

Comments from Draft 2015-2040 Scenario – Summer 2013

Comment Number	Meeting Location	Name of Commenter	Comment	Comment Date	Comment Category Key: (1)Highway (2)Transit (3)Bike (4)Land Use (5)Other	WFRC Process Key - Comment Was: (7)Accepted (8)Not Accepted	WFRC Response
1	Weber County Open House	UDOT Region I Planning Office	How do we rectify existing and currently planned zoning with what we think it will be	5/3/2013	4	7	WFRC takes the existing zoning and tries to fit it into the various scenarios.
2	Weber County Open House	UDOT West Davis Highway EIS Team	Is there any measure of delay for transit users? How much time is spent waiting on connections?	5/3/2013	2	7	WFRC looks for what people can access within 20 minutes using transit.
3	Weber County Open House	Davis County Planning	What are the average minutes of delay per person in the scenarios? That would be a better measure of performance.	5/3/2013	5	7	The minutes of delay per person are about the same in each 'Vision' scenario and less so in the current trend scenario.
4	Weber County Open House	UTA Planning Office	Why did the most dense land use in Scenario T only save 4 million miles per day of VMT compared to baseline?	5/3/2013	4	7	Seventy percent of the land use is already set with existing development.
5	Weber County Open House	UDOT West Davis Highway EIS Team	What is the shift in mode share between Scenarios Q and T?	5/3/2013	5	7	The mode split for transit rises from 4% to 6%. Most of the decrease in travel time comes from shorter trips due to more intense land use.
6	Weber County Open House	Davis County Planning	Is there any way to see determine the maintenance cost per transit rider vs. cost per driver? Showing the cost/benefit analysis for both modes would be helpful.	5/3/2013	5	7	WFRC is trying to keep costs constant across all four scenarios.
7	Weber County Open House	UTA Planning Office	State of good repair costs are going to become a significant burden that will affect how many projects UTA can build in the future.	5/3/2013	2	7	Maintenance costs are part of the financial plan of the RTP.
8	Weber County Open House	UTA Planning Office	UTA has been doing some socio-economic evaluation of the area. Why do the scenarios show such a big change west of the Ogden rail-yard?	5/3/2013	4	7	This vacant land next to the central business district is most conducive to intensive land use changes.
9	Weber County Open House	UTA Planning Office	Some other areas in the scenarios are showing growth such as the gravel pit in North Salt Lake City. Why?	5/3/2013	4	7	These areas are where the cities have told us they want to grow.
10	Weber County Open House	UDOT Region I Planning Office	How do we separate hopefulness in development from what is actually happening.	5/3/2013	4	7	It is difficult to project development 30 years in advance. That is why WFRC is taking the scenarios out to the cities and the public.
11	Weber County Open House	UTA Planning Office	Is it your intention to settle on a land use and then build the transportation network or do it in tandem?	5/3/2013	4	7	It will be done in tandem.
12	Weber County Open House	UTA Planning Office	Are you going to do a new Vision?	5/3/2013	4	7	No. WFRC is trying to better define the existing Vision. All the scenarios with the exception of the baseline are within the existing Vision.
13	Weber County Open House	UDOT Region I Planning Office	If we have data that does not fit with current thinking of political leaders, how do we address that?	5/3/2013	5	7	WFRC makes all its data available to all members of the public, especially elected officials.
14	Weber County Open House	Davis County Planning	There will be a large turnover of mayors this year. Will WFRC be visiting to the new mayors to introduce them to the Vision and the RTP?	5/3/2013	5	7	This is an ongoing effort at WFRC.
15	Weber County Open House	UDOT Pre-Construction Engineering	Will there need to be an amendment in existing city master plans to reflect the Vision?	5/3/2013	4	7	WFRC hopes that the cities will see the wisdom of the Vision and make any needed adjustments in their respective master plans.

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16	Weber County Open House	Weber County Planning Office	He is concerned that the Scenario Q highway scenario does not show enough east / west highway capacity in western Weber County.	5/3/2013	4	7	The comment will be taken into consideration as WFRC settles on a final growth scenario as a basis for the draft RTP.
17	Weber County Open House	UTA Planning Office	The State Road 67 extension, the West Weber Highway, will be sprawl inducing.	5/3/2013	1	8	The road is not slated for construction until after 2040 so there is time to determine whether and how soon it will be needed.
18	Weber County Open House	Bountiful City Planning Office	Did WFRC test rail and BRT options for south Davis transit?	5/3/2013	2	7	Yes. Both performed adequately. However, BRT was most cost effective.
19	Weber County Open House	Commenter Unknown	For the non-exclusive lane BRT on 2100 South, why does it show a rail line as well?	5/3/2013	2	7	The rail line shown is a drafting error and will be removed.
20	Weber County Open House	Commenter Unknown	Why does the section of land west of the Mountain View Corridor between 5300 South and 6200 South show more intense land use than Daybreak?	5/3/2013	4	7	This was part of scenario 4 which had very intense land use in certain areas in order to reduce land use levels in outlying areas.
21	Weber County Open House	Commenter Unknown	Why not determine a preferred land use scenario and then test different transit networks?	5/3/2013	4	7	This will be done prior to the financially unconstrained draft plan stage.
22	Weber County Open House	UTA Planning Office	Test all transit scenarios on all four land use scenarios.	5/3/2013	4	7	Testing for transit usage will be done on all four growth scenarios.
23	Weber County Open House	Bountiful City Planning Office	The high concentration of seniors in Bountiful and South Davis generally will lessen as the population turns over leaving a younger population more apt to use transit.	5/3/2013	2	7	The existing FrontRunner stop and suggested light rail / BRT stops should adequately meet any increased demand for transit service.
24	Davis County Open House	Centerville City	Strongly supports the "enhancement of bus service in Centerville."	7/22/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
25	Davis County Open House	Centerville City	Supports moving up the replacement of the Parrish Lane / I-15 Interchange due the expected increase in congestion.	7/22/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
26	Davis County Open House	Centerville City	There needs to be a safe pedestrian pathway across I-15 in Centerville.	7/22/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
27	Davis County Open House	Centerville City	"Due to the anticipated growth of multi-family housing west of I-15, please examine the feasibility of a commuter rail stop at Parrish Lane."	7/22/2013	2	7	The location of FrontRunner stops is determined by UTA.
28	Davis County Open House	Centerville City	"(The) long range plan should also show future collector connecting Centerville and Farmington west of I-15 – either via Sheep Road or (an) extension of 1250 West in Centerville."	7/22/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
29	Davis County Open House	Centerville City	"Perhaps (there could be) an alternating stop with the Woods Cross (FrontRunner) station. I project the ridership demand within (the) next 5-10 years will be greater at (the) Centerville location than than the current Woods Cross station."	7/22/2013	2	8	The location of FrontRunner stops is determined by UTA.
30	Davis County Open House	Davis Chamber of Commerce	"All data seems to point toward Scenario 4 as the best option. I hope the public and government get on board."	7/22/2013	4	7	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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31	Davis County Open House	Davis Chamber of Commerce	I don't believe the West Davis Corridor is even necessary if we can build and plan and grow smart."	7/22/2013	1	8	WFRC generally defers to findings from more intensive studies such as the West Davis EIS which, in this case, has determined that a new road is needed.
32	Davis County Open House	Private Citizen	"I like having more public feedback in decisions and less private developers."	7/22/2013	5	7	WFRC invites all members of the public to actively participate in its decision making process.
33	Davis County Open House	Ogden City Planning	"Look at 17th Street as a collector west of Wall (Avenue), plus a connection across (the) Weber River to 21st (Street) for better circulation.	7/18/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
34	Davis County Open House	Ogden City Planning	"When looking to street projects, look at what it goes through and consider the pedestrian system as well as the street for any project.	7/18/2013	1	7	WFRC concurs and has adopted a 'Complete Streets' policy.
35	Davis County Open House	Washington Terrace City	Scenario 2 is most attractive for Washington Terrace City.	7/18/2013	4	7	WFRC will take the comment into account as it develops a preferred growth scenario on which to base the draft 2015-2040 RTP update.
36	Davis County Open House	Washington Terrace City	An improved road coming from the South (Adams Avenue) would open up that part of the city to retail development. It is also attractive because it would facilitate a multi-story community center, provide access to downtown Ogden and Hill AFB, access two freeway systems, and promote Ogden Regional Hospital.	7/18/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
37	Davis County Open House	Ogden City Engineering	17th Street from Wall Ave. west to 1200 West needs to be added to the RTP. AADT continues to increase. Redevelopment projects continue to increase in this area.	7/18/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
38	Salt Lake Open House	Salt Lake County Township Representatives	"How do we insure that unincorporated Salt Lake County is well represented in transportation matters?"	8/1/2013	5	7	Mayor Ben McAdams and County Councilman Mike Jensen are sitting members of the Regional Council.
39	Salt Lake Open House	Utah Foundation	"Let's get bikes as part of the RTP."	8/1/2013	3	7	WFRC has included a bicycle master plan as part of the RTP for many years. It is anticipated that this practice will continue.
40	Salt Lake Open House	Salt Lake County Township Representatives	A Magna bypass for SR-111 is badly needed, especially for heavy truck traffic. The vibration from these trucks is damaging nearby houses and utility infrastructure.	8/1/2013	1	7	A bypass has been included in past iterations of the RTP. WFRC will consider this comment as it updates the RTP.
41	Salt Lake Open House	Name not given	"The largest populations of low income riders are located in areas that are not being serviced by bus routes. There needs to be better planning of bus routes into west Salt Lake County."	8/1/2013	2	7	The routing of the background bus network is determined by UTA. Nevertheless, WFRC will make UTA aware of this comment.
42	Salt Lake Open House	League of Women Voters	Buses need to run all the way across the valley. I-15 is not a bus rider destination. The cross valley transit needs to be bus and needs to run on the major streets.	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
43	Salt Lake Open House	League of Women Voters	BRT routes are good, but should be supplemented with local bus service on the same routes for non-commuter use, mainly short trips.	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
44	Salt Lake Open House	Utah Foundation	"Let's get bikes as part of the RTP."	8/1/2013	3	7	WFRC has included a bicycle master plan as part of the RTP for many years. It is anticipated that this practice will continue.

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45	Salt Lake Open House	Salt Lake Community Action Program	The proposed BRT lines "...could be improved if there was more bus service to get the folks to the BRT stops. Transportation needs to meet the needs of those who cannot drive a personal vehicle."	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
46	Salt Lake Open House	League of Women Voters	All transit is not long haul. BRT must be interspersed with local service buses.	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
47	Salt Lake Open House	Salt Lake Community Action Program	"There needs to be more single level housing with wider doorways and halls to accommodate those with mobility accessories such as wheelchairs and walkers."	8/1/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
48	Salt Lake Open House	Utah State Senate	Item 38 on the current transit map, BRT between Taylorsville and Murray, should be a full BRT (level 3) in Phase 1.	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
49	Salt Lake Open House	Utah State Senate	Keep item 39 on the current transit map, BRT extension from Taylorsville to West Valley City in Phase 1.	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
50	Salt Lake Open House	Utah State Senate	"Bring back the bus system that so beneficially served the Valley prior to TRAX. Add east / west buses that connect major employment centers and commercial areas."	8/1/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
51	Salt Lake Open House	Utah State Senate	"Fully fund and support (the) Mountain View Corridor to SR-201 then build out as a full freeway as soon as it hits SR-201."	8/1/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
52	Salt Lake Open House	Utah State Senate	"Fund improvements to Redwood Road between 4100 South and 6200 South."	8/1/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
53	Salt Lake Open House	Utah State Senate	"Keep money and planning in for trails."	8/1/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
54	Salt Lake Open House	Utah State Senate	"Bangerter Highway interchanges at 5400 South and 3500 South need to be moved into Phase 2. Interchanges at 9000 South, 13400 South, and 11400 South need to be in Phase 1."	8/1/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
55	Salt Lake Open House	Utah State Senate	"Need to improve the interchange at I-215 and 4700 South into a SPUI."	8/1/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
56	Salt Lake Open House	UDOT Region II Engineering	"I was looking at the 2040 RTP and it does not seem like the I-15 HOV off ramps at 100 South in phase 3 makes much sense today with the Salt Palace blocking on the East and rail lines and the river blocking movement to the west past 1000 West."	8/1/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
57	West Jordan Small Area Meeting	Commenter Unknown	We need connecting and circulating bus routes.	6/6/2013	2	7	The current RTP calls for increased bus service. It is anticipated that the 2015-2040 RTP will do the same.
58	West Jordan Small Area Meeting	Commenter Unknown	West Jordan City is planning for a western TRAX extension.	6/6/2013	2	7	WFRC will take this request into consideration as it develops the draft 2015-2040 RTP update.
59	West Jordan Small Area Meeting	Commenter Unknown	There needs to be a southern Salt Lake County connection to Tooele.	6/6/2013	1	7	WFRC will take this request into consideration as it develops the draft 2015-2040 RTP update.

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60	West Jordan Small Area Meeting	Commenter Unknown	Land availability is finite so land prices will go up and drive urbanization and density.	6/6/2013	4	7	This idea is contemplated as one of the drivers of the Wasatch Choice for 2040 Vision for growth and development.
61	West Jordan Small Area Meeting	Commenter Unknown	We need more growth centers that are more widely disbursed.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
62	West Jordan Small Area Meeting	Commenter Unknown	Growth will be limited by the availability of water.	6/6/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
63	West Jordan Small Area Meeting	Commenter Unknown	We need to balance the land use mix so we do not have to travel so far for employment.	6/6/2013	4	7	This concept is one of the underlying principles of the Wasatch Choice for 2040 Vision for growth and development.
64	West Jordan Small Area Meeting	Commenter Unknown	Demand for hybrid cars is increasing rapidly which will have an impact on air quality.	6/6/2013	5	7	Reducing mobile source emissions is one of the principal goals of the RTP. The addition of no emission vehicles can only help and will be taken into consideration as the EPA updates its' MOVES air quality model to account for such vehicles.
65	West Jordan Small Area Meeting	Commenter Unknown	Turning Mountain View and Bangerter into full freeways will be key to full development.	6/6/2013	1	7	WFRC will take this request into consideration as it develops the draft 2015-2040 RTP update.
66	West Jordan Small Area Meeting	Commenter Unknown	The real problem is east / west travel and how do we meet that demand.	6/6/2013	5	7	The current RTP calls for substantial improvement in east /west arterials and transit. Nevertheless, WFRC will take this comment into consideration as it develops the draft 2015-2040 update to the RTP.
67	West Jordan Small Area Meeting	Commenter Unknown	What is the trend for the housing mix in southwestern Salt Lake County?	6/6/2013	4	7	This is a key question, the answer to which will help shape the preferred Wasatch Choice for 2040 scenario for growth and development. WFRC will obtain these numbers and use them in the further evaluation of the scenarios.
68	West Jordan Small Area Meeting	Commenter Unknown	More centered development uses less water.	6/6/2013	4	7	WFRC concurs
69	West Jordan Small Area Meeting	Commenter Unknown	Centered development will reduce VMT and help air quality.	6/6/2013	4	7	This is one of the basic principles of the Wasatch Choice for 2040 Vision for growth and development.
70	West Jordan Small Area Meeting	Commenter Unknown	"Air quality, you have got to look at that."	6/6/2013	5	7	Reducing mobile source emissions is one of the principal goals of the RTP.
71	West Jordan Small Area Meeting	Commenter Unknown	The reduction in congestion in scenario 4 was striking.	6/6/2013	4	7	It is anticipated that the full implementation of the Wasatch Choice for 2040 Vision will reduce congestion significantly. WFRC will seek this implementation through the adoption of the 2015-2040 RTP update based on the principles within the Vision.
72	West Jordan Small Area Meeting	Commenter Unknown	"Scenario 3 is closest to what we currently have master planned (in West Jordan).	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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73	West Jordan Small Area Meeting	Commenter Unknown	The metro and urban centers shown at Gardner Village should be downgraded to a town center.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
74	West Jordan Small Area Meeting	Commenter Unknown	The town center shown at Gardner Village to extend westward along the TRAX line and 7800 South to at least 1300 West.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
75	West Jordan Small Area Meeting	Commenter Unknown	There should be a town center around the intersection of 7800 So. and Redwood Rd.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
76	West Jordan Small Area Meeting	Commenter Unknown	There is a village center planned around the intersection of 9000 So. and SR-111.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
77	West Jordan Small Area Meeting	Commenter Unknown	There is a city park in the area west of the Mountain View Highway and New Bingham Highway that is shown for low density development. This should be rectified on the maps.	6/6/2013	4	7	The maps will be adjusted accordingly.
78	West Jordan Small Area Meeting	Commenter Unknown	There is a village center planned on the west side of SR-111 between 7800 South and 7000 South.	6/6/2013	4	7	The maps will be adjusted accordingly.
79	West Jordan Small Area Meeting	Commenter Unknown	There is a city park planned for the area west of SR-111 and south of 7800 South.	6/6/2013	4	7	The maps will be adjusted accordingly.
80	West Jordan Small Area Meeting	Commenter Unknown	The area around 5600 West and 7800 South is not likely to be more than a village center.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
81	West Jordan Small Area Meeting	Commenter Unknown	There is industrial zoning along the Mountain View Highway between 9000 South and 10400 South.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
82	West Jordan Small Area Meeting	Commenter Unknown	There should be an urban center around the TRAX stations in Daybreak.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
83	West Jordan Small Area Meeting	Commenter Unknown	There will be more growth near the intersection of Bangerter Highway and 11400 South (the District).	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
84	West Jordan Small Area Meeting	Commenter Unknown	There will be more growth south of 10600 South along the river bottom.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
85	West Jordan Small Area Meeting	Commenter Unknown	There will be more development in the South Towne mall area.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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86	West Jordan Small Area Meeting	Commenter Unknown	There will be an urban center on Redwood Road between 9000 South and 11400 South which will require better highway and transit connectivity.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
87	West Jordan Small Area Meeting	Commenter Unknown	Transit circulators in South Jordan City and better transit service along Redwood Road are needed.	6/6/2013	2	7	WFRC will take this request into consideration as it develops the draft 2015-2040 RTP update.
88	West Jordan Small Area Meeting	Commenter Unknown	"Camp Kearns" should be shown as re-developing.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
89	West Jordan Small Area Meeting	Commenter Unknown	The area around 4700 South and 2700 West has 70 acres that should be shown as developing into a town center.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
90	West Jordan Small Area Meeting	Commenter Unknown	The area between 4700 South and 5000 South on Redwood Road should be shown as developing into a town center.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
91	West Jordan Small Area Meeting	Commenter Unknown	The mobile home parks on 4700 South (160 acres) will eventually re-develop into a town center(s).	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
92	West Jordan Small Area Meeting	Commenter Unknown	The Fore Lakes area in Taylorsville should be shown as developing into a town center.	6/6/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
93	Murray Small Area Meeting	Commenter Unknown	Our cities are landlocked and will have to use infill for growth.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
94	Murray Small Area Meeting	Commenter Unknown	"At some point we hit a tipping point where traffic congestion forces other alternatives."	6/13/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
95	Murray Small Area Meeting	Commenter Unknown	Shifting demographics are changing housing demand levels	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
96	Murray Small Area Meeting	Commenter Unknown	Lots more PUDs are being proposed in the Millcreek area.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
97	Murray Small Area Meeting	Commenter Unknown	There is still resistance to higher density. There is less such to small lot single family homes.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
98	Murray Small Area Meeting	Commenter Unknown	There is a desire for condos / town homes so people can age in the local area.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
99	Murray Small Area Meeting	Commenter Unknown	How do we differentiate between an urban center and other less dense centers?	6/13/2013	4	7	The map legend details the various density levels.
100	Murray Small Area Meeting	Commenter Unknown	The mouth of Big Cottonwood Canyon is under represented in development potential.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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101	Murray Small Area Meeting	Commenter Unknown	There will be more mixed use near the Cottonwood Corporate Center	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
102	Murray Small Area Meeting	Commenter Unknown	Economic reality is forcing other housing choices (beside single family homes).	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
103	Murray Small Area Meeting	Commenter Unknown	Higher density is driven by transit availability.	6/13/2013	4	7	WFRC believes the TODs attracted to the various rail / BRT stops are a natural and healthy result of the community's investment in the transit system.
104	Murray Small Area Meeting	Commenter Unknown	Development is driven by available financing which is loosening up.	6/13/2013	4	7	This can only increase the level of development in the near future. The 2040 Vision will quickly a useful tool in absorbing that growth.
105	Murray Small Area Meeting	Commenter Unknown	The Main Street extension is critical to future development in Murray.	6/13/2013	4	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
106	Murray Small Area Meeting	Commenter Unknown	The growth at the mouth of the canyons will be greater than shown on the maps.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
107	Murray Small Area Meeting	Commenter Unknown	Development near the Intermountain Medical Center will probably be close to that shown in Scenario 4.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
108	Murray Small Area Meeting	Commenter Unknown	The urban center shown on Scenario 4 at 4500 South and 700 West should be downgraded to a town or village center.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
109	Murray Small Area Meeting	Commenter Unknown	There should be an urban center on the west side of the Intermountain Medical Center.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
110	Murray Small Area Meeting	Commenter Unknown	900 East from 7000 South to 6000 south (approximately) should be shown as a boulevard community / village center.	6/13/2013	4	7	WFRC will refine its maps accordingly.
111	Murray Small Area Meeting	Commenter Unknown	There is 400 acres available for mixed use development on the north side of the mouth of Big Cottonwood Canyon.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
112	Murray Small Area Meeting	Commenter Unknown	There are 100 developable acres east of I-215 at approximately 5800 South.	6/13/2013	4	7	This is the Old Mill Golf Course.
113	Murray Small Area Meeting	Commenter Unknown	The gravel pit at the mouth of Big Cottonwood Canyon could be re-developed to an urban or metro center within ten years.	6/13/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
114	Sandy Small Area Meeting	Commenter Unknown	There has been a paradigm shift in thinking within the Sandy City planning community over the past few years toward scenario 4.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
115	Sandy Small Area Meeting	Commenter Unknown	The current Sandy City master plan is closer to scenario 4.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
116	Sandy Small Area Meeting	Commenter Unknown	"We are going to go more up."	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
117	Sandy Small Area Meeting	Commenter Unknown	Residents are looking for more opportunities for non-motorized access to TRAX to avoid automobile use.	6/12/2013	3	7	The current RTP calls for a 'complete streets' program on all highway improvements which accommodates bicyclists.

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118	Sandy Small Area Meeting	Commenter Unknown	Sandy's goal: Get more people out of their cars.	6/12/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
119	Sandy Small Area Meeting	Commenter Unknown	There is a lack of available land for development in the manner proscribed by the Wasatch Choice for 2040 Vision	6/12/2013	4	7	WFRC understands that there will be areas in which re-development may not be possible. Nevertheless, what can be done consistent with the 2040 Vision should be done.
120	Sandy Small Area Meeting	Commenter Unknown	"How can we help communities shift their thinking?"	6/12/2013	4	7	WFRC will continue to champion the full implementation of the Wasatch Choice for 2040 Vision.
121	Sandy Small Area Meeting	Commenter Unknown	How to move people within the city is becoming an issue.	6/12/2013	5	7	WFRC will continue to work with the cities on their respective transportation plans to enhance local mobility.
122	Sandy Small Area Meeting	Commenter Unknown	"How do we move people up and down the canyon (Little Cottonwood)?"	6/12/2013	1	7	WFRC is a participant in the Mountain Transportation Study and will actively assist in the implementation of its recommendations when they are made.
123	Sandy Small Area Meeting	Commenter Unknown	The biggest transportation issue is the lack of funding for maintenance and capacity expansion.	6/12/2013	5	7	Subject to the approval of the Council, WFRC will continue to advocate for additional resources with the Legislature and the Congress.
124	Sandy Small Area Meeting	Commenter Unknown	The Draper trail system is heavily used. It is both a quality of life and transportation issue.	6/12/2013	3	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
125	Sandy Small Area Meeting	Commenter Unknown	More east / west trails are needed.	6/12/2013	3	7	WFRC will continue to work with area cities and counties to identify and fund additional trail development opportunities.
126	Sandy Small Area Meeting	Commenter Unknown	The I-15 Interchange at 9000 South will fail in the coming years.	6/12/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
127	Sandy Small Area Meeting	Commenter Unknown	Draper is probably a mix of scenarios 3 and 4.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
128	Sandy Small Area Meeting	Commenter Unknown	There are still a fair number of people looking for single family homes.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
129	Sandy Small Area Meeting	Commenter Unknown	There is considerable density planned for the FrontRunner stop at 13200 South.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
130	Sandy Small Area Meeting	Commenter Unknown	Long term financial stability after buildout will be a challenge.	6/12/2013	5	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
131	Sandy Small Area Meeting	Commenter Unknown	The location of the higher density developments is key.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
132	Sandy Small Area Meeting	Commenter Unknown	The Mountain Transportation Corridor will lead to more intense land use, especially at 2000 East and 9400 South.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
133	Sandy Small Area Meeting	Commenter Unknown	The need for a transit circulator system keeps coming up among the citizenry.	6/12/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
134	Sandy Small Area Meeting	Commenter Unknown	On street parking is becoming a problem.	6/12/2013	1	7	This is a matter for zoning and code enforcement by the respective cities in requiring adequate parking for new developments. Nevertheless, WFRC's complete streets policy should help.

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135	Sandy Small Area Meeting	Commenter Unknown	We need more parking, transit and biking	6/12/2013	5	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
136	Sandy Small Area Meeting	Commenter Unknown	The number one request from citizens is for more trails.	6/12/2013	3	7	WFRC will continue to work with area cities and counties to identify and fund additional trail development opportunities.
137	Sandy Small Area Meeting	Commenter Unknown	Sandy City is in the process of developing a form based zoning code for the downtown area.	6/12/2013	4	7	WFRC is pleased that the tools developed using the HUD Grant for sustainable development are being used.
138	Sandy Small Area Meeting	Commenter Unknown	More development in centers such as in scenario 4 will help our economy locally and regionally.	6/12/2013	4	7	Economic development is one of the Growth Principles upon which the Wasatch Choice for 2040 Vision is based.
139	Sandy Small Area Meeting	Commenter Unknown	Highland Drive should be a state road.	6/12/2013	1	7	The city should approach UDOT and the Legislature with the request. WFRC will assist where possible in this effort.
140	Sandy Small Area Meeting	Commenter Unknown	What if the Prison is moved?	6/12/2013	4	7	Development in place of the Prison would need to be accommodated with a combination of interchange and transit improvements.
141	Sandy Small Area Meeting	Commenter Unknown	Draper supports an LRT crossover (of I-15) if it helps.	6/12/2013	2	7	Such an action would need to be indicated by a more in depth study such as an EIS.
142	Sandy Small Area Meeting	Commenter Unknown	The completion of Highland Drive is needed regardless of the density decided upon.	6/12/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
143	Sandy Small Area Meeting	Commenter Unknown	The TRAX extension to south Draper is less of a priority in Scenario 4 due to lower density in that area.	6/12/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
144	Sandy Small Area Meeting	Commenter Unknown	Development should be shown as intensifying around the intersection of 9400 South and 2000 East.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
145	Sandy Small Area Meeting	Commenter Unknown	"While (scenarios) three and four might be preferred, (scenarios) one and two are more realistic given the constraints of land aggregation and development dollars. Cities allow development as it comes, and the common trend is smaller parcels and dollars driving development."	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
146	Sandy Small Area Meeting	Commenter Unknown	The town center shown at the end of the Draper TRAX extension at 12800 South is likely, but without much in the way of housing.	6/12/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
147	Sandy Small Area Meeting	Commenter Unknown	The bus system is helpful to density.	6/12/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
148	Sandy Small Area Meeting	Commenter Unknown	A completed Highland Drive would be a good location for a BRT	6/12/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
149	Sandy Small Area Meeting	Commenter Unknown	The metro center shown in Scenario 3 west of I-15 in Draper is too intense.	6/12/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.

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150	Salt Lake City Small Area Meeting	Commenter Unknown	Housing Choices are trending to smaller units.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
151	Salt Lake City Small Area Meeting	Commenter Unknown	Current zoning and existing master plans would not indicate Scenario 3.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
152	Salt Lake City Small Area Meeting	Commenter Unknown	The housing mix in Scenario 4 is probably unrealistic.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
153	Salt Lake City Small Area Meeting	Commenter Unknown	Scenario 4 will help reduce the cost of infrastructure maintenance.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
154	Salt Lake City Small Area Meeting	Commenter Unknown	The big question is the economic viability of some the major development projects.	6/27/2013	4	7	WFRC cannot comment on the viability of individual development projects. Nevertheless, as the build out of the Regional Transportation Plan is realized, it should strengthen the overall economy.
155	Salt Lake City Small Area Meeting	Commenter Unknown	The majority of Salt Lake City development projects will be infill and redevelopment.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
156	Salt Lake City Small Area Meeting	Commenter Unknown	The most important issue in West Valley City is revitalization of existing neighborhoods.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
157	Salt Lake City Small Area Meeting	Commenter Unknown	How to stimulate redevelopment for an entire neighborhood is the question for West Valley City.	6/27/2013	4	7	WFRC cannot comment on the viability of individual development projects. Nevertheless, as the build out of the Regional Transportation Plan is realized, it should strengthen the overall economy.
158	Salt Lake City Small Area Meeting	Commenter Unknown	Greenfield development is much easier.	6/27/2013	4	7	WFRC recognizes that greenfield development is more economically attractive and will probably result in the further construction of traditional single family homes until build out. The TOD type construction called for in the 2040 Vision will mostly happen in infill sites, many of which are vacant and ready for development. Thus, there is room for both types of development within the Vision.
159	Salt Lake City Small Area Meeting	Commenter Unknown	Infill along 5600 West and 3500 South is more likely before neighborhood renewal.	6/27/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
160	Salt Lake City Small Area Meeting	Commenter Unknown	We need to provide reasonable options, e.g., transit and bicycles as well as automobiles.	6/27/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
161	Salt Lake City Small Area Meeting	Commenter Unknown	"If it takes twice as long to get there on transit (compared to a car) then I won't take it."	6/27/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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162	Salt Lake City Small Area Meeting	Commenter Unknown	"VMT has been flat. Has that been factored into the model?"	6/27/2013	1		Model inputs use the most current available data.
163	Salt Lake City Small Area Meeting	Commenter Unknown	"We are definitely moving toward Scenario 3."	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
164	Salt Lake City Small Area Meeting	Commenter Unknown	Scenario 3 is desirable because it disperses traffic.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
165	Salt Lake City Small Area Meeting	Commenter Unknown	Scenario for preserves open space.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
166	Salt Lake City Small Area Meeting	Commenter Unknown	Trip length reduction in Scenario 4 will be key.	6/27/2013	4	7	Providing close access for employment and other activities is one of the goals for the 2015-2040 RTP.
167	Salt Lake City Small Area Meeting	Commenter Unknown	It is unrealistic to have more development around research park given the transportation problems there already.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
168	Salt Lake City Small Area Meeting	Commenter Unknown	High vertical construction will probably end about 900 East	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
169	Salt Lake City Small Area Meeting	Commenter Unknown	Challenges exist for a 200 South Street Car.	6/27/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
170	Salt Lake City Small Area Meeting	Commenter Unknown	Salt Lake City is interested in a branded bus.	6/27/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
171	Salt Lake City Small Area Meeting	Commenter Unknown	Salt Lake City is working on a transit master plan.	6/27/2013	2	7	WFRC will await the SLC master plan as it begins work on the transit portion of the draft update to the 2040 RTP.
172	Salt Lake City Small Area Meeting	Commenter Unknown	We need to do a better job of integrating transit into our overall transportation plan.	6/27/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
173	Salt Lake City Small Area Meeting	Commenter Unknown	We need to build infrastructure now that will accommodate future growth rather than trying to address a crisis when the crunch hits.	6/27/2013	4	7	The effort to be ahead of or be equal with the demand curve is the basis of the RTP. Unfortunately, available funding resources often delay needed infrastructure projects.
174	Salt Lake City Small Area Meeting	Commenter Unknown	Maintaining what we have is the big challenge.	6/27/2013	5	7	The RTP's financial plan has a specific funding column for maintenance. Unfortunately, actual funding is often inadequate due to a lack of resources.

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175	Salt Lake City Small Area Meeting	Commenter Unknown	Truck travel time / freight movement is a big issue.	6/27/2013	1	7	Within the RTP there is a complete chapter on freight movement. Implementation of the Plan will be key in addressing this issue.
176	Salt Lake City Small Area Meeting	Commenter Unknown	West Valley City is concerned about freight access to SR-201 between 7200 West and 4800 West	6/27/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
177	Salt Lake City Small Area Meeting	Commenter Unknown	The urban center shown in Scenario 2 between 5400 South and 6200 South streets west of the Mountain View Corridor is not likely to happen.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
178	Salt Lake City Small Area Meeting	Commenter Unknown	There needs to be slip ramps on and off SR-201 at 4800 West onto the frontage roads there.	6/27/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
179	Salt Lake City Small Area Meeting	Commenter Unknown	"Research Park (structures) should retain low building profiles."	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
180	Salt Lake City Small Area Meeting	Commenter Unknown	The urban center in Scenario 1 at approximately 300 East and 2700 South should be less intense.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
181	Salt Lake City Small Area Meeting	Commenter Unknown	The town center in Scenario 1 on the south-west quadrant of the I-15 interchange at 3300 South street should be more intense.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
182	Salt Lake City Small Area Meeting	Commenter Unknown	The development shown in the south west quadrant of the interchange at Mountain View and SR-201 should be listed as 'light industrial.'	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
183	Salt Lake City Small Area Meeting	Commenter Unknown	The section immediately south of the 'new activity center' at approximately 7200 West and 2700 South should be shown as 'residential'.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
184	Salt Lake City Small Area Meeting	Commenter Unknown	The development shown on Scenario 3 west and north of the International Center is unlikely due to high infrastructure costs.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
185	Salt Lake City Small Area Meeting	Commenter Unknown	Industrial style growth is likely on the east side of 5600 W. at approximately 1200 S. due to clean-up costs making the area unsuitable for residential development.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
186	Salt Lake City Small Area Meeting	Commenter Unknown	On the Scenario 3 map the development east of State Street between North Temple and 200 South should be upgraded.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
187	Salt Lake City Small Area Meeting	Commenter Unknown	The BRT line shown on Scenario 3 along 200 South east of 700 East should be listed as a 'non-exclusive lane' facility. 100 South and 300 South streets should not be considered	6/27/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.

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			for this line.				
188	Salt Lake City Small Area Meeting	Commenter Unknown	On the Scenario 3 map there should be town center level growth along the new Sugar House Street Car line east of 300 East street.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
189	Salt Lake City Small Area Meeting	Commenter Unknown	The urban center shown on the Scenario 3 map surrounding the 4500 South TRAX station should stay as is.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
190	Salt Lake City Small Area Meeting	Commenter Unknown	More commercial development should be shown on the Scenario 3 map between I-15 and the TRAX line and between 1300 South and 2100 South streets.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
191	Salt Lake City Small Area Meeting	Commenter Unknown	SR-111 should be shown as bypassing Magna to the west. This will also change development patterns on the east side of the new road.	6/27/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
192	Salt Lake City Small Area Meeting	Commenter Unknown	On the Scenario 3 map a town center should be shown at approximately 3800 South and 700 West	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
193	Salt Lake City Small Area Meeting	Commenter Unknown	The metro center shown on the Scenario 4 map around the Decker Lake TRAX stop is too intense.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
194	Salt Lake City Small Area Meeting	Commenter Unknown	On the Scenario 4 map there should be more intense commercial and mixed use development shown along 5600 West between SR-201 and 2700 South street.	6/27/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
195	Riverton Small Area Meeting	Commenter Unknown	One of the things we are all engaged in is pushing economic development	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
196	Riverton Small Area Meeting	Commenter Unknown	We have been focusing commercial and housing developments to push economic development.	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
197	Riverton Small Area Meeting	Commenter Unknown	How do we financially sustain government and our services	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
198	Riverton Small Area Meeting	Commenter Unknown	There has been a shift in attitudes toward higher density development.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
199	Riverton Small Area Meeting	Commenter Unknown	East / West transit is lacking in the south western portion of the Salt Lake Valley.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
200	Riverton Small Area Meeting	Commenter Unknown	Job changes for individuals are more frequent now.	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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201	Riverton Small Area Meeting	Commenter Unknown	Telecommuting is more prevalent now.	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
202	Riverton Small Area Meeting	Commenter Unknown	It would have been helpful to have the scenarios beforehand.	6/26/2013	5	7	WFRC will take this comment into account for such meetings in the future.
203	Riverton Small Area Meeting	Commenter Unknown	Farmers are holding onto their property and waiting for a 'maturity' in the market.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
204	Riverton Small Area Meeting	Commenter Unknown	The new NSA Data Center will attract a lot more businesses in support of the Center. Lehi will have the lead in that area	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
205	Riverton Small Area Meeting	Commenter Unknown	Land use plans are already developed and there will probably not be a great deal of changes to them.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
206	Riverton Small Area Meeting	Commenter Unknown	There is a need to develop canal roads for bicycle and pedestrian use	6/26/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
207	Riverton Small Area Meeting	Commenter Unknown	We need to get a more regional view of the bicycle system, especially along the canals.	6/26/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
208	Riverton Small Area Meeting	Commenter Unknown	There are some key safety issues for bicycles that need to be addressed to help usage.	6/26/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
209	Riverton Small Area Meeting	Commenter Unknown	Can we develop a bicycle lane on a 28' right-of-way road?	6/26/2013	3	7	Such a narrow right-of-way would be a challenge for construction of a bicycle lane. It may be that additional right-of-way will need to be acquired. This is a local decision. Nevertheless, WFRC has adopted a complete streets policy in order to accommodate all modes of transportation.
210	Riverton Small Area Meeting	Commenter Unknown	Traditional development models will continue based on local interests.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
211	Riverton Small Area Meeting	Commenter Unknown	New growth pays for new projects, not the rehabilitation of existing areas.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
212	Riverton Small Area Meeting	Commenter Unknown	The way we finance subdivisions tends to favor more of the same.	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
213	Riverton Small Area Meeting	Commenter Unknown	We need to cater to the (housing) desires of the younger generation.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
214	Riverton Small Area Meeting	Commenter Unknown	The tradeoff between where people live and where they work drives transportation needs.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
215	Riverton Small Area Meeting	Commenter Unknown	"We need to bring more jobs to the people," i.e., where they live.	6/26/2013	4	7	This is one of the central tenets of the Wasatch Choice for 2040 Vision. Implementation of this provision will be key in its success.
216	Riverton Small Area Meeting	Commenter Unknown	Riverton told PRI that they are in no hurry for their development. They biggest land issue will be to do the project right. This will probably mean that the entire PRI owned area will be commercial and multi-family.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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217	Riverton Small Area Meeting	Commenter Unknown	Land use and transportation needs are inextricably linked	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
218	Riverton Small Area Meeting	Commenter Unknown	We have a transit desert in Bluffdale.	6/26/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
219	Riverton Small Area Meeting	Commenter Unknown	The financial system is set up to encourage sprawl. We need to find a better financing mechanism for housing.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
220	Riverton Small Area Meeting	Commenter Unknown	Riverton City—We can hold off on any big road projects until 2020. We need to give transit a chance to work.	6/26/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
221	Riverton Small Area Meeting	Commenter Unknown	Add a Sandy / South Jordan transit circulator.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
222	Riverton Small Area Meeting	Commenter Unknown	Increase land use intensity between 3600 West and 5000 West and between 12600 South and 13400 South (primarily the PRI property).	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
223	Riverton Small Area Meeting	Commenter Unknown	Increase land use intensity on the west side of the Mountain View Corridor between 13400 South and 11800 South to approximately 5600 West.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
224	Riverton Small Area Meeting	Commenter Unknown	There needs to be more bridges over the canals to allow more east / west travel.	6/26/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
225	Riverton Small Area Meeting	Commenter Unknown	Add bus connections to the Salt Lake Community College in Herriman from current and future TRAX stops.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
226	Riverton Small Area Meeting	Commenter Unknown	Delete the canal crossing on 14400 south between Bluffdale and Herriman.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
227	Riverton Small Area Meeting	Commenter Unknown	Add bus connections to Utah County on Redwood Road	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
228	Riverton Small Area Meeting	Commenter Unknown	Porter Rockwell Boulevard will be an important regional road.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
229	Riverton Small Area Meeting	Commenter Unknown	The BRT shown along 12600 South should be light rail instead.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
230	Riverton Small Area Meeting	Commenter Unknown	Limit the widening of roads. Let's see what the construction of light rail will bring in terms of traffic improvement.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
231	Riverton Small Area Meeting	Commenter Unknown	After build out, 12600 South may fail west of Bangerter Highway.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
232	Riverton Small Area Meeting	Commenter Unknown	The scenarios should show more intensity around the intersection of Redwood Road and 12600 South.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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233	Riverton Small Area Meeting	Commenter Unknown	The town centers shown in Scenario 3 on the east side of Bangerter Highway are already built out (partially).	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
234	Riverton Small Area Meeting	Commenter Unknown	More transit is needed on Redwood Road south of Bangerter Highway.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
235	Riverton Small Area Meeting	Commenter Unknown	The construction of Porter Rockwell Boulevard will encourage east / west transit connections as well.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
236	Riverton Small Area Meeting	Commenter Unknown	The TRAX line extension in Scenario 3 that crosses I-15 into Bluffdale is unlikely.	6/26/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
237	Riverton Small Area Meeting	Commenter Unknown	The development shown in Scenario 3 on the south edge of Herriman is on the top of the mountain. There will be no development there.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
238	Riverton Small Area Meeting	Commenter Unknown	Bluffdale City has a commercial job center and mixed use planned for the area East of Redwood Road to the FrontRunner line and between the future Porter Rockwell Boulevard and the Jordan Narrows Park.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
239	Riverton Small Area Meeting	Commenter Unknown	Connect Porter Rockwell Boulevard in all scenarios.	6/26/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
240	Riverton Small Area Meeting	Commenter Unknown	The widening of Redwood Road between 12800 South and Bangerter Highway is a high priority.	6/26/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
241	Riverton Small Area Meeting	Commenter Unknown	Politics lag behind demographics.	6/26/2013	5	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
242	Riverton Small Area Meeting	Commenter Unknown	The presence of grandchildren plays a role in decision making for baby boomers on whether or not to downsize or hold onto large lot homes longer.	6/26/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
243	Riverton Small Area Meeting	Commenter Unknown	Smaller house hold sizes will result in different housing choices.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
244	Riverton Small Area Meeting	Commenter Unknown	There is no one size fits all solution.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
245	Riverton Small Area Meeting	Commenter Unknown	There are not many individuals who have taken advantage of accessory dwelling unit ordinances.	6/26/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
246	Riverton Small Area Meeting	Commenter Unknown	Economics will force higher densities similar to those proposed in Scenarios three and four.	6/26/2013	5	7	WFRC believes the higher densities noted in scenarios 3 and 4 will develop subject to market forces. WFRC supports the intensification of development in the urban and town centers noted in the Wasatch Choice for 2040 Vision for growth and development.
247	Roy Small Area Meeting	Commenter Unknown	Most people who move to cities like Marriott-Slaterville are looking for a more rural lifestyle.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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248	Roy Small Area Meeting	Commenter Unknown	The question is whether we will be spread out or be concentrated.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
249	Roy Small Area Meeting	Commenter Unknown	Why no fall in travel time but a decline in congestion in the higher scenarios?	6/24/2013	4	7	In Scenarios 3 and 4, more of the travel occurs on arterial streets which are lower speed. The resultant travel times, therefore, would not change much.
250	Roy Small Area Meeting	Commenter Unknown	There has been a shift to Scenario 4 in the last ten years.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
251	Roy Small Area Meeting	Commenter Unknown	"Our land is all used up (Roy). We need to get people in and out."	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
252	Roy Small Area Meeting	Commenter Unknown	There are 42 square miles of vacant land in western Weber County	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
253	Roy Small Area Meeting	Commenter Unknown	What about access to the Wasatch Back?	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
254	Roy Small Area Meeting	Commenter Unknown	East/West movements need to be improved.	6/24/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
255	Roy Small Area Meeting	Commenter Unknown	Access to the FrontRunner (east / west) needs to be improved	6/24/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
256	Roy Small Area Meeting	Commenter Unknown	Connectivity between the main arterials and the interior of the subdivisions needs to be improved.	6/24/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
257	Roy Small Area Meeting	Commenter Unknown	There needs to be a grade separation over FrontRunner at 5600 South	6/24/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
258	Roy Small Area Meeting	Commenter Unknown	There is a lack of multi-family housing, especially for seniors.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
259	Roy Small Area Meeting	Commenter Unknown	There is a demand for housing between starter housing and higher end single family homes.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
260	Roy Small Area Meeting	Commenter Unknown	Only 1800 jobs shown as created in Weber County since 2000. Why?	6/24/2013	5	8	The data shown was from 2010, not 2000.
261	Roy Small Area Meeting	Commenter Unknown	More industrial parks are needed beyond 12 th Street.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
262	Roy Small Area Meeting	Commenter Unknown	There is an expectation of increased industrial activity near the Great Salt Lake at Western Zirconium. This will affect the level of truck traffic along 12 th Street	6/24/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
263	Roy Small Area Meeting	Commenter Unknown	The urban center shown at the intersection of 3500 West street and Midland Drive is too intense. Also, the area is already built out and unlikely to be re-developed.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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264	Roy Small Area Meeting	Commenter Unknown	Both sides of 4000 South street between 3500 West street and Midland Drive should be shown as mixed use.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
265	Roy Small Area Meeting	Commenter Unknown	The area east of Midland Drive and north of Hinckley Drive should be shown as becoming higher density, possibly up to 20 units per acre.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
266	Roy Small Area Meeting	Commenter Unknown	The area north of Midland Drive and west of 1900 West street is shown as a village center. It is already a water treatment plant and is unlikely to be moved.	6/24/2013	4	7	WFRC will adjust its maps accordingly.
267	Roy Small Area Meeting	Commenter Unknown	The urban center shown in Scenario 2 immediately north of the Roy FrontRunner station is already built out with fairly high density and is unlikely to be upgraded to urban center density.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
268	Roy Small Area Meeting	Commenter Unknown	The village centers shown in Scenario 3 on the east side of I-15 and south of Pioneer Road should be moved to the north side of the Road.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
269	Roy Small Area Meeting	Commenter Unknown	There needs to be a development buffer around the sewer plant on the north edge of Marriott-Slaterville.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
270	Roy Small Area Meeting	Commenter Unknown	Development shown in Marriott-Slaterville should be east of I-15	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
271	Roy Small Area Meeting	Commenter Unknown	The western portion of Marriot-Slaterville is a flood plain and unlikely to see intense development.	6/24/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
272	Roy Small Area Meeting	Commenter Unknown	Let's focus on upgrading Pioneer Road and 12 th Streets for our east / west access.	6/24/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
273	Pleasant View Small Area Meeting	Commenter Unknown	A Laissez-faire approach to planning results in scattered growth.	6/5/2013	4	7	WFRC concurs and believes that the Wasatch Choice for 2040 Vision for growth and development is the best opportunity to grow in a coherent, well planned fashion that will preserve our quality of life and maximize the value of available funding for future infrastructure development.
274	Pleasant View Small Area Meeting	Commenter Unknown	The best elements of both approaches (scenarios 1 & 4) are needed	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
275	Pleasant View Small Area Meeting	Commenter Unknown	Water supply is going to become more of an issue.	6/5/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
276	Pleasant View Small Area Meeting	Commenter Unknown	More east / west capacity will be needed, especially west of I-15	6/5/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
277	Pleasant View Small Area Meeting	Commenter Unknown	Even if the population shifts toward I-15 as in scenario 4, the west side highway will be needed.	6/5/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.

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278	Pleasant View Small Area Meeting	Commenter Unknown	Implementation of scenario 4 would help preserve the rural character of the west side.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
279	Pleasant View Small Area Meeting	Commenter Unknown	We will see more clustered density due to changing demographics and the economy.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
280	Pleasant View Small Area Meeting	Commenter Unknown	It will be difficult to execute a centers based plan.	6/5/2013	4	7	WFRC is as aware that there will be considerable variability in the implementation of the Wasatch Choice for 2040 Vision as the years progress. Nevertheless, continued emphasis on implementation of the underlying principles will realize the benefits of the Vision
281	Pleasant View Small Area Meeting	Commenter Unknown	People coming to our county (Weber) want more space/land.	6/5/2013	4	7	The Wasatch Choice for 2040 Vision identifies those areas in which there will be low density development. These areas will be protected as more development moves to the centers identified in the Vision.
282	Pleasant View Small Area Meeting	Commenter Unknown	More, smaller centers are preferred.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
283	Pleasant View Small Area Meeting	Commenter Unknown	Development west from I-15 will probably impact Farr West ahead of Plain City	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
284	Pleasant View Small Area Meeting	Commenter Unknown	Industrial growth on the far west side will necessitate the improvement of 12 th Street as shown on the current RTP.	6/5/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
285	Pleasant View Small Area Meeting	Commenter Unknown	Current city master plans to not necessarily reflect anticipated growth.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
286	Pleasant View Small Area Meeting	Commenter Unknown	Shift the northern growth center shown on the scenario 3 map farther south to the area around the 2700 North Interchange.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
287	Pleasant View Small Area Meeting	Commenter Unknown	There should be a village center on the west side of the 2700 North Interchange.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
288	Pleasant View Small Area Meeting	Commenter Unknown	Show more growth near I-15.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
289	Pleasant View Small Area Meeting	Commenter Unknown	Extend FrontRunner to Brigham City.	6/5/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.

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290	Pleasant View Small Area Meeting	Commenter Unknown	Include a village center at the intersection of 2700 South and 2100 West in Plain City / Farr West.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
291	Pleasant View Small Area Meeting	Commenter Unknown	In Pleasant View City shift the center from 2700 North and Front Runner to the southwest around the I-15 / 2700 North Interchange.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
292	Pleasant View Small Area Meeting	Commenter Unknown	For Marriott-Slaterville, show more growth around the interchange of Pioneer Road and I-15.	6/5/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
293	Ogden Small Area Meeting	Commenter Unknown	Most people still want single family homes.	6/10/2013	4	7	The Wasatch Choice for 2040 Vision contemplates the continued construction of large numbers of single family homes.
294	Ogden Small Area Meeting	Commenter Unknown	We just can't keep widening the roads.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
295	Ogden Small Area Meeting	Commenter Unknown	We need to emphasize congestion reduction to help economic vitality.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
296	Ogden Small Area Meeting	Commenter Unknown	How can we increase the density and keep our quality of life?	6/10/2013	4	7	Focusing development in centers will help areas with traditional single family homes retain their current character.
297	Ogden Small Area Meeting	Commenter Unknown	Washington Terrace City changed their zoning to all single family homes to avoid problems.	6/10/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
298	Ogden Small Area Meeting	Commenter Unknown	Getting across 12 th Street on a bicycle is a problem. There are many other roads with similar issues.	6/10/2013	3	7	The current RTP calls for a 'complete streets' program on all highway improvements which accommodates bicyclists.
299	Ogden Small Area Meeting	Commenter Unknown	Extend Adams Avenue south and over the bluff to Hill Air Force Base.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
300	Ogden Small Area Meeting	Commenter Unknown	Growth west of I-15 will overwhelm existing streets.	6/10/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
301	Ogden Small Area Meeting	Commenter Unknown	High density housing has brought deterioration in the quality of life in certain areas.	6/10/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
302	Ogden Small Area Meeting	Commenter Unknown	The vote in Layton against a centers type development occurred because the public did not understand what was proposed.	6/10/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
303	Ogden Small Area Meeting	Commenter Unknown	The biggest issue is trying to connect southern Weber and northern Davis Counties.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
304	Ogden Small Area Meeting	Commenter Unknown	The challenge for Ogden City is the transition to more vertical development and getting in and out of the city.	6/10/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
305	Ogden Small Area Meeting	Commenter Unknown	Free flowing transportation in and out of Hill AFB is critical to keeping the base open.	6/10/2013	1, 2	7	WFRC recognizes the importance of Hill AFB to the local and state economy and will plan accordingly.

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306	Ogden Small Area Meeting	Commenter Unknown	We need more north / south connections between Weber and Davis Counties.	6/10/2013	1,2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
307	Ogden Small Area Meeting	Commenter Unknown	Riverdale City needs more connectivity to I-84, especially 'over the bluff' to Falcon Hill and 5600 West.	6/10/2013	1, 2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
308	Ogden Small Area Meeting	Commenter Unknown	We need to emphasize the importance of Adams Avenue as a north / south connector. There is spare capacity there that could relieve U.S. 89 and Riverdale Road which are already over capacity.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
309	Ogden Small Area Meeting	Commenter Unknown	There is weakness in east / west capacity in the Ogden area and in Washington Terrace.	6/10/2013	1,2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
310	Ogden Small Area Meeting	Commenter Unknown	A full 24 th Street Interchange is needed.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
311	Ogden Small Area Meeting	Commenter Unknown	Review the Skyline Drive connection for a realistic and practical connection versus what is shown on the map.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
312	Ogden Small Area Meeting	Commenter Unknown	In Ogden City the area east of the central business district and Adams Street will only be 10-20 because of its historic nature.	6/10/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
313	Ogden Small Area Meeting	Commenter Unknown	In Riverdale City widen the underpass at 4400 South and I-84 to allow for pedestrians and bicyclists. This will also give better access to the airport and the employment center there.	6/10/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
314	Ogden Small Area Meeting	Commenter Unknown	Adams Avenue should connect to Hill Air Force Base for employment access.	6/10/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
315	Ogden Small Area Meeting	Commenter Unknown	There needs to be a discussion of which lands should receive agricultural protection.	6/10/2013	4	7	This is typically a county or city level decision. WFRC will amend its plans as these decisions are made at that level.
316	Ogden Small Area Meeting	Commenter Unknown	East / West connectivity through Ogden to Weber State University is difficult.	6/10/2013	1, 2, 3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
317	Farmington Small Area Meeting	Commenter Unknown	Trails will play a role in influencing development.	6/19/2013	3	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
318	Farmington Small Area Meeting	Commenter Unknown	Fruit Heights will likely remain mostly single family homes.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
319	Farmington Small Area Meeting	Commenter Unknown	Centerville will be a bigger player with metro centers at Parrish Lane and Station Park.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
320	Farmington Small Area Meeting	Commenter Unknown	Pedestrian bridges are needed over I-15 at Farmington Crossing and Lagoon.	6/19/2013	3	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
321	Farmington Small Area Meeting	Commenter Unknown	The center shown in Centerville should be listed as an urban or metro center.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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322	Farmington Small Area Meeting	Commenter Unknown	The BRT in central Davis County should run along the Frontage Road.	6/19/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
323	Farmington Small Area Meeting	Commenter Unknown	The West Davis Highway is a regional mobility need.	6/19/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
324	Farmington Small Area Meeting	Commenter Unknown	Interchanges on the West Davis Highway need to provide access to western Kaysville and western Farmington.	6/19/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
325	Farmington Small Area Meeting	Commenter Unknown	The center shown in Farmington should be upgraded to an urban center.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
326	Farmington Small Area Meeting	Commenter Unknown	The metro centers shown in Woods Cross and North Salt Lake are too intense.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
327	Farmington Small Area Meeting	Commenter Unknown	"I do not think 'historic' Farmington will ever be and urban center, more likely a village center."	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
328	Farmington Small Area Meeting	Commenter Unknown	In scenario 1, the area on the west edge of Farmington shown as 2-10 should be listed as 0-2.	6/19/2013	4	7	The Scenario 1 map will be adjusted accordingly.
329	Farmington Small Area Meeting	Commenter Unknown	"We need to see the bike / trails pathways (on the maps)."	6/19/2013	3	7	There will be a separate map that will show major trail projects.
330	Farmington Small Area Meeting	Commenter Unknown	"We are planning 1.5 to 2 million square feet of office space north of Station Park with 4,000 to 7,000 jobs. This should be placed on the map and serviced with BRT on its west side.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
331	Farmington Small Area Meeting	Commenter Unknown	Deferred maintenance is a "ticking time bomb" on capital investments	6/19/2013	5	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
332	Farmington Small Area Meeting	Commenter Unknown	East / West roads are lined with homes and cannot be expanded. Many of these are 'historic' homes which will make widening that much harder	6/19/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
333	Farmington Small Area Meeting	Commenter Unknown	Better connections are needed between the rail stops and the bus circulators	6/19/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
334	Farmington Small Area Meeting	Commenter Unknown	Farmington City would like the South Davis Transit Line extended north to Farmington FrontRunner stop.	6/19/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
335	Farmington Small Area Meeting	Commenter Unknown	FrontRunner is hard to access by car and really hard by bicycle.	6/19/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
336	Farmington Small Area Meeting	Commenter Unknown	'Missing middle' level housing such as town homes will be in higher demand.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
337	Farmington Small Area Meeting	Commenter Unknown	Long, skinny but large lots will lead to auxiliary units and flag lots.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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338	Farmington Small Area Meeting	Commenter Unknown	There is already a black market for auxiliary housing	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
339	Farmington Small Area Meeting	Commenter Unknown	Apartments are back in vogue and are serving a different clientele.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
340	Farmington Small Area Meeting	Commenter Unknown	The demand for single family homes will not be going away.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
341	Farmington Small Area Meeting	Commenter Unknown	Higher density can affect sewer systems.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
342	Farmington Small Area Meeting	Commenter Unknown	Professional offices located in Station Park are filling an important need.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
343	Farmington Small Area Meeting	Commenter Unknown	Manufacturing will grow in Davis County.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
344	Farmington Small Area Meeting	Commenter Unknown	Hill Air Force Base is still really important to Davis County.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
345	Farmington Small Area Meeting	Commenter Unknown	There is a need to diversify the job market.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
346	Farmington Small Area Meeting	Commenter Unknown	Ogden City leaders are doing a great job of marketing the City in the recreational economy.	6/19/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
347	Farmington Small Area Meeting	Commenter Unknown	The West Davis Corridor will have a big impact on the area communities	6/19/2013	1	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
348	Farmington Small Area Meeting	Commenter Unknown	East / West connectivity is an issue.	6/19/2013	5	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
349	Farmington Small Area Meeting	Commenter Unknown	Fruit Heights City only has room for infill	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
350	Farmington Small Area Meeting	Commenter Unknown	Station Park is doing well. There is still plenty of open ground around it for further development. This will become a dense regional retail and employment center.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
351	Farmington Small Area Meeting	Commenter Unknown	The loss of agricultural land is an issue. Davis County lost its last dairy farm this year. "We can't feed ourselves anymore" and it's a tragedy.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
352	Farmington Small Area Meeting	Commenter Unknown	Stand tall when planning commercial and employment areas. There will be a lot of pressure to just fill in with housing.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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353	Farmington Small Area Meeting	Commenter Unknown	There is a desire for more jobs within Davis County. Additional employment opportunity would help with economics and freeway congestion. We should try to capture at least 10% of the jobs that are leaking to other counties. Fortunately, the market is already heading this way. But, it will not happen overnight.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
354	Farmington Small Area Meeting	Commenter Unknown	Concentrate multifamily units in the centers. This is more palatable to communities.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
355	Farmington Small Area Meeting	Commenter Unknown	Develop a land use and zoning plan and then say no to housing developers who want to build on commercially zoned land.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
356	Farmington Small Area Meeting	Commenter Unknown	2.6 dwelling units per acre is too dense for folks in west Kaysville.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
357	Farmington Small Area Meeting	Commenter Unknown	Retiring baby boomers will have a huge impact.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
358	Farmington Small Area Meeting	Commenter Unknown	An "ominous cloud" of very large lot development has tempered in the last ten years.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
359	Farmington Small Area Meeting	Commenter Unknown	The newer generation does not garden as much and does not seem to want and/or use large lots.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
360	Farmington Small Area Meeting	Commenter Unknown	The cost of newer small home developments is a hindrance.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
361	Farmington Small Area Meeting	Commenter Unknown	There will likely be more European style family orientation with multi-generational living.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
362	Farmington Small Area Meeting	Commenter Unknown	Politics lag behind demographics.	6/19/2013	5	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
363	Farmington Small Area Meeting	Commenter Unknown	The presence of grandchildren plays a role in decision making for baby boomers on whether or not to downsize or hold onto large lot homes longer.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
364	Farmington Small Area Meeting	Commenter Unknown	Smaller house hold sizes will result in different housing choices.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
365	Farmington Small Area Meeting	Commenter Unknown	There is no one size fits all solution.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
366	Farmington Small Area Meeting	Commenter Unknown	There are not many individuals who have taken advantage of accessory dwelling unit ordinances.	6/19/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
367	Farmington Small Area Meeting	Commenter Unknown	Economics will force higher densities similar to those proposed in Scenarios three and four.	6/19/2013	4	7	WFRC believes the higher densities noted in scenarios 3 and 4 will develop subject to market forces. WFRC supports the intensification of development in the urban and town centers noted on the Wasatch Choice for 2040 Vision for growth and development.

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368	Clearfield Small Area Meeting	Commenter Unknown	The maps should show more low density development west of the West Davis Highway	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
369	Clearfield Small Area Meeting	Commenter Unknown	The 'red' section on the Scenario 4 map in the Freeport Center is very unlikely	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
370	Clearfield Small Area Meeting	Commenter Unknown	There is some multi-unit senior housing being built on the Wilcox Farm	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
371	Clearfield Small Area Meeting	Commenter Unknown	Anticipated development at Falcon Hill is not being shown on the maps.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
372	Clearfield Small Area Meeting	Commenter Unknown	A BRT line is needed up to the college, into the Freeport Center and into Falcon Hill.	6/17/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
373	Clearfield Small Area Meeting	Commenter Unknown	There should be more 'red' on north Main Street in Clearfield.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
374	Clearfield Small Area Meeting	Commenter Unknown	There should be more commercial development showing on the east side of I-15 south of SR-193.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
375	Clearfield Small Area Meeting	Commenter Unknown	The village center shown at 2000 West and 1800 North should cover all four quadrants of the intersection	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
376	Clearfield Small Area Meeting	Commenter Unknown	There should be more development shown along West Davis Highway, especially at major intersections.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
377	Clearfield Small Area Meeting	Commenter Unknown	Clinton would prefer employment centers elsewhere.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
378	Clearfield Small Area Meeting	Commenter Unknown	Clinton would prefer commercial development to apartments.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
379	Clearfield Small Area Meeting	Commenter Unknown	Density in the area of 1000 West to 2000 West and from 1300 North to 1800 North will probably not increase because it is already built out.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
380	Clearfield Small Area Meeting	Commenter Unknown	There should be more focused development along I-15.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
381	Clearfield Small Area Meeting	Commenter Unknown	The Freeport Center needs a better transit connection to FrontRunner. It will be difficult to do because of the lack of density, however.	6/17/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
382	Clearfield Small Area Meeting	Commenter Unknown	Which is more expensive to maintain, transit (rail) or highway?	6/17/2013	5	7	Typically, a highway is less expensive to maintain once it is built because a rail system has higher operational costs. Nevertheless, the benefits of a rail system are unique, valuable and needed in an urban environment such as the Wasatch Front.
383	Clearfield Small Area Meeting	Commenter Unknown	"Growth is slow right now (in single family homes)."	6/17/2013	4	7	Growth is picking up in other areas and will soon be here too. The key is to make reasonable preparations for it.

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384	Clearfield Small Area Meeting	Commenter Unknown	"Should the West Davis Highway be built?"	6/17/2013	1	7	This is a question better left up the EIS process.
385	Clearfield Small Area Meeting	Commenter Unknown	People tend to stay in the types of homes they are already in. People in large lot homes will stay in single family homes.	6/17/2013	4	7	This will be a consideration in evaluation of how much multi-unit housing will need to be built in future years.
386	Clearfield Small Area Meeting	Commenter Unknown	Development in Syracuse is busy. Multi-unit retirement communities sell out as soon as they are built.	6/17/2013	4	7	This is consistent with the Wasatch Choice for 2040 Vision and will be taken into account as the scenarios are evaluated.
387	Clearfield Small Area Meeting	Commenter Unknown	The retirement homes are attached, 12 units per acre and being built along Antelope Drive	6/17/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
388	Clearfield Small Area Meeting	Commenter Unknown	"What type of infill are we talking about? Higher density (than the current 2040 Vision) is not acceptable."	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
389	Clearfield Small Area Meeting	Commenter Unknown	The ongoing re-write of Clinton's current master plan will probably have less density.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
390	Clearfield Small Area Meeting	Commenter Unknown	How much re-development will happen in Clearfield? Some of the necessary zoning changes are already in place.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
391	Clearfield Small Area Meeting	Commenter Unknown	There is congestion along 2000 West, 1800 North and Antelope Drive	6/17/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
392	Clearfield Small Area Meeting	Commenter Unknown	There may be some more retirement communities built in the area.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
393	Clearfield Small Area Meeting	Commenter Unknown	The vacant parcels along 1800 North in Clinton will probably see more low density development.	6/17/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
394	Clearfield Small Area Meeting	Commenter Unknown	"The big change will be in Sunset when the 1800 North Interchange goes in, mostly in the form of re-development."	6/17/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
395	Bountiful Small Area Meeting	Commenter Unknown	Planning and private investment is occurring more in centers so Scenario 3 is more likely.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
396	Bountiful Small Area Meeting	Commenter Unknown	We have created a new development model in the last 10 years.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
397	Bountiful Small Area Meeting	Commenter Unknown	We need to fund growth in the most economical manner which will mean more density	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
398	Bountiful Small Area Meeting	Commenter Unknown	Attitudes toward density are still pretty negative in the suburbs	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
399	Bountiful Small Area Meeting	Commenter Unknown	Change will take a while and come under duress, economically speaking	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
400	Bountiful Small Area Meeting	Commenter Unknown	It will be difficult to get more density without transit.	6/20/2013	2	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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401	Bountiful Small Area Meeting	Commenter Unknown	Bountiful is 90% built out so they are starting to go up.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
402	Bountiful Small Area Meeting	Commenter Unknown	West Bountiful has already decided that they want large lot development	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
403	Bountiful Small Area Meeting	Commenter Unknown	East / West travel is an issue.	6/20/2013	1, 2, 3	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
404	Bountiful Small Area Meeting	Commenter Unknown	There needs to be and overpass across I-15 and the railroad.	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
405	Bountiful Small Area Meeting	Commenter Unknown	An off hour DMU on the FrontRunner line would be helpful.	6/20/2013	2	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
406	Bountiful Small Area Meeting	Commenter Unknown	Access to the Legacy Parkway from Center Street in North Salt Lake is needed	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
407	Bountiful Small Area Meeting	Commenter Unknown	The interchange at I-215 and Redwood Road needs to be upgraded	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
408	Bountiful Small Area Meeting	Commenter Unknown	There needs to be a pedestrian overpass over I-15 in Centerville	6/20/2013	3	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
409	Bountiful Small Area Meeting	Commenter Unknown	There needs to be a bicycle lane along 500 South from Main Street in Bountiful to the FrontRunner stop in Woods Cross	6/20/2013	3	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
410	Bountiful Small Area Meeting	Commenter Unknown	The aging members of the population are moving out of their single family homes	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
411	Bountiful Small Area Meeting	Commenter Unknown	The millennials are not choosing single family homes.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
412	Bountiful Small Area Meeting	Commenter Unknown	The attitude toward high density housing has changed dramatically over the last 20 years.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
413	Bountiful Small Area Meeting	Commenter Unknown	Density must be near transit	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
414	Bountiful Small Area Meeting	Commenter Unknown	Most development along FrontRunner is redevelopment.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
415	Bountiful Small Area Meeting	Commenter Unknown	Density will happen in the urban areas because that is the only thing that can go there.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
416	Bountiful Small Area Meeting	Commenter Unknown	Residential units at Farmington Station are selling well because of the location.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
417	Bountiful Small Area Meeting	Commenter Unknown	There is more public support for condos because they are owned.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

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418	Bountiful Small Area Meeting	Commenter Unknown	There is a sense among the members of the public that apartment dwellers are transient which leads to less support for apartment construction.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
419	Bountiful Small Area Meeting	Commenter Unknown	People are afraid of crime in high density developments.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
420	Bountiful Small Area Meeting	Commenter Unknown	We need bridges over the railroad tracks.	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
421	Bountiful Small Area Meeting	Commenter Unknown	Upgrade the Parrish Lane Interchange and add on and off ramps at Eagle Ridge Drive.	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
422	Bountiful Small Area Meeting	Commenter Unknown	We need more ways to cross I-15 in Bountiful.	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
423	Bountiful Small Area Meeting	Commenter Unknown	There needs to be a railroad overpass on 1100 North in North Salt Lake City.	6/20/2013	1	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
424	Bountiful Small Area Meeting	Commenter Unknown	The village center shown in Scenario 2 on the north side of 500 South street west of I-15 will not happen because it will be used for refinery expansion.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
425	Bountiful Small Area Meeting	Commenter Unknown	Add Sheep Road to the road network on the maps.	6/20/2013	1	7	WFRC will adjust the maps accordingly.
426	Bountiful Small Area Meeting	Commenter Unknown	The area west of Redwood Road and North of I-215 in North Salt Lake should be shown as a metro center.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
427	Bountiful Small Area Meeting	Commenter Unknown	The urban center shown in Scenario 2 on the east side of the Legacy Parkway and north of Center Street in North Salt Lake is too dense. It could be a village center.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
428	Bountiful Small Area Meeting	Commenter Unknown	The metro center shown on Redwood Road in North Salt Lake is "not viable."	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
429	Bountiful Small Area Meeting	Commenter Unknown	The area around the I-15 / 2600 South Interchange should be shown as an urban center.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
430	Bountiful Small Area Meeting	Commenter Unknown	The metro center shown in eastern Bountiful is way too intense.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
431	Bountiful Small Area Meeting	Commenter Unknown	The urban center shown in eastern bountiful is the hospital and is unlikely to be redeveloped.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
432	Bountiful Small Area Meeting	Commenter Unknown	There could be a non-exclusive lane BRT on Main Street in Centerville.	6/20/2013	2	7	As above WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
433	Bountiful Small Area Meeting	Commenter Unknown	There should be an urban center on U.S. 89 on the south side of North Salt Lake City.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.

Comment Number	Meeting Location	Name of Commenter	Comment	Comment Date	Comment Category Key: (1)Highway (2)Transit (3)Bike (4)Land Use (5)Other	WFRC Process Key - Comment Was: (7)Accepted (8)Not Accepted	WFRC Response
434	Bountiful Small Area Meeting	Commenter Unknown	Centerville is probably closest to Scenario 2.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
435	Bountiful Small Area Meeting	Commenter Unknown	There needs to be consideration of how to get employment and population centers together.	6/20/2013	4	7	This is one of the critical elements of the Wasatch Choice for 2040 Vision. Implementation of this element will be key to its success.
436	Bountiful Small Area Meeting	Commenter Unknown	There should be a town center at U.S. 89 and Center Street in North Salt Lake City.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
437	Bountiful Small Area Meeting	Commenter Unknown	The land west of FrontRunner and north of Parrish lane is zoned industrial and will not be suitable for the village center shown in Scenario 2.	6/20/2013	4	7	WFRC will adjust its maps accordingly.
438	Bountiful Small Area Meeting	Commenter Unknown	The portion of the metro center along the west side of the Legacy Parkway in North Salt Lake City in Scenario 3 should be deleted.	6/20/2013	4	7	WFRC will adjust its maps accordingly.
439	Bountiful Small Area Meeting	Commenter Unknown	There is support for a BRT along U.S. 89 through North Salt Lake City and Bountiful.	6/20/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
440	Bountiful Small Area Meeting	Commenter Unknown	There needs to be a bus circulator through North Salt Lake and Woods Cross.	6/20/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
441	Bountiful Small Area Meeting	Commenter Unknown	The deviation of the BRT from U.S. 89 in North Salt Lake City is undesirable.	6/20/2013	2	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
442	Bountiful Small Area Meeting	Commenter Unknown	There should be a town center on the western side of Redwood Road at approximately 1100 North in North Salt Lake City.	6/20/2013	4	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
443	Bountiful Small Area Meeting	Commenter Unknown	There should be no metro centers in North Salt Lake City	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
444	Bountiful Small Area Meeting	Commenter Unknown	Centerville City has a 200 acre business park planned on the west side of I-15 that is not showing on the scenario maps.	6/20/2013	4	7	The maps will be adjusted accordingly.
445	Bountiful Small Area Meeting	Commenter Unknown	There need to be overpasses or underpasses across I-15 and the railroad on ½ mile centers.	6/20/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.
446	Bountiful Small Area Meeting	Commenter Unknown	The area in North Salt Lake City between 1100 North and Center Street and between Redwood Road and I-15 should be shown as "industrial."	6/20/2013	4	7	The maps will be adjusted accordingly.
447	Bountiful Small Area Meeting	Commenter Unknown	The area west of Redwood Road, east of the Legacy Parkway, north of I-215 and south of 1100 North should be shown as an town / urban center.	6/20/2013	4	7	WFRC will take the comment into account as it adopts a preferred growth scenario on which to base the draft 2015-2040 RTP update.
448	Bountiful Small Area Meeting	Commenter Unknown	The improvement to 2600 South in Woods Cross is shown as erroneously as new construction rather than as widening.	6/20/2013	4	7	The maps will be adjusted accordingly.
449	Bountiful Small Area Meeting	Commenter Unknown	The metro center in Woods Cross on the east side of Redwood Road is the existing Sky Park Airport.	6/20/2013	4	7	The maps will be adjusted accordingly.

Comment Number	Meeting Location	Name of Commenter	Comment	Comment Date	Comment Category Key: (1)Highway (2)Transit (3)Bike (4)Land Use (5)Other	WFRC Process Key - Comment Was: (7)Accepted (8)Not Accepted	WFRC Response
450	Bountiful Small Area Meeting	Commenter Unknown	The area of the village center shown in West Bountiful on the north side of 500 South is slated for refinery expansion instead.	6/20/2013	4	7	The maps will be adjusted accordingly.
451	Bountiful Small Area Meeting	Commenter Unknown	There needs to be a connector road leading north from the planned Centerville business park on the west side of I-15.	6/20/2013	1	7	WFRC will take this comment into consideration as it develops the draft 2015-2040 RTP update.

Comments from Draft 2015-2040 Preferred Scenario – Winter 2014

Comment Number	Process Key:		Category Key:	Comment Received Via	Date	Comment	WFRC Response	
	1 Generic Comment Accepted	2 Comment Not Accepted						3 Comment Not Accepted
1	2		9	Pleasant View Small Area Meeting	1/27/2014	The I-15 / 2700 North Interchange is experiencing heavy demand and needs to be upgraded, possibly as a SPUI. Tom Buckland, City Council member.	WFRC concurs.	
2	2		9	Pleasant View Small Area Meeting	1/27/2014	The 600 West operational improvement shown on the map in Pleasant View City should be removed because the project has been completed.	The map will be adjusted accordingly.	
3	2		6	Pleasant View Small Area Meeting	1/27/2014	The balance between population and employment on the northwest quadrant of the I-15 / 2700 North Interchange should show additional employment due to anticipated commercial growth, possibly up to 80% commercial.	The appropriate adjustments to the development map will be made.	
4	2		6	Pleasant View Small Area Meeting	1/27/2014	There will be additional commercial growth on the west side of the 2700 North / I-15 Interchange.	The appropriate adjustments to the development map will be made.	
5	2		8	Pleasant View Small Area Meeting	1/27/2014	The enhanced bus line shown on Washington Blvd. should extend all the way to 2700 North.	WFRC concurs. The Draft Network has been modified to reflect this change.	
6	2		9	Pleasant View Small Area Meeting	1/27/2014	2700 North from I-15 west to the western boundary of Farr West City should be widened to 5 lanes.	An operational project from 4200 West to I-15 will be added to the plan.	
7	3		9	Pleasant View Small Area Meeting	1/27/2014	1400 North in West Weber should be shown as extending to the Westside Highway Corridor. Mayor Higley and Dean Ayala, Jones and Associates for Plain City.	Corridor preservation for the West Weber Corridor (WWC) and connection will be included in the WWC alignment until the final alignment of the WWC is determined.	
8	2		7	Roy Small Area Meeting	1/28/2014	Right-of-way is presently being acquired for a trail between the Weber River and the end of the D & RG Trail. This should be shown on the map. Sharon Bolos, Mayor of Marriott-Slaterville.	The active transportation map will be adjusted accordingly.	
9	2		7	Roy Small Area Meeting	1/28/2014	There is a trail shown on the Weber Pathways map that follows the Hooper Slough. This trail should be added to the Active Transportation Map. Sharon Bolos, Mayor of Marriott-Slaterville	The active transportation map will be adjusted accordingly.	
10	2		6	Roy Small Area Meeting	1/28/2014	Review Hooper population growth through 2040. It will not be decreasing.	The review will be done.	
11	3		9	Roy Small Area Meeting	1/28/2014	2675 West in Roy should be shown as connecting to the Roy FrontRunner Station	The decision to connect is within the purview of Roy City and is not within the scope of the RTP. Nevertheless, WFRC encourages network connectivity.	
12	2		9	Roy Small Area Meeting	1/28/2014	5600 South in Roy should be shown as being widened all the way to I-15. There is a gap there presently between I-15 and 1900 West.	WFRC concurs. Will widen 5600 south from I-15 to 1900 West.	
13	2		9	Roy Small Area Meeting	1/28/2014	The Interchange at I-15 and 5600 South needs to be improved.	WFRC concurs and is included in the Draft 2015 RTP.	
14	2		7	Roy Small Area Meeting	1/28/2014	Extend the bicycle lane on 4400 South to 2675 West in Roy. Delete the portion of the bicycle lane shown on 2350 West.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
15	2		7	Roy Small Area Meeting	1/28/2014	Add a bicycle lane on 2675 West from 4400 South to 4800 South.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
16	2		7	Roy Small Area Meeting	1/28/2014	Extend the bicycle lane on 12 th Street from 1900 West to 4300 West.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	

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	1 Generic Comment Accepted	2 Comment Not Accepted						3 Comment Not Accepted
17		2	7	Roy Small Area Meeting	1/28/2014	Add a bicycle lane on 2200/2250 West St. from Pioneer Road to 200 South in Marriott-Slaterville.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
18		2	7	Roy Small Area Meeting	1/28/2014	Add a bicycle lane on 200 South St. in Marriot-Slaterville from 2250 West to 2700 West.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
19		2	9	Roy Small Area Meeting	1/28/2014	The widening of Midland Drive from 4000 South to 2700 West will be completed this year and should be taken off the map.	The map and project list will be adjusted accordingly.	
20		1	9	Roy Small Area Meeting	1/28/2014	West Haven City supports the completion of 4700 West from 4600 South to 4800 South as shown on the highway map.	WFRC appreciates the City's support of this project on the draft plan.	
21		2	9	Roy Small Area Meeting	1/28/2014	Operational improvements are needed on 3300 South in West Haven from Midland Drive to 4700 West	WFRC Concurs. The project will be added to the draft Plan.	
22		2	9	Roy Small Area Meeting	1/28/2014	Operational improvements are needed on 2550 South from I-15 to 4700 West.	WFRC Concurs. The project will be added to the draft Plan.	
23		3	9	Roy Small Area Meeting	1/28/2014	A SPUI is needed at the interchange of I-15 and 12 th Street	Recently re-constructed interchange as part of I-15 Now Project.	
24		2	6	Roy Small Area Meeting	1/28/2014	The population / employment graphs north and east of the intersection of 12 th Street and the West Weber Corridor need to show additional employment.	These changes are done and will be reflected in the final socioeconomic forecasts.	
25		2	9	Roy Small Area Meeting	1/28/2014	Why the gap of operational improvements on Pioneer Road between I-15 and 1900 West?	WFRC concurs. Operational improvements will be extended to I-15.	
26		2	9	Roy Small Area Meeting	1/28/2014	The interchange at Pioneer Road and I-15 needs to be a SPUI with a link to 1900 West.	WFRC Concurs. The project will be added to the draft Plan.	
27		3	9	Roy Small Area Meeting	1/28/2014	The operational improvements on Pioneer Road need to include some straightening.	The exact project scope will be determined by the project study.	
28		3	8	Roy Small Area Meeting	1/28/2014	12 th Street from I-15 into Ogden should be considered for a future TRAX line.	Demand is not sufficient for this level of investment.	
29		1	8	Roy Small Area Meeting	1/28/2014	More frequency on FrontRunner is needed.	WFRC will pass this comment on to UTA. This will be reviewed as part of the proposed I-15 study.	
30		1	8	Roy Small Area Meeting	1/28/2014	More bus connections to FrontRunner are needed.	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.	
31		2	8	Roy Small Area Meeting	1/28/2014	Better local bus service including a circulator is needed.	WFRC will pass your comment about the need for more local bus on to UTA. Regarding circulators, WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.	
32		2	8	Roy Small Area Meeting	1/28/2014	Better accessibility to the Roy Front Runner station is needed.	WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.	
33		1	8	Roy Small Area Meeting	1/28/2014	Safety needs to be improved at Front Runner stations.	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade transit safety throughout the region.	
34		2	6	Roy Small Area Meeting	1/28/2014	Extend the sensitive area from Midland on 3500 West to 1900 West. Want area to be a commercial area, like a "town center". Context Sensitive Map.	WFRC concurs.	
35		2	7	Salt Lake Small Area Meeting	1/30/2014	The bicycle route on 300 East between 2700 South and 3300 South should be shown as proposed rather than existing.	The active transportation map will be adjusted accordingly.	

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	1 Generic Comment Accepted	2 Comment Not Accepted						3 Comment Not Accepted
36		2		7	Salt Lake Small Area Meeting	1/30/2014	The same proposed bicycle route noted above should be shown as continuing from 3300 South to 3900 South on 300 East.	The active transportation map will be adjusted accordingly.
37		2		7	Salt Lake Small Area Meeting	1/30/2014	The bicycle route shown as existing on 500 East between 2700 South and 3900 South should be shown as proposed.	The active transportation map will be adjusted accordingly.
38		1		7	Salt Lake Small Area Meeting	1/30/2014	"Make sure [that the WFRC bicycle map] is coordinated and matches UCATS and the Salt Lake County Bicycle TIP.	Careful coordination has occurred between WFRC planners, the UCATS program and Salt Lake County in preparation of the RTP Active Transportation Map.
39		2		8	Salt Lake Small Area Meeting	1/30/2014	A loop on the western end of the S Line street car would be desirable. Mike from South Salt Lake City.	The Draft Network has been modified to include upgrades on the S-Line. Project details will be developed as part of the corridor specific study and will be included in the RTP thereafter.
40		2		9	Salt Lake Small Area Meeting	1/30/2014	Why is there not a full interchange shown on Bangerter Highway and 4100 South?	WFRC concurs and will change overpass to intersection.
41		2		8	Salt Lake Small Area Meeting	1/30/2014	The BRT line shown as existing on 3500 South from 5700 West to SR-111 should be shown as proposed.	Projected ridership is consistent with Enhanced Bus rather than BRT along this segment.
42		2		8	Salt Lake Small Area Meeting	1/30/2014	A BRT should be routed through the Lake Park Business area.	Projected ridership does not warrant BRT along this segment. WFRC is adding an Enhanced Bus through the Lake Park Business Area.
43		2		8	Salt Lake Small Area Meeting	1/30/2014	The park and ride lot on 5600 West and 3100 South should be deleted because there is an existing one at the intersection of 5600 West and 3500 South	Project details such as Park and Rides for major transit lines will be developed as part of the corridor specific study. The Draft Network has been modified to show only 'stand alone' lots. These lots have both been removed.
44		3		8	Salt Lake Small Area Meeting	1/30/2014	The park and ride lot proposed at the intersection of 3500 South and Redwood Road should be more clearly defined regarding which quadrant of the intersection will be used.	Project details such as Park and Rides for major transit lines will be developed as part of the corridor specific study. The Draft Network has been modified to show only 'stand alone' lots. This lot has been removed.
45		2		6	Salt Lake Small Area Meeting	1/30/2014	On the Population and Employment Map, the large concentration of employment shown at 2100 South and I-15 should show more population due to its town center status.	These changes are done and will be reflected in the final socioeconomic forecasts.
46		1		9	Salt Lake Small Area Meeting	1/30/2014	Is traffic congestion good or bad? Should congestion reduction be a goal?	Although some congestion is unavoidable, WFRC views excessive congestion as harmful to air quality, the economic health of the region and costly to the public in time and money.
47		1		8	Salt Lake Small Area Meeting	1/30/2014	West Valley City needs more widespread transit coverage.	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade local bus service throughout the region.
48		1		7	Salt Lake Small Area Meeting	1/30/2014	Bicycle lane availability is poor because they tend to be an afterthought.	WFRC plans are now based on a 'complete streets' philosophy.
49		1		7	Salt Lake Small Area Meeting	1/30/2014	Walkability should be improved near transit stops.	WFRC plans are now based on a 'complete streets' philosophy.
50		1		7	Salt Lake Small Area Meeting	1/30/2014	Walkability is poor outside of the downtown area because the city "is too spread out."	WFRC plans are now based on a 'complete streets' philosophy.
51		1		9	Salt Lake Small Area Meeting	1/30/2014	"How is it that the draft preferred scenario always performs better than the other scenarios?"	A combination of the best performing projects from all four scenarios was used. Hence, it is the 'preferred' and best performing scenario.

Comment Number	Process Key:		Category Key:	Comment Received Via	Date	Comment	WFRC Response
	1 Generic Comment	2 Comment Accepted					
52	1		6	Salt Lake Small Area Meeting	1/30/2014	How are WFRC transportation planners ensuring that the cities are furthering regional goals such as the Wasatch Choice for 2040 Vision?	WFRC uses the RTP and the TIP to implement the 2040 Vision. Also, WFRC is actively promoting the principles through the Local Planning Resource Program.
53	1		8	Bountiful Small Area Meeting	2/3/2014	Transit is good in Bountiful Downtown City, but less so elsewhere in City	WFRC will pass this comment on to UTA. WFRC is proposing a RTP project to upgrade local bus service throughout the region.
54	1		7	Bountiful Small Area Meeting	2/3/2014	Legacy and D+RG Trails are good. However connectivity to the trails is difficult, and needs to be improved.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
55	1		6	Bountiful Small Area Meeting	2/3/2014	Is the land use conducive to walking? In many cases it is not.	Thank you for the comment.
56	1		8	Bountiful Small Area Meeting	2/3/2014	Enhancing the walking distance to transit stop is key.	Thank you for the comment. WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.
57	1		9	Bountiful Small Area Meeting	2/3/2014	Public acceptance of proposed projects should be a performance measure.	WFRC held a number of public open houses for this type of information and preference.
58	2		9	Bountiful Small Area Meeting	2/3/2014	Emergency management access is key as Centerville has only one East/West bridge. Please enhance.	WFRC concurs. Overpass at Porter Lane will be added to plan.
59	2		7	Bountiful Small Area Meeting	2/3/2014	In Centerville, 400 West and I-15 a pedestrian and bike crossing bridge is desired.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
60	2		8	Bountiful Small Area Meeting	2/3/2014	Woods Cross requested BRT to Front Runner near the station 500 South and 600 West.	Enhanced bus is already on the Plan based upon forecasted ridership by 2040. The Enhanced Bus could be upgraded to BRT over time.
61	2		6	Bountiful Small Area Meeting	2/3/2014	The population pie chart in North Salt Lake near mains street is 100% employment.	These changes are done and will be reflected in the final socioeconomic forecasts.
62	3		8	Bountiful Small Area Meeting	2/3/2014	North Salt would like a Front Runner Station and increased connection to their main street.	Any new FrontRunner stations will be determined by a proposed I-15 Corridor Study.
63	2		9	Bountiful Small Area Meeting	2/3/2014	Centerville identified the new upgrade, blue circle as a potential chokepoint.	WFRC Concur. An overpass at Porter Lane will be added to the draft RTP.
64	4		7	Bountiful Small Area Meeting	2/3/2014	Requests for more pedestrian and bike crossings over I-15, Barry B. and more specifically on the northwest part.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
65	2		9	Bountiful Small Area Meeting	2/3/2014	On ramps at Center Street to Legacy are needed.	WFRC concurs and is included in the Draft 2015 RTP.
66	2		9	Bountiful Small Area Meeting	2/3/2014	An upgrade to the west part of Center Street in North Salt Lake is needed.	The operational project has been extended from Redwood Road to the Legacy Parkway on Center Street.
67	2		9	Bountiful Small Area Meeting	2/3/2014	The interchange of I-215 and the SB and NB FWY in North Salt Lake needs improvement and upgrade.	WFRC concurs and is included in the Draft 2015 RTP.
68	2		6	Bountiful Small Area Meeting	2/3/2014	Update the two most western population pie charts in Centerville to reflect 50/50 proportions.	These changes are done and will be reflected in the final socioeconomic forecasts.
69	2		6	Bountiful Small Area Meeting	2/3/2014	In Woods Cross the two population pie charts south of 500 South need to be updated. See map for description.	These changes are done and will be reflected in the final socioeconomic forecasts.
70	1		6	Bountiful Small Area Meeting	2/3/2014	Woods Cross City would like the Vision map to update 500 South to be a Boulevard Community.	The change will be made to the walkability priority map.
71	1		6	Bountiful Small Area Meeting	2/3/2014	Centerville would like the main corridor on Vision map to be a main street community.	The change will be made to the walkability priority map.
72	3		8	Bountiful Small Area Meeting	2/3/2014	Why are there no transit hubs or park and ride lot projects on the map for South Davