being a rider who has No Choice but to ride Public Transit because I am #Disabled Legally Blind & use a Power Chair. Whail riding UTA it is much easier to ride a Light Rail or known as (TRAX) and/or the Heavy Rail/Commuter Rail the (Front Runner). I have talked to many people who have said it would be nice to have Sunday Service on the	UTA does not have money left over at the end of the year. There are not separate funds for building and operating. All revenues are put into the service that is provided.
133	Salt Lake	Active Transportation	2700 W & 5400 S, Taylorsville	5400 S, Taylorsville	Provide safe pedestrian connection from residences to city center. 5400 South is a nightmare.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
134	Salt Lake	Active Transportation	5400 S & Canal St, Taylorsville	5400 S, Taylorsville	Provide better pedestrian connectivity to Jordan River Canal from commercial areas. Cars dominate the landscape. Make this area pedestrian friendly.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
135	Salt Lake	Active Transportation	Jordan Canal Rd & Player Ridge Cir, Taylorsville	Jordan Canal Rd, Taylorsville	Enhance Jordan Canal to be safer for pedestrians.	This canal is part of WFRC's regional trail network. WFRC will work with the appropriate entities to evaluate potential improvements.
136	Salt Lake	Active Transportation	5400 S & Centennial Way, Taylorsville	Centennial Way, Taylorsville	Rather than 5400 being a super highway, make this a community friendly and bike friendly road. It is not!	Providing roads that are safe for all transportation users is a priority for UDOT. While 5400 S. does have some pedestrian and bicycle facilities, not every section of the roadway is well-suited for biking and walking. To see the priority bicycle routes identified in the area, please visit utahunifiedplan.org/interactive-map/ and click on the Urban Bike Network layer. http://www.utahunifiedplan.org/interactive-map/
137	Salt Lake	Roadway	6200 S & Deepark Dr, Taylorsville	6200 S, Taylorsville	Provide better access from residences to amenities. Residences west of the belt route and redwood road are on an island of isolation. Cars rule this environment.	WFRC will consider this comment in the development of the Regional Transportation Plan. Also add the second sentence from #1 with modification noted above.
138	Salt Lake	Roadway	1000 E & 2100 S, Salt Lake City	2100 S, Salt Lake City	When will 2100 S be repaved? From 700 E to Highland is like driving in Mexico, the pothole and the grade are horrible	WFRC will work with the appropriate entities to address pavement needs as resources allow.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
139	Salt Lake	Active Transportation	600 N & 800 W, Salt Lake City	600 N, Salt Lake City	Widening of 600 North northbound will increase traffic on 600 North. This is a VERY dangerous route for pedestrians. More protected crossings are needed, specifically at 1100 West and at 1400 West. The 600 North Over pass is very dangerous, as well. The 600 North interchange is the first place for anyone living North of 600 north to be able to access east of the interstate. It should reflect a safe opportunity for accessing the amenities located on the other side of the freeway via non-motorized means.	Safety is a top priority for WFRC. Widening this section of 600 North will help to improve traffic flow in the area while maintaining the same accommodations for pedestrians and cyclists. WFRC understands that it is important to provide safe opportunities for people to bike and walk and that an east-west connection for nonvehicular traffic in this area is important. Crosswalks currently exist at 1400 W. and 1100 W., and there are striped bike lanes and sidewalks along 600 N.
140	Salt Lake	Multiple	Gregory Pl & State St, Salt Lake City	State St, Salt Lake City	I am shocked that nothing is being done to improve transportation alternatives and safety on State St. This road kills people and harbors illegal activity because it's basically a highway running through the center of town.	The Life on State Implementation Plan will study roadway realignments and development opportunities for the State Street corridor with the goal of making State Street a model for sustainable street design, urban design and planning for the region and Utah. It will build on the 2010 Life on State Vision that imagined State Street as Utah's "great street" from the Capitol to Draper. The Life on State Implementation Plan will further refine the vision for Salt Lake and South Salt Lake through extensive public engagement and detailed modeling of alternative land use and transportation scenarios. The plan will deliver clear, actionable strategies that promote economic development, improve transportation options, address safety and security along the corridor, and celebrate our social and civic experience, making State Street Utah's "great street." For more information, go to www.lifeonstate.com .
141	Salt Lake	Active Transportation	1300 E & I-80 WB Fwy, Salt Lake City	1300 E, Salt Lake City	Pedestrian improvements needed. Stringham ave will be connected to Highland with new development. Parley's trail connection also needed at this intersection.	WFRC will work with the appropriate entities to evaluate potential improvements.
142	Salt Lake	Transit	I-80 WB Fwy & North Temple St, Salt Lake County	I-80 EB Fwy, Salt Lake County	Consider looking into a frontrunner line that runs a few times day along this stretch to Tooele	The Regional Transportation Plan development includes analysis of travel demand. Because rail projects require a large upfront investment and ongoing operations and maintenance costs, it is important that appropriate ridership thresholds are met when considering new rail projects. While the Tooele Valley is indeed growing, the demand for transit in particular is most likely not enough to warrant a rail investment. The cost-effectiveness of rail service between Tooele Valley and the Salt Lake Valley is currently being examined.
143	Salt Lake	Active Transportation	1000 W & Folsom Ave, Salt Lake City	Folsom Ave, Salt Lake City	Folsom Trail & City Creek Daylighting - Opportunity to daylight 2 miles of City Creek, adjacent to a mixed-use pedestrian and bike trail. This trail would connect Gateway and North Temple Frontrunner/TRAX to the Jordan River Trail.	WFRC will work with Salt Lake City to assess the situation
144	Salt Lake	Active Transportation	1300 S & 900 W, Salt Lake City	1300 S, Salt Lake City	1300 South is a major drainage for three urban creeks - Red Butte, Emigration, & Parley's Creeks. Explore the potential for daylighting the creeks, adjacent to a mixed-used pedestrian and bike trail. This project would connect Liberty Park to the Jordan River Trail. In the short-term, a blue-colored bike lane with prompts highlighting the underground creeks. This bike lane would work to visually represent the creeks, while making 1300 safer/more enjoyable to bike along.	
145	Salt Lake	Active Transportation	3045 S, South Salt Lake	3045 S, South Salt Lake	Explore and provide capacity for a regional east to west Mill Creek Trail with the City of South Salt Lake.	Mill Creek is identified on WFRC's regional bicycle plan from West Temple to 500 East. WFRC will work with the appropriate entities to evaluate potential improvements.
146	Salt Lake	Active Transportation	590 W & Confluence Ave, Murray	Confluence Ave, Murray	Expand the Big Cottonwood Creek Trail from Cottonwood Heights down to the creek's confluence with the Jordan River.	Big Cottonwood Creek trail is identified on WFRC's regional bicycle plan. WFRC will work with the appropriate entities to evaluate potential improvements.
147	Salt Lake	Active Transportation	4850 S, Murray	Hunters Woods Apartments, Murray	Create a Little Cottonwood Creek Trail following the pathway of the creek as it flows through the valley to its connection with the Jordan River Trail.	The Little Cottonwood Creek trail system is currently identified as a proposed facility on WFRC's regional bicycle map. WFRC will work with the appropriate entities to evaluate potential improvements.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
148	Salt Lake	Active Transportation	Foothill Dr & Wakara Way, Salt Lake City	Foothill Dr, Salt Lake City	Explore opportunities to create below-grade crossing to move both people and water under Foothill and other major highways/arterial streets. These crossings would move both people and water in normal flow conditions, but could be flooded out in higher stages. This would serve to improve connection across Foothill and begin regional east to west trails in the valley.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
149	Salt Lake	Active Transportation	North Little Cottonwood Rd & Wasatch Blvd, Cottonwood Heights	Danish Rd, Cottonwood Heights	The High -T intersection as proposed by UDOT degrades safety of cyclists making left turn from Wasatch, onto NB(northbound) Wasatch, as NOW with the new design the Left Turn green light will no longer be available to cyclists at this intersection to safely complete a Left Turn. Rather, with UDOT's new design cyclists will be forced to make a portion of the turn with the light, but only as far as a concrete island in the middle of the new intersection with only "hopes" for a break in "free flowing" NB (northbound) traffic to complete their crossing. Placing cyclists in such unsafe traffic predicament is negligence by UDOT. Given the increase in residential zoning densities in the area and the resulting increases in traffic to follow, degrading safety at this intersection gets a FAIL! Also, UDOT is failing to address pedestrian users as well - there are no provisions for pedestrians to safely cross at point of this intersection. And, final failure, it traps east bench residents.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
150	Salt Lake	Active Transportation	Kings Hill Dr & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	The High-T intersection that will remove the red light on NB Wasatch, as part of it's reconstruction, will trap residents east of Wasatch in Golden Hills subdivisions. Already this area is impacted by increased traffic, and in removing the only stop light that provides a small break in traffic flow for these residents to ingress/egress their neighborhood will render it impossible and dangerous. Furthermore, speed limits on Wasatch need to be reduced to 35 mph - 40 mph(max). The current high speeds make it dangerous for cyclists as well as drivers. The bike lane needs to be designated, and consistent with widths.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
151	Salt Lake	Roadway	Daneborg Dr & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	From Fort Union to Little Cottonwood Canyon, Wasatch Blvd is a crossing a Residential Area. Lowering the speed limit from 50 to 35 mph, especially since most streets accessing Wasatch from the Residential areas are not designed to permit cars to merge with high speed traffic.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
152	Salt Lake	Multiple	Little Cottonwood Canyon Rd & Little Cottonwood Rd, Salt Lake County	North Little Cottonwood Rd, Salt Lake County	This intersection needs a light, and longer Left turn lane for westbound 9800 South. Also, needs a better merge lanes to zip traffic eastbound into LCC. Shoulder into and out of LCC should be widened for adequate bike lane. this is a heavily cycled road, let's try not to kill riders.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
153	Salt Lake	Active Transportation	Treseder View Ln, Sandy	Little Cottonwood Rd, Sandy	Both E/W bound Lanes need dedicated, adequate Bike Lanes. This is a heavily cycled roadway.	The Utah State Legislature has requested that UDOT use \$100 million on projects prioritized by the Utah Transportation Commission that have a significant economic development impact associated with recreation and tourism, and alleviate congestion. UDOT sought input from several organizations including cities, counties, our regional offices, state and national parks, and planning organizations and have identified Little Cottonwood Canyon as one of four Recreational Hotspots to be studied for this funding. More information can be found at: https://www.udot.utah.gov/main/f?p=100:pg:0::::V,T:,5010

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
154	Salt Lake	Active Transportation	Prospector Dr & Quicksilver Dr, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	Wasatch is a heavily traveled route by cyclists for both recreation and commuting. As such chip seal surfacing should not be used on any major cycling route, as it is unsafe. In immediate post-construction riders are subject to being impaled by flying gravel, and sharp gravel provokes tire damage.	We have passed along your feedback regarding the impact of chip seals to the UDOT manager in charge of the project.
155	Salt Lake	Roadway	Bengal Blvd & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	Northbound Wasatch Blvd splits into 2 lanes a few yards before the Honeywood Cove/Bengal Intersection. Making the right lane up to that light a right turn only (just a little paint and a sign) would permit cars entering Wasatch from the residential zone from Honeywood Cove safely. Will improve intersection performance and it is an easy and cheap fix.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
156	Salt Lake	Roadway	6200 S & I-215E NB Fwy, Cottonwood Heights	6200 S, Cottonwood Heights	6200 south/east exit . 3 stop lights within a quarter mile and a concrete divider, it is a sign that this intersection is has to be re-designed.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
157	Salt Lake	Roadway	2100 Frontage & Highland Dr, Salt Lake City	Highland Dr, Salt Lake City	Highland Traffic as well as 2100 intersection has become a disaster of grid lock. There are not enough lanes to move traffic N-S , nor E-W directions through this area, and traffic increase from development build-outs have not yet contributed. SLC has done nothing to mitigate traffic congestion, but rather has only invited more through increased development with lack of regard to infrastructure.	WFRC will work with Salt Lake City to evaluate what can be done.
158	Salt Lake	Active Transportation	600 E & Constitution Dr, Salt Lake City	600 E, Salt Lake City	the entry and exists to the park are horrifically unsafe. Drivers are forced to spin their heads like owls in order to avoid bike or pedestrian collisions. Removing the northbound and southbound directional exits has only resolved in increased congestion exiting from the park. From the bike and pedestrian perspective drivers are notoriously oblivious to cross walks. These exits and entries are in dire need of better design.	WFRC will work with Salt Lake City to evaluate what can be done.
159	Salt Lake	Roadway	Kings Hill Cir & Kings Hill Dr, Cottonwood Heights	Kings Hill Dr, Cottonwood Heights	Traffic Calming needed on Kings Hill and Alpen. Winter ski traffic cuts through neighborhood streets at excessive speeds of 50mph+ in order to short cut traffic jams/congestion on Wasatch. This puts residents as risk for incident/injury.	WFRC will work with Cottonwood Heights to evaluate what can be done.
160	Salt Lake	Active Transportation	Big Rock Ln & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	Dedicated Bikes Lanes needed in both SB and NB directions. This is a high bicycle traffic area, with increased traffic due to upcoming residential developments in immediate area. The road is used by car commuters to access Sandy/Draper areas as alternate to congested I-15 or other routes.	WFRC will work with the appropriate entities to evaluate potential improvements.
161	Salt Lake	Roadway	Lantern Hill Ct & Scottish Dr, Cottonwood Heights	Danish Rd, Cottonwood Heights	Traffic calming needed on Danish Rd. Winter ski traffic uses this road as a bypass to avoid Wasatch SB congestion. Cars are observed speeding through at high rates of speed. This presents an unsafe situation on this neighborhood street.	WFRC will work with Cottonwood Heights to evaluate what can be done.
162	Salt Lake	Active Transportation	Fort Union Blvd & Whitmore Way, Cottonwood Heights	Fort Union Blvd, Cottonwood Heights	Lack of Bike Lanes make Fort Union unsafe for cyclists	Fort Union Blvd is currently identified as proposed on WFRC's regional bicycle map. WFRC will work with the appropriate entities to identify potential improvements.
163	Salt Lake	Roadway	Canyon Creek Dr, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	Reduce speed limit on Wasatch. Posted 50 mph limits results in cars exceeding 60-70 mph.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
164	Salt Lake	Roadway	Canyon Centre Pkwy & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	The new commercial development will drastically increase flow of cars onto Wasatch in both NB and SB directions. This will create excessive congestion and provoke unsafe traffic situations when this development is built out..	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
165	Salt Lake	Active Transportation	Fort Union Blvd & Reindeer Dr, Cottonwood Heights	Big Cottonwood Canyon Rd, Cottonwood Heights	Trail and bike lanes need to be contiguous and safe for users. Trail entering into old mill area is deteriorated with roots everywhere, and requires repair.	WFRC will work with the appropriate entities to evaluate potential improvements.
166	Salt Lake	Active Transportation	Canyon Centre Pkwy & Wasatch Blvd, Cottonwood Heights	Wasatch Blvd, Cottonwood Heights	Reduce speed limits on Wasatch from 50mph to 35mph. This area issued heavily by cyclists and drivers have disregard for cyclists on the road. Higher speed limits result in drivers exceeding those limits.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
167	Salt Lake	Roadway	Creekcrossing Ln & Holladay Blvd, Holladay	Holladay Blvd, Holladay	Repave. Current road quality surface is chip seal, which is dangerous and rough for cycling.	There are several factors considered when selecting the appropriate treatment for a road, including cost, existing pavement conditions, traffic volumes, etc. The impact on cyclists is also considered but must be balanced with these other factors.
168	Salt Lake	Roadway	Whitewater Cir, Holladay	Wasatch Blvd, Salt Lake County	Repave Wasatch Blvd- Currently the road surface is chip seal which is unsafe for cyclists. Chip seal has loose gravel that can get tossed up by passing cars. Chip seal has rough edged stones which can puncture tires. Consider repaving all cycling routes within the valley with smooth surface asphalt.	
169	Salt Lake	Active Transportation	Danish Rd & Wasatch Blvd, Cottonwood Heights	Little Cottonwood Rd, Cottonwood Heights	My understanding of the Wasatch/Little Cottonwood split seems to endanger walkers, runners, and cyclists. A light is needed to help flow.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
170	Salt Lake	Roadway			Whoever you do, just don't double deck the i15.	Substantial population growth combined with limited space, rapidly developing technology, and changing demographics require us to think differently about how we plan for the future. Because homes and office buildings are so close to I-15, widening roads alone, without adding to other modes of transportation like transit and bike trails, is not a feasible approach to prepare for the Wasatch Front's growing travel demands. In fact, a roads-only approach would require about 70 percent more miles of travel lanes by 2050 to match the miles of travel lanes per person that Utahns are accustomed to today. WFRC agrees that double decking I-15 is likely not an ideal solution. For more information regarding what has been studied for the most heavily congested part of the I-15 FrontRunner corridor, please visit http://wfccstudy.org/ .
171	Salt Lake	Roadway			New interchange at I-215 & SR 201. The current cloverleaf interchange design inadequate for high volume traffic & can be dangerous with some drivers.	The Regional Transportation Plan includes a new interchange for I-215/ SR-201. Funding has not yet been identified.
172	Salt Lake	Transit			Not much for public transit. That should be the main focus of any organization trying to build a better future for Utah. The economic success of the S line for development shows that. #disappointed	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with our partners to explore various means of additional investment in transit and active transportation.
173	Salt Lake	Roadway			Revitalize and redevelop State Street to be a more pedestrian, bike friendly and community driven street. State Street should be geared to engage residents and businesses to gather together and enjoy a safe and inviting environment full of open spaces, restaurants, small retail, and community oriented commonplaces.	State Street is a major transportation and business corridor with a history as Utah's original state highway. But the street and neighborhood today have many challenges. There is potential for many positive changes as today's urban revitalization changes this neighborhood. State Street can be a "Great Street" that is a gateway to our downtown neighborhoods and a safe, memorable destination of its own for people to live, work and play. For more information on the study currently underway for the future of state street, please visit https://www.lifeonstate.com/ .

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
174	Salt Lake	Transit			Would like to see [bus route] 630 extended service on Sunday.	UTA understands that extending service to nights and weekends would be beneficial to some users. However, the agency must balance the use of taxpayer dollars with what will provide the most service to the highest number of people. The 630 bus route does not see enough people riding it to allow for service on Sundays.
175	Salt Lake	Transit			Start [bus route] 612, 603, and start [bus route] 625 on Sunday. [Bus route] 612 and 603 extend service till 10 pm and start at 7 am.	Routes 603 and 612 operate on Sundays and service has been extended later in the evening. 625 ridership on Sundays is projected to be low.
176	Salt Lake	Roadway			Wasatch Blvd. - Big Cottonwood to Little Cottonwood: Construct uniform 5 lane (2 ea. dir. w/ center turn lane); take all the way to 9000 South (BCC to 9000 S.).	Funding has been identified for the adding a northbound through lane in the next 2-3 years. Construction of the full 5 lane cross section is included in the Regional Transportation Plan, but full funding has not yet been identified.
177	Tooele	Roadway	Mulberry St, Tooele County	I-80 EB Fwy, Tooele County	Another connection to the I-80 more convenient for Stansbury and Grantsville would dramatically decrease the congestion in Lake Point.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
178	Tooele	Roadway	Lakeshore Dr & Union Pacific Access Rd, Tooele County	Clinton Landing, Tooele County	Up to 30,000 Tooele County tax paying citizens drive this route to work daily. Tooele Counties population is to double in the next 15-20 years. Tooele County residents contribute to the gas tax for roads probably at a higher rate than many other Utahns. Please move this area to a top priority. Especially for the safety of Tooele County Residents.	
179	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	There is so much traffic now on SR 36 please look at either updating the current on and off ramps to accomodate the growth or look at adding other options for travelers. When there are accident's it closes the road for hours and if it is on the freeway just past the on or off ramps it completely stops traffic. There has been significant growth in our area and we need you to look at other alternatives. Thank you.	
180	Tooele	Roadway	Burmester Rd & I-80 EB Fwy, Tooele County	I-80 WB Fwy, Tooele County	Mid Valley Access. Need more than one access to get to Tooele from I-80. Additional traffic on existing roads, Burmester, and SR138 are not viable options. We need another alternative.	
181	Tooele	Roadway	Hwy 36 & I-80 WB Fwy, Tooele County	Hwy 36, Tooele County	We need an alternate exit to direct more traffic away from the dangerous gauntlet of the Lake Point exit. Commuters are forced to enter the freeway with incoming traffic from large trucks and other vehicles, who are entering the freeway as well. We also need another option for public safety reasons. Whenever an accident happens on I-80, the entire freeway shuts down and we are left with no alternate routes. I would suggest an exit/entrance on I-80 that would lead traffic directly to Stansbury Park. A true freeway entrance that prohibits large trailers/ trucks	
182	Tooele	Roadway	Hwy 36 & I-80 WB Fwy, Tooele County	Hwy 36, Tooele County	Please provide an alternate exit and onramp for tooele other than this one here. With increasing traffic this area seems to experience more and more traffic jams whenever weather is bad, there is a broken down vehicle or there is an accident. We need an alternate route to reduce traffic and to provide a reasonable alternative when there is a traffic accident or a broken down vehicle. The Grantville exits are too far away. Wouldn't even a less expensive frontage road work in lieu of a new exit onramp?	
183	Tooele	Roadway	I-80 Frontage Rd, Salt Lake County	I-80 EB Fwy, Tooele County	Traffic tonight from exit 99 to Saltair, dangerous. An alternate route is needed.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
184	Tooele	Roadway	Hwy 36 & I-80 WB Fwy, Tooele County	Hwy 36, Tooele County	Tooele County growth and increased traffic has outgrown the I-80/UT-36 interchange. This is a public safety issue and is inhibiting the county's economic development. Please correct this bottleneck.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
185	Tooele	Roadway	Erda Way & Sheep Ln, Tooele County	Sheep Ln, Tooele County	It is my understanding that there is a project to improve Sheep Lane in order to help with congestion. This will not help if the problem is where I80 and 36 intersect. We need a totally different entrance/exit for the Tooele valley. A set of tunnels through the mountain, perhaps? The way around toward Lehi is FAR out of the way for people commuting to downtown Salt Lake, Bountiful, etc.	
186	Tooele	Roadway	Hwy 36, Tooele County	I-80 WB Fwy, Tooele County	Exit 99 is terrible in the evenings. Traffic backs up onto I-80 creating a dangerous situation. A solution is needed to fix the traffic flow.	
187	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	J Palmer Rd, Tooele County	Merging Lane	
188	Tooele	Roadway	Hwy 36, Tooele County	I-80 WB Fwy, Tooele County	Getting onto the 80E in the morning is one of the most dangerous things we have to do every day. It's a major accident waiting to happen. The entrance to the freeway is too short. Everyone is pushing to jump on and you have to cross over the lines immediately to not hit anyone. Then coming home to exit at 99 on 80E you come to a sudden extreme stop from 75 mph starting around the traffic entering from 201 to the 80 all the way up to the 138 junction. If there is a single accident it has taken up to 2 hours to get through this short stretch of road with no other options.	
189	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	People are going to get killed, the existing design of the merg lane onto I80 cannot handle the volume of traffic. Same with the exit from I80 to SR136.	
190	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	Tooele Exit Bottleneck. Please find a solution to alleviate traffic congestion at this exit.	
191	Tooele	Roadway	Hwy 36 & Saddieback Blvd, Tooele County	Saddieback Blvd, Tooele County	stop light backs up traffic for 1-3 miles every rush hour	
192	Tooele	Roadway	Hwy 201, Salt Lake County	Hwy 201, Tooele County	Ridiculous! Yes, other areas need improvement BUT Tooele County I80 - 201 IS BEING OVERLOOKED! You have tax paying citizens going to WORK!!! Not retired and vacation travelers. Yes, they bring money to the economy but first, the working tax payers of the State. The expansion will include two new bridges over the Virgin River where I-15 enters the main city center, along with "auxiliary" lanes in either direction designed to allow drivers on and off the freeway without merging into through traffic or needing to change lanes.	
193	Tooele	Roadway	I-80 WB Fwy & North Temple St, Salt Lake County	North Temple St, Salt Lake County	Trucking moves what America consumes, and UDOT's highway system plays a vital role in making the American lifestyle possible for many in the USA. The I-80 Network serves as the vital backbone of routes which move freight to, from and through Utah en route all across America and to much of Canada as well. The added I80 traffic over the past few years to Tooele County has had an effect on the trucking industry.	
194	Tooele	Roadway	Tooele County	I-80 WB Fwy, Tooele County	Congestion gets worse every month. Action needs to be taken now. This is quickly becoming a huge issue and is dangerous. Why are a bunch of roads being built in Washington County with no effort spend here.	
195	Tooele	Roadway	Mulberry St, Tooele County	I-80 EB Fwy, Tooele County	Congestion at Lake Point really pushes this project. Forcasted growth also makes this a real need.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
196	Tooele	Roadway	Hwy 36, Tooele County	Hwy 36, Tooele County	Turn this road into a Freeway with over passes and get rid of all the stop lights. It's nothing but a safety hazard with all the lights.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
197	Tooele	Roadway	Bates Canyon Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	Widen road or make freeway with no stop lights.	
198	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	We need additional lanes into the Tooele valley. Please look at extending 201 so that the bottle neck neck is widened.	
199	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	This stretch of I80 is the only 2 lanes available to get between Tooele & SLC. It only takes a stalled vehicle to cause hours of back up.	
200	Tooele	Roadway	I-80 Frontage Rd, Tooele County	I-80 Frontage Rd, Tooele County	An extension of 201 South into Tooele County, an alternate route, additional route is needed into Tooele County for MANY reasons. How can Tooele County citizens help this move along more swiftly?	
201	Tooele	Roadway	Hwy 36 & I-80 WB Fwy, Tooele County	Hwy 36, Tooele County	There is one major artery in/out of Tooele that is non functional and designed in an unsafe way. State must address asap!	
202	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	Two lanes going from Tooele to Salt Lake are not enough with the current population of Tooele county, especially considering how many odd Tooele county residents there are who commute. Combined with the sheer number of semi trucks on this stretch of highway, and there's an awful combination of people policing each other's speed, people weaving in and out of traffic, and all sorts of road rage situations. This is not a safe answer for this population's needs. A third lane and an alternate route both need to be considered. One accident on the freeway blocks everyone into the country with no way out four hours. There is a single rural hospital serving the entire county, which is the largest in the state. As the population grows and the stagnant traffic worsens, this could easily add up to a real tragedy.	
203	Tooele	Roadway	Commerce Dr, Tooele County	I-80 WB Fwy, Tooele County	In business, a single point of failure should be eliminated. Tooele county residents need an alternative route to Salt Lake	
204	Tooele	Roadway	Burmester Rd & I-80 EB Fwy, Tooele County	I-80 WB Fwy, Tooele County	The Commercial Trucking industry sees I80 as a major road for their transportation. Truck drivers, like me, use I80. I80 by the Great Salt lake from where Tooele people connect in has become dangerous. The majority of perishable freight passing through Utah is grown in California Central Valley, which produces almost 25% of all the fruits and vegetables consumed in the United States. These time-sensitive products travel to Utah via I-80 to I-15, using I-80 extensively. Delays in produce cost this industry money. Fix this corridor, sooner the better.	
205	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 EB Fwy, Tooele County	Tooele County residents need more than one road into Salt Lake. Even minor accidents can pinch off traffic and cause backups of an hour or more. It is even more dramatic during the winter months because of the bad weather. As Tooele County continues to explode with growth, traffic issues and delays will only become more problematic and there needs to be widened freeways and an alternate road into Salt Lake County from exit 99.	
206	Tooele	Roadway	Hardy Rd, Tooele County	Hardy Rd, Tooele County	Tooele county could use another lane to help with major traffic jams	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
207	Tooele	Roadway	Kennecott Rd & Tc03590, Tooele County	Kennecott Rd, Tooele County	Something needs to be done NOW not in 20 years to address the bottleneck issue of I-80 at the Lakepoint junction. The Midvalley Highway will not fix this issue. To many accidents that shut down the highway and no alternate route for Tooele County residents. We need more lanes on I-80 and an additional route like SR36 to 201 bypassing I-80.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
208	Tooele	Roadway	Hwy 36 & Sunset Rd, Tooele County	Sunset Rd, Tooele County	The congestion created in LakePoint back through often the GSL marina is extensive where there is an accident. Lakepoint is dangerous for motorists and pedestrians, which there are because of the truck stops. There needs to be a different way in/out of Tooele County at the north end of the valley.	
209	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	I80 is a Interstate Cross section for the West. A Lot of Cross Country traffic travels along I80. Semi trucks are on the road with daily Tooele County commuters. I80 between 201 into Tooele County NEEDS to become a top priority.	
210	Tooele	Roadway	Fireside Ln, Tooele County	I-80 EB Fwy, Tooele County	If there is any way possible to move this project along it needs to be done. Up to 300 homes being built in Stansbury THIS YEAR. Up to 200 Homes being built in Lake Point, Up to 150 HOMES in Erda. More homes being build in Grantsville and Tooele. Almost ALL new homes WILL have home owners traveling to Salt Lake for work. 28,000+ Tooele County Citizens driving into Sale Lake every day now. The added homes to Tooele County this year alone, low estimate, 1,000 more drivers, at the least. You ad gravel trucks going to Salt Lake Co on Tooele Co roads for the New Prison construction. No economic benefit to Tooele County from these trucks except extra wear on Tooele County roads. There is true potential for MAJOR I80 destruction with these trucks.	
211	Tooele	Roadway	Hwy 36, Tooele County	Hwy 36, Tooele County	An alternate route is badly needed between I-80 exit 99 and SR-201. Minor traffic accidents cause huge traffic issues. Tens of thousands of vehicles use the stretch of road daily. Heaven forbid a fatality, but when there is on people cannot get to work or home for many hours. Please help!	
212	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	The commute to and from Tooele into Salt Lake needs serious consideration. If the freeway closes a lot of people can not make it to and from work. When the prison relocates a lot of the workers will move out here due to cost, it would he really bad if 1/3 of the prison staff couldn't make it to work.	
213	Tooele	Roadway	Commerce Dr, Tooele County	I-80 EB Fwy, Tooele County	There NEEDS to be another road into Tooele County! If there is ever a real emergency all of Tooele County will be stuck or destroyed.	
214	Tooele	Roadway	Hwy 36 & I-80 WB Fwy, Tooele County	Hwy 36, Tooele County	This area is becoming more and more congested. As homes continue to be built, businesses continue to choose Tooele County as a place to invest, and as home prices continue to extend beyond the reach of most incomes in Salt Lake and other Counties, Tooele County will continue to grow in population and the location pin pointed, namely the bottle neck and only feasible access to Tooele County, will become more and more congested and more and more of a hazard to the 61,000 + residents and visitors of Tooele County. To the very large amount of people who commute from and to Tooele County lies a very real concern knowing that the bottle neck into Tooele County can become so congested, or worse, blocked, preventing timely or safe travel to reach loved ones, home or emergency assistance. Please do what is necessary to fix this problem.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
215	Tooele	Roadway	Tooele County	I-80 WB Fwy, Tooele County	We need more than 2 lanes between the 201 / I80 merge and the lake point exit. We cannot have continued growth in Tooele and the I80 traffic competing on those 2 lanes. Any accidents or weather and you are not able to get to or from Tooele and Salt Lake. If there were an emergency and these lanes were blocked, lives could be lost. While the new exit in Tooele will be great, it does NOT solve this problem.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
216	Tooele	Roadway	Hwy 36, Tooele County	I-80 WB Fwy, Tooele County	there has got to be another way from tooele county to salt lake! why can't we re-open the route that used to go from lakeshore dr in lakepoint to 201? at least when there is an incident on i80.....	
217	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 EB Fwy, Tooele County	Tooele County needs an alternate route other than I-80. More people are moving out here, traffic is increasing and with it more accidents. There is no other way to access the valley if I-80 is clogged.	
218	Tooele	Roadway	Commerce Dr, Tooele County	I-80 WB Fwy, Tooele County	We need an additional lane on I80 between exit 99 and the 201 on/off ramp	
219	Tooele	Roadway	Canyon Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	There NEEDS to be another road into Tooele County! Anytime there is an accident it takes 2-3 hours to clear up and commute into salt lake. If there was ever an emergency all of tooele county would be at a stand still! Please find us another route to the salt lake valley!	
220	Tooele	Roadway	Tooele County	I-80 WB Fwy, Tooele County	We need an alternate route for this bottleneck	
221	Tooele	Roadway	Lakeshore Dr & Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	We need to do something to fix the bottleneck out in Tooele. Most of us commute out to Salt Lake every day and there are tons of accidents right in this area. If there's an accident which blocks up the whole road, there's no way we can get through. We don't even have some kind of frontage road to get out. Extending Sheep Lane is only going to help a small amount of people, it's not going to fix the problem. Please fix the bottleneck!!	
222	Tooele	Roadway	Hwy 36, Tooele County	I-80 WB Fwy, Tooele County	Carlos Braceras, executive director of UDOT. Braceras acknowledged there were significant delays for motorists, especially Tooele County residents, which reached up to 3 hours in length. My family works hard. Delays in this area are known. Move up the timeline of this getting addressed. Consideration of Tooele County working commuters needs to be addressed. This needs priority, please.	
223	Tooele	Roadway	Kennecott Rd, Tooele County	Kennecott Rd, Tooele County	PLEASE FIX THIS! I am tired of being stuck in traffic for hours because I have no other options to get to or from work. Please please fix this bottleneck.	
224	Tooele	Roadway	Mulberry St, Tooele County	I-80 EB Fwy, Tooele County	Need to push this forward.	
225	Tooele	Roadway	Lakeshore Dr & Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	Not only is this the ONLY freeway interchange that connects Salt Lake to the vast majority of the population of Tooele County, but it is also dangerous, inefficient, and insufficient. The population is growing rapidly, and all it takes is one accident, one construction project, one unconventional slowdown, and the entire county is in lockdown. It is a huge hazard and is unacceptable for the state government to ignore this issue.	
226	Tooele	Roadway	Hwy 36 & Saddleback Blvd, Tooele County	Hwy 36, Tooele County	Please address an alternate road leading from SR-36 to I-80! One accident backs up motorists for hours.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
227	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	We need a second option for driving into Salt Lake City. There are a lot of people who can't get to work when there is a accident. In addition, there are over 1000 homes coming in out here. Tooele County is becoming an area that is growing quickly and we need a second option to get into the city.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
228	Tooele	Roadway	Meadow Lark Ln, Tooele County	Meadow Lark Ln, Tooele County	Please do something to accommodate multiple accesses to Salt Lake. Any time there is an accident it prevents people from commuting to the Salt Lake valley.	
229	Tooele	Roadway	Hwy 36, Tooele County	I-80 WB Fwy, Tooele County	This is a huge traffic headache, and a hazard. This is the only real exit/entrance to Tooele valley. With the amount of people going to and from Salt Lake daily, this is scary and not practical. We NEED another option! Even just continuing SR201 all the way would be beneficial. In the case of an emergency, this is the scariest part for me!	
230	Tooele	Roadway	Tooele County	I-80 WB Fwy, Tooele County	What will it take to take this seriously? 197 crashes occurred in that stretch of I-80 between January 2010 and February 2016 — about 33 per yearUDOT estimates that 20 percent to 32 percent of the traffic there, depending on the day and time, consists of large trucks. These are your own statistics UDOT. UDOT you built a tunnel in Provo Canyon in the 1990's. The population of Heber at that time was around 10,000. This guy, Dean Smith, supervisory civil engineer with Parsons, Brinkerhoff, Quade and Douglas Inc. of Murray figured out how to get the tunnel. There are what, 29,000 working Utahns driving that section of Freeway for work?	
231	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 WB Fwy, Tooele County	We really need a fix for this sole route to Tooele county. Even a small frontage road would go a long way to maintain access when accidents occur.	
232	Tooele	Roadway	Big Canyon Rd, Tooele County	Big Canyon Rd, Tooele County	Dangerous bottleneck on i80. We need an alternate route, such as an extension of 201.	
233	Tooele	Roadway	Hwy 36 & I-80 EB Fwy, Tooele County	Clinton Landing, Tooele County	I pray you all already know I80 from exit 99 to 201 is a death bottleneck only route out. I pray nothing horrible happens before it gets fixed. I pray you all understand the severity of the problem here and God will please you with the eyes to see, the ears to hear and the heart to take action. God Bless Everyone stays safe out there. I pray.	
234	Tooele	Roadway	Tooele County	I-80 EB Fwy, Tooele County	For serious sake, my husband and my son provide for their family driving this route every morning. My friends drive this route. My community. My bishop. I hope my grandchildren will see this fixed before they're driving this route. Please help my friends, my family, my community have a safer route to provide a living for their family. Please listen to all these people. Please.	
235	Tooele	Roadway	Lakeshore Dr & Union Pacific Access Rd, Tooele County	Union Pacific Access Rd, Tooele County	Exit 99 to 201, alternate route and ad a lane	
236	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	Please make an alternate route into salt lake county from northern Tooele county.	
237	Tooele	Roadway	Fireside Ln, Tooele County	Hwy 138, Tooele County	The Tooele Valley is growing so fast and the infastructure is way behind. Our cities are major commuter cities and we have no other option than I-80. Rush hour is awful. If there is an accident you could be stuck there freeway for hours. Something needs to be done.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
238	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	Dangerous! Alternate Route Desperately Needed!	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
239	Tooele	Roadway	Hwy 36 & I-80 EB Fwy, Tooele County	Hwy 36, Tooele County	What is it really going to take for an alternate route into Tooele County from Salt Lake County? Legislation? UDOT Committee? Are all of us citizens wasting our comments?	
240	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	201 needs to be extended around point of mountain now. I-80 exit does not have capacity. And this is a safety hazard to only have one way between SLC and Tooele.	
241	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	Extending 201 into Tooele county will not only save lives but also allow for an alternate route for emergency services in the event of a disaster, like an earthquake.	
242	Tooele	Roadway	I-80 EB Fwy & I-80 WB Fwy, Tooele County	I-80 EB Fwy, Tooele County	Alternate Route	
243	Tooele	Roadway	Pheasant Ln, Tooele County	Saddleback Blvd, Tooele County	Last accident blocked people for 2 hours. An ambulance had to turn around and the patient had to be life flight to hospital. Huge expense for family. Peoples lives are at stake. Doesnt that take priority? Tooele County safety is at stake. This pinchpoint of I80 is a threat to peoples lives. Why is it not being addressed. Do people need to die before something happens. I dont want it to take that. Lives matter. Tooele County citizens matter. Show them they do.	
244	Tooele	Roadway	Kennecott Rd, Tooele County	Kennecott Rd, Tooele County	To alleviate some of the I80 bottleneck to lakepoint you should investigate the frontage road owned by rio tinto (i assume) right there where 201 starts up the bridge near black rock	
245	Tooele	Roadway	Farnsworth Ln & Lakeshore Dr, Tooele County	Lakeshore Dr, Tooele County	I-80 bottleneck. We need an alternate route or more Lanes into the salt lake valley	
246	Tooele	Roadway	Lakeshore Dr & Union Pacific Access Rd, Tooele County	I-80 EB Fwy, Tooele County	Please give other options to get to Tooele. I80 bottleneck is terrible	
247	Tooele	Roadway	Hwy 36, Tooele County	Hwy 36, Tooele County	Please offer alternate routes to SLC	
248	Tooele	Roadway	Union Pacific Access Rd, Tooele County	I-80 WB Fwy, Tooele County	We, like many people we know, travel to and from Salt Lake almost daily. Something needs to be done ASAP about the bottleneck between SR 201 and exit 99. When accidents occur there are MAJOR delays. We desperately need an alternate route and/or adding of lanes to I-80. The population growth in Tooele County is increasing daily and we need help with ensuring that our commute is safe and manageable for all traveling on these roads. PLEASE HELP!	
249	Tooele	Roadway	I-80 EB Fwy & I-80 WB Fwy, Tooele County	I-80 WB Fwy, Tooele County	Have 201 Extend or bypass I-80. It will create a second entry point into Tooele which will help with the choke point we have and limit accidents. It needs to be done sooner than 2020 due to the growth of the county and the prison relocating more people will move out this way.	

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
250	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	I have been written up twice at my job for being late because I was stuck in traffic, no alternate route to get to my job. I have a family, I pay gas tax for roads, I need my job. Please help families in Tooele County keep their jobs. Fix this pinchpoint.	<p>WFRC understands the need for an alternate to I-80. Concepts for addressing this need are being evaluated but funding has not yet been identified. Funding has been identified for the northern leg of Midvalley Highway. This alternate to SR 36 will help reduce congestion and improve safety on SR-36 from Mills Junction to I-80, and at the Lakepoint Interchange. For more information regarding the long-range plan for the Tooele Valley, visit http://wfr.org/reports/Tooele%20Valley%20RPO%20Final%20Report.pdf</p> <p>For more information regarding the funded portion of Midvalley Highway, please visit https://www.udot.utah.gov/projectpages/f?p=250:2008:0::NO::P2008_EPM_PROJ_XREF_NO,P2008_PROJECT_TYPE_IND_FLAG:11834,A</p>
251	Tooele	Roadway	Kennecott Rd, Tooele County	I-80 EB Fwy, Tooele County	Up to 30,000 Tooele County residents drive this daily. To work, they add to the other areas economy. Doctors appointments. Last back up many sick people didn't make it to cancer treatments, operations, there needs to be an alternate route. This area needs to be priority.	
252	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	This area is a commercial truck drivers nightmare. Cross country hauls travel this area. Federal highway administration needs to be made aware that this area is not being addressed by UDOT.	
253	Tooele	Roadway			Help in that Tooele bottle neck we need alternative ways in and out of Tooele.	
254	Tooele	Roadway	I-80 Frontage Rd, Tooele County	I-80 Frontage Rd, Tooele County	Single point of failure to Tooele County. Please address by connecting SR-201 into Tooele County. Resolve the single point of failure issue.	
255	Tooele	Roadway	I-80 Frontage Rd, Tooele County	I-80 Frontage Rd, Tooele County	Extend the frontage road and widen it making it a secondary highway leading into the valley.	
256	Tooele	Roadway	I-80 Frontage Rd, Salt Lake County	I-80 Frontage Rd, Tooele County	I80 - 201 can't get bumped up like the Lehi Technology Corridor?! The Utah Department of Transportation approved accelerated funding Friday for a stretch of freeway from Lehi Main Street to Timpanogos Highway, with construction set to begin in 2018. Dubbed the Lehi Technology Corridor Project, this is an area of Interstate 15 that is a bottleneck of traffic during commuting hours. Is there another way around that bottleneck? Guess what, there is! Redwood Road, side streets,	
257	Tooele	Roadway	I-80 Frontage Rd, Salt Lake County	I-80 Frontage Rd, Tooele County	I80 - 201 is not a 2017 Top 10 Project?! This is a top 10 project? I-15—Brigham Road to Dixie Drive, \$28 million	
258	Tooele	Roadway	Tooele County	I-80 WB Fwy, Tooele County	Bangeter Highway and Redwood are getting updates. WTH?! If there is an accident on either road, guess what, commuters can take another route. There is NO OTHER ROUTE to TOOELE. Come on. Make I80, 201, alternate route a priority.	
259	Tooele	Roadway	Fireside Ln, Tooele County	I-80 EB Fwy, Tooele County	This is a horrible spot for the highway. It completely bypasses the 2 growing communities, and only serves part of Tooele. At the same time, it doesn't leave space for another exit between the current one and this proposed exit. If the purpose is to relieve the congestion of the current exit, this completely misses the mark. If it's to remove trucks from the current exit, it also misses - the gas stations that cater to trucking are in Lakepoint, and the depot, where most trucks would be going, isn't easily accessible. (The other place would be the walmart facility in Grantsville again, not accessible from this exit.) Poor planning.	
260	Tooele	Roadway	Lakeview Dr, Tooele County	Lakeview Dr, Tooele County	Speed in this area is dangerous. There are 2 schools opening this fall. Speed needs to be reduced on this road.	
261	Tooele	Roadway	Hwy 138 & Stansbury Pkwy, Tooele County	Hwy 138, Tooele County	A right turn lane when coming from Grantsville onto the Parkway is needed. I've seen so many close calls and people using the left turn lane to pass those turning right.	

Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
262	Tooele	Roadway	Hwy 138 & Stansbury Pkwy, Tooele County	Stansbury Pkwy, Tooele County	138 between Stansbury Park and Grantsville is a hazard. Many new houses exit onto 138 which is a highway with lots of truck traffic. There are also TWO new elementary schools on this stretch of road. The speed limit needs to be lowered to a residential area. 35mpg MAX. A highway through a residential area with schools and lots of children is an accident and liability waiting to happen!	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
263	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	Hardy Rd, Tooele County	SOME thing needs to be done about Semi's pulling out of TA and slowing the cross traffic. Cars going 50mph have had to STOP for trucks that are slow pulling out. A light, alternate entrance, ANYthing would help.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
264	Tooele	Roadway	Airport Rd, Tooele County	Hwy 138, Tooele County	This toad should be widened. Too many deaths have happened here.	
265	Tooele	Roadway	Tc03683 & Tc03688, Grantsville	Hwy 112, Grantsville	This road should be widened, we need space to pass. This is a dangerous road.	
266	Tooele	Active Transportation	Highline Rd & Lake Point Rd, Tooele County	Union Pacific Access Rd, Tooele County	Mills Junction needs a better traffic signal for Active Transportation. Residents run and bike through this intersection. Stansbury High runs through this intersection.	
267	Tooele	Roadway	Fireside Ln, Tooele County	I-80 EB Fwy, Tooele County	This project does very little to address the congestion issues at Lake Point. This serves only the race track and Grantsville, ignoring the needs of Tooele, Stansbury Park, and Lake Point. The direction of this project is extremely disappointing.	
268	Tooele	Roadway	Fireside Ln, Tooele County	Hwy 138, Tooele County	Village Blvd needs to extend to new freeway exit. This will reduce traffic on SR-36 far more than Sheep Ln extension.	Construction of a new road requires extensive environmental study. The extension of Sheep Lane, which is also known as the northern leg of the Midvalley Highway, went through such an environmental analysis and will be constructed in the next few years. A connection to Village Boulevard will likely be studied in the future.
269	Tooele	Active Transportation	Lakeview Dr, Tooele County	Delgada Ln, Tooele County	Give funding for childrens safety for an underpass under SR138	WFRC will work with the appropriate entities to evaluate potential improvements.
270	Tooele	Transit	Hwy 36, Tooele County	Hwy 36, Tooele County	Having I80/SR36 as the only feasible way in or out of Tooele County was okay years ago, but with the population booming and so many commuters to Salt Lake County for work, a solution is needed. We all know Tooele County has little to no influence compared to the 4 major counties to the east, but please consider the safety and sanity of it's residents and businesses. A new route or mass transit (FrontRunner/Trax) would solve these issues.	The Regional Transportation Plan development includes analysis of travel demand. Because rail projects require a large upfront investment and ongoing operations and maintenance costs, it is important that appropriate ridership thresholds are met when considering new rail projects. While the Tooele Valley is indeed growing, the demand for transit in particular is most likely not enough to warrant a rail investment.
271	Tooele	Roadway	Hardy Rd & Hwy 36, Tooele County	Hwy 36, Tooele County	Trucks entering SR-36 are dangerous. Please address an alternate entrance to the truck stops in this area. Maybe they can use Saddleback Rd. to enter/exit?	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
272	Utah	Roadway	Bull River Rd, Lehi	Traverse Pkwy, Lehi	Is there any way to route the commuter lane traffic directly onto I-15 without having to wait for the Triumph Blvd light?	UDOT is currently designing the I-15 Technology corridor project that is intended to alleviate congestion in this area. Current designs do not include direct ramps from the commuter lanes on SR-92. However, improvements to the interchange will help improve flow. You can log on to the Technology Corridor project website to learn more about this project. It will begin construction this winter.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
273	Utah	Roadway	1200 E & Timpanogos Hwy, Lehi	Timpanogos Hwy, Lehi	It would be great if the eastbound commuter lane could bypass this really slow light	UDOT is currently designing the I-15 Technology corridor project that is intended to alleviate congestion in this area. Current designs do not include direct ramps from the commuter lanes on SR-92. However, improvements to the interchange will help improve flow. You can log on to the Technology Corridor project website to learn more about this project. It will begin construction this winter.
274	Utah	Roadway	Adobe Way & Cabelas Blvd, Lehi	Cabelas Blvd, Lehi	Bad Pavement Here	UDOT and Lehi City are currently coordinating efforts to improve the road surface in this area.
275	Utah	Roadway	Air Park Rd & East Frontage Rd, Utah County	East Frontage Rd, Utah County	Road in Really Bad Shape	UDOT has recently repaved this section of the frontage road.
276	Utah	Roadway	Pilgrims Loop Rd & Thanksgiving Way, Lehi	I-15 NB Fwy, Lehi	If you widen the bridge going South on I15 by Thanksgiving point. There would be way less traffic up North it bottle necks. So bad. Then opens back up at Lehi. Why didn't they do those few miles?	The Mountainland Association of Governments (MAG) will consider this comment in the development of their Regional Transportation Plan.
277	Utah	Roadway	Center St & I-15 NB Fwy, Provo	Center St, Provo	Please redesign this area to allow for more signs to tell drivers to stay in their vehicles during an accident or fender bender and to move off the highway and call 911	Safety is a top priority for UDOT.
278	Utah	Roadway	Center St & University Ave, Provo	Center St, Provo	Provo Street at University Ave is a poorly designed intersection when driving on Center St. there is not a designated turn lane onto center St and many vehicles making U-turns cause potential accidents. Work with Provo City to improve this intersection	UDOT and UTA are currently constructing the TRIP project along University Avenue that will include this intersection.
279	Utah	Roadway	I-15 NB Fwy & University Pkwy, Orem	I-15 NB Fwy, Orem	Add additional signs lower and closer to the view of the driver and passenger telling them to proceed on a right turn after they come to a complete stop	The Mountainland Association of Governments (MAG) will work with the appropriate entities to assess the situation.
280	Utah	Active Transportation	Hancock Pl, Highland	Hancock Pl, Highland	bike / ped trail between Mitchell Hollow Park and 700 N AF (same width as Murdock Trail) would greatly improve connection to Grasslands development and future AF transit connections	We will look at connections in the area through our upcoming long range transportation planning process.
281	Utah	Active Transportation	1070 W & 2600 N, Pleasant Grove	2600 N, Pleasant Grove	really need more space for East/West bike traffic	We will forward your concern to Pleasant Grove City.
282	Utah	Active Transportation	2600 N & Canyon Rd, Pleasant Grove	Canyon Rd, Pleasant Grove	add paved access trail to Murdock Canal Trail with protected crossing E/W across Canyon Rd (or make it safe to ride bike N to existing access)	Pleasant Grove is currently working with Utah County to make improvements to Canyon Road.
283	Utah	Active Transportation	Garden Dr, Pleasant Grove	State St, Pleasant Grove	need bike lane on State St both directions between 500 S AF and Pleasant Grove Blvd	UDOT is currently working on a project to widen and improve State Street through this section.
284	Utah	Active Transportation	1060 N & 1710 E, Lehi	1800 E, Utah County	road very narrow with high traffic, need better North/South bike accessibility	Highland City will be widening this road in the future. Funding has been identified but it is not available until 2020.
285	Utah	Active Transportation	Meadow Ln, Highland	Meadow Ln, Highland	East / West Murdock connector would greatly offload N/S traffic driving around by the temple or up to Hwy 92	Utah County is currently working with the cities of Highland, American Fork and Cedar Hills to build this project. There is already funding set aside to complete it.
286	Utah	Land Use	400 N & 500 W, Payson	3550 W, Utah County	Save the farms! We don't need more sprawl in these areas!	We appreciate the importance of agriculture in the area. As such, MAG and UDOT typically do not develop new transportation projects until growth demands it. We do prepare and plan for potential growth in the area, but no projects are built until land owners themselves develop their property and create the demand.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
287	Utah	Roadway	Alpine Loop Rd & Mutual Dell Campground, Utah County	Alpine Loop Rd, Utah County	WHY IS THERE NO PIN IN LITTLE OR BIG COTTONWOOD CANYON. WE ARE IN THE COUNTY.	UDOT will soon begin an environmental study of potential improvements in Little Cottonwood Canyon. In addition, Salt Lake County is beginning to update the master plan for these canyons.
288	Utah	Land Use	300 W & 780 S, Santaquin	I-15 SB Fwy, Utah County	We need a growth boundary to minimize short sighted sprawl developments	Thank you for your comments. We will forward you concerns to the communities that control land use.
289	Utah	Transit	Pioneer Xing, American Fork	7750 N, Utah County	Access to the frontrunner platform here can be accessed via both ends of the train platform. Unfortunately, there is only curb cuts on the sidewalk along the east entrance. It makes the most sense for cyclists to use the west platform entrance since the bike car is on the west end of the platform, but cyclists either have to hop the curb at the west end of the parking, or weave in and out of pedestrians along the sidewalk to get to curb cuts at the east of the parking lot.	Safe and direct access to rail stations encourages greater transit usage.
290	Utah	Active Transportation	100 E & Pleasant Grove City Cemetery, Pleasant Grove	100 E, Pleasant Grove	100 East in PG is one of the busiest roads in PG. Yet it is in worse condition than almost all other roads. The shoulder may be suitable width wise for cyclists, but it is never used due to horrible slopes where the asphalt meets the curb, and it is constantly full of debris (never been swept in the year i've lived nearby). Lets get this road fixed and suitable for cyclists.	Pleasant Grove is currently working with Utah County to improve 100 E.
291	Utah	Roadway	200 S & Durrant Cir, American Fork	200 S, American Fork	The shoulders along 200 South are horrible. The road is narrow and traffic (cyclists/cars and pedestrians) is high from frontrunner use. The shoulder has huge dangerous potholes along the shoulder at the narrowest parts of the road. Please pave the shoulder along narrowest portions of this road.	American Fork City is in the planning stages of a paved trail along 200 S that connects to the Frontrunner station.
292	Utah	Roadway	Jonathan Pl, Saratoga Springs	Jonathan Pl, Saratoga Springs	This will be a major intersection. Probably need to look at on/off ramps rather than traffic lights.	As projects in the area are developed, the proper access will be developed.
293	Utah	Roadway	I-15 SB Fwy & Timpanogos Hwy EB, Lehi	Timpanogos Hwy WB, Lehi	With continued building of office space, this intersection is already too congested. Both north and south bound on ramps.	The Technology Corridor project will widen the freeway between SR-92 and Lehi Main street from 4 lanes to 6 lanes in each direction. It will also include a frontage road system and an overpass at 2300 W (Traverse Blvd) to alleviate traffic at the SR-92 interchange. For more information, please visit https://www.udot.utah.gov/projectpages/f?p=250:2007:0::NO:2007:P2007_EPM_PROJ_XREF_NO,P2007_PROJECT_TYPE_IND_FLAG:9657,A
294	Utah	Roadway	I-15 SB Fwy & State St, Utah County	I-15 SB Fwy, Utah County	The bottleneck here is constantly a problem. Needs to be widened to be consistent with American fork and Lehi's 5+ lanes.	The Technology Corridor project will widen the freeway between SR-92 and Lehi Main street from 4 lanes to 6 lanes in each direction. It will also include a frontage road system and an overpass at 2300 W (Traverse Blvd) to alleviate traffic at the SR-92 interchange. For more information, please visit https://www.udot.utah.gov/projectpages/f?p=250:2007:0::NO:2007:P2007_EPM_PROJ_XREF_NO,P2007_PROJECT_TYPE_IND_FLAG:9657,A
295	Utah	Roadway	1860 S & University Ave, Provo	University Ave, Provo	This is perhaps the most convoluted off-on-off-on ramp in the Wasatch Corridor. Consider a redesign.	For more information regarding the design of this interchange, please visit http://www.provowestsideconnector.com/ .
296	Utah	Roadway			Fix the I-15/SR92 interchange debacle! So bad.	The Technology Corridor project will widen the freeway between SR-92 and Lehi Main street from 4 lanes to 6 lanes in each direction. It will also include a frontage road system and an overpass at 2300 W (Traverse Blvd) to alleviate traffic at the SR-92 interchange. For more information, please visit https://www.udot.utah.gov/projectpages/f?p=250:2007:0::NO:2007:P2007_EPM_PROJ_XREF_NO,P2007_PROJECT_TYPE_IND_FLAG:9657,A

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
297	Utah	Roadway			Mountainview Corridor to SR 73. Do it now, we are hurting people on Redwood Road trying to get home from SL County.	Funding has been allocated to extend MVC in Utah County from S.R. 73 to 2100 North. Since the Environmental Impact Statement (EIS) was published in 2008, the design has changed in this area to include frontage roads. Initial construction plans include two lanes in each direction, a six-foot sidewalk on the east side, a 10 foot trail on the west side and a trail underpass at Redwood Road. The intersection and traffic signal at Redwood Road and 2100 North will also be reconfigured to accommodate the new connection. Construction is projected to begin in 2018. For more information, please visit https://www.udot.utah.gov/mountainview/utah-county.php .
298	Utah	Roadway			Fix thanksgiving point. Those offices need their own interstate.	The Technology Corridor project will widen the freeway between SR-92 and Lehi Main street from 4 lanes to 6 lanes in each direction. It will also include a frontage road system and an overpass at 2300 W (Traverse Blvd) to alleviate traffic at the SR-92 interchange. For more information, please visit https://www.udot.utah.gov/projectpages/f?p=250:2007:0::NO:2007:P2007_EPM_PROJ_XREF_NO,P2007_PROJECT_TYPE_IND_FLAG:9657,A
299	Wasatch	Roadway			I'm so saddened to see that the development of the Heber City bypass is not your list for immediate attention. Main Street in Heber is rapidly approaching capacity. It's unsafe to have a major thoroughfare with so many oil tankers cut through the heart of a city. Please help support Heber City and Wasatch County by working to complete the bypass and re-route US 40 onto the bypass. This project is long overdue. Please help!	UDOT is helping Wasatch County and Heber City with the Bypass planning and engineering. You can find some of these efforts documented at: https://mountainland.org/img/transportation/RPO/Maps/Wasatch%20County%20RPO%20Roads%20Sept%202015.pdf http://uplan.maps.arcgis.com/home/webmap/viewer.html?webmap=00954f8c576b4871a9696dc2835614b3 . If you have questions feel free to call me anytime.
300	Weber	Roadway	Adams Ave & Cottonwood Dr, South Weber	Adams Ave Pkwy, Weber County	I'm a Uintah resident, and I was wondering if the state has ever considered purchasing the toll road known as Adams Avenue, (https://goo.gl/maps/3UwS5eXygXL2 500 East Washington Terrace). It's a wonderful bridge and would be a great addition to Utah's roads. As a toll bridge the road is under utilized but has a lot of potential to reduce strain on Washington Boulevard (Hwy 89) and possibly even Harrison. I'm not sure it is a plausible idea but I just thought I'd put it out there in case any of you thought it would be worth exploring.	The State has considered the transfer in the past. There are several concerns with the existing road and if it would meet current federal and state standards. There is not a plan at this time for the State to purchase the toll road.
301	Weber	Multiple	1100 W & US 89, Pleasant View	US 89, Pleasant View	Make full width turning lane and shoulders. Also as resources permit add sidewalk on east side and connect apartments to FrontRunner station for pedestrians. With 55 MPH there needs to be better left and right turning. There is also not many easy places for busses on route 630 to pull off.	WFRC will work with the appropriate entity(ies) to evaluate potential improvements.
302	Weber	Roadway	I-84 EB Fwy & US 89, Weber County	US 89 SB, Weber County	Traffic from the 193 intersection on 89 is backed up northbound for miles during rush hour. 89 goes from three lanes to two lanes about a mile before the I84 on-ramp, and there are two traffic lights that are not synchronized in this area. 89 should have 3 lanes and the traffic lights should be synchronized to ease traffic flow.	This comment will be evaluated as the design for US-89 improvements is completed. Design is currently in process.
303	Weber	Active Transportation	2025 W, Roy	Hinckley Dr, Weber County	extending D&RGW Rail Trail from Hinckley Dr to 2550 N would make downtown Ogden much more accessible via bike on 24th St from North Davis county	Funding is currently allocated to connect D&RGW at Hinckley Dr. to Ogden River Parkway through West Haven. West Haven City is working through the necessary steps to complete that project.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
304	Weber	Land Use	4700 W & 5500 S, Hooper	5500 S, Hooper	Land use and transportation have to be better coordinated. Instead of just focusing on infrastructure spending, UDOT should be using a percentage of tax dollars to buy open space and farm land and controlling growth. We can't just keep sprawling and burning up our grandchildren's land savings. Imagine if 10% of the cost of I-15 reconstruction had been spent buying farms and there was more focus on growth near existing infrastructure rather than building new infrastructure! We would have literally square miles of preserved farms and have walkable denser community nodes. We may even feel like Austria or Switzerland - and then so many tourists would come we'd all be wealthier and have more time and less time in our cars, healthier because we would walk more, and less air pollution in our valley.	WFRC agrees that coordinating transportation and land use investments will be key to addressing the projected growth in the region. How we grow matters. The transportation system and how we use the land around it affects our cost of living, time spent commuting that could be spent with friends and family, the air we breathe, how we enjoy our free time, and the neighborliness of the communities in which we live. The regional vision for the Wasatch Front, Wasatch Choice 2050, will identify specific transportation investments and the associated use of land near those investments to achieve agreed-upon outcomes for local communities across the region.
305	Weber	Active Transportation	Weber County	Weber County	Please make it safe to bicycle Ogden Canyon	The State and Ogden City are currently looking at a study to help identify transportation solutions to this corridor.
306	Weber	Active Transportation	5150 E & Yacht Club Dr, Weber County	Yacht Club Dr, Weber County	Please add a bicycle lane	WFRC will forward this comment to Weber County to consider bike improvements outside of WFRC MPO boundaries.
307	Weber	Active Transportation	6350 E & Mallory Loop, Weber County	Hwy 39, Weber County	Please add a bicycle lane	UDOT is currently reviewing a feasibility study for a bike lane or trail on Highway 39.
308	Weber	Roadway	300 N & 530 W, Ogden	530 W, Ogden	Improved connection on 400 North. Having additional freeway access would help balance the load on 12th Street and 2700 North.	The Regional Transportation Plan includes projects that will help improve access at the 400 North interchange. Funding has not yet been identified for these projects.
309	Weber	Transit	Sandridge Dr, Roy	Sandridge Dr, Roy	Improved trail to FrontRunner access, similar to Lehi station.	Safe and direct access to rail stations encourages greater transit usage.
310	Weber	Transit			There absolutely needs to be Trax running from front runner in downtown Ogden up to Weber State. This would alleviate heavy traffic on highway 89 and Harrison Boulevard. It will help eliminate major problems with parking on campus.	WFRC has long identified a need to connect the Ogden Commuter Rail Station to Weber State University. A detailed study completed in 2016 evaluated the best route and transit technology to serve the markets. Streetcar and Bus Rapid Transit (BRT) were evaluated as the best options. BRT was selected because it had the highest number of riders for the lowest capital and operating cost. The proposed project routes is as follows: Starting at the Commuter Station vehicle we exit on to 23rd Street then to Washington, Washington to 25th Street, 25th Street on to Harrison, Harrison to the Weber State Campus, on the Weber State Campus the project will then connect to the Dee Event Center then on to McKay Dee Hospital. Final design for the project has been funded. Project partners are seeking funding for construction.
312	Weber	Transit			Use some to run train to Pleasant View 4 times a day all week long!! I would like to use in more on the weekends to go to SLC!!	Service is provided relative to the demand for that service. Currently the Pleasant View service does not carry enough to warrant that additional service.
313	Weber	Active Transportation			I would love to ride more biking/walking paths connecting parks and neighborhoods, focusing on east-west. Small projects that would mean a lot: Jordan River trail from 2nd South to Fairpark and DRG trail from Roy to Ogden Union Station.	Construction of the Jordan River Trail from 200 South to North Temple should be completed this fall. West Haven City, in coordination with WFRC, UDOT, and Weber County, has identified funding to extend the D&RG Rail Trail to 12th Street.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
314	Weber	Transit			<p>Instead of [route] 470 from Ogden to Salt Lake, have FrontRunner cover that and have more service from stations into local area. Main point - improve local service from station.</p> <p>Extend FrontRunner [to] outlying areas, such as Logan, Wendover, Vernal, St. George, Salina, etc.</p> <p>Run service every day of the year like San Diego and other areas.</p> <p>Find ways to enable transit use without having to drive to station.</p>	FrontRunner is more expensive to run than a bus. Logan, Wendover, Vernal etc. are not part of the UTA service area. UTA operates service on most holidays.
315		Roadway			Roundabouts, it's been proven to work better than stop signs and in some cases, traffic lights.	Operational and safety improvements are largely based on technical criteria. WFRC will continue to work with UDOT and local governments to develop projects that meet established criteria and address needed improvements.
316					It doesn't matter because the state just does what it wants! Public opinion isn't valued here!	WFRC reviews all comments we receive from the public and seriously consider them as meaningful inputs into the transportation planning and programming processes.
317		Transit			More trains!!!	UTA is a partner with the local Metropolitan Planning Organizations and participates in developing the long range (30-year) transportation plans for the region. As part of those plans, it is anticipated that there will a future expansion of the rail system (TRAX and FrontRunner) as well as plans for more frequency on the rail system. Both of these options will provide the region with more trains in the future
318		Transit			Trains please.	UTA is a partner with the local Metropolitan Planning Organizations and participates in developing the long range (30-year) transportation plans for the region. As part of those plans, it is anticipated that there will a future expansion of the rail system (TRAX and FrontRunner) as well as plans for more frequency on the rail system. Both of these options will provide the region with more trains in the future
319					7800 South from Mountain View to SR111 can't wait until 2022. The traffic and safety issues at 6400 W 7800 S need to be reviewed.	Improvements to the Mountain View Corridor are made as funding becomes available. For more information, please visit https://www.udot.utah.gov/mountainview/ .
320		Transit			<p>Wasatch Front Regional Council I would say that 1/3 of funding for public transit is not near enough. Especially when you are spending hundreds of millions on freeway interchanges alone. Freeways are the least balanced form of transit, as they are for cars and cars alone. We are going to double our population in the next few decades and freeways are not going to save us. The failure to properly fund the expansions of public transit that we need to continue to prosper will be Utah's downfall. I thought your organization understood that more roads will only induce more traffic. More traffic equals more pollution which leads to poor air quality which leads to deaths for our people. A balanced approach would include little to no funding for the freeway systems, which has been the recipient of almost all federal and state funding up until now. Wasatch Front Regional Council \$500 million spend on freeway interchanges could buy hundreds of new buses, build new rail systems, or maybe build an actual station for Salt Lake, rather than have the 'balanced' approach of forcing public transit users to wait in the snow. Where is the funding for that? But you have \$500 million to drop on freeway interchanges that will only get more people to drive rather than use transit. This isn't balanced. So don't fool yourselves. anyway, I have a high respect for your organization, but you are wrong on this. When 2/3 of funding is going to cars and 1/3 to everything else you cannot in any circumstance call that balanced.</p>	While significant investment has been made for transportation in Utah, there are needs across all modes of transportation that remain unmet. Presently, investment is largely based on mode-specific funding sources and there is limited dedicated funding for transit and active transportation projects. WFRC will continue to work with its partners to explore various means of additional investment in transit and active transportation.

Comment	County	Mode	Closest Intersection	Closest Street	Public Comment	Response
321		Roadway			This is the body that needs to know that the I 15/I-84 ramp connection for truck traffic is needful, to direct trucks off 89 as much as possible. Anyone in favor of that can go online with the link to make the comment. I plan to at least. Thanks for posting this.	This comment will be evaluated once the state environmental work for potential US-89 improvements is completed.
322	Salt Lake	Roadway			Fix I-180 from 300 W to the mouth of Parleys, and come up with a real solution to the I-215 and I-15 mess that was not resolved in the rebuild in 2000- 2002. It is a 4pm to 7 pm nightmare going south bound.	The Regional Transportation Plan includes the widening and reconstruction of I-80 from 1300 East to I-215 East. Funding has not yet been identified. In addition, UDOT will be conducting a study to determine optimal improvements for the I-215 East/ I-80 Interchange. In 2018, construction will begin on improvements to the I-215 South/ I-15 interchange.
323	Utah	Transit			Don't forget Provo, the BRT line does something but does little in the overall situation in Utah County, which has just under 600,000 now and is expected to hit a million in 20 years, all in a narrow crescent of land from Payson to Lehi and eventually over to Goshen where they plan down the road to develop a city of 50,000, comparable to Herriman right now	The BRT will benefit all of Utah County as they travel and work in Provo/Orem area.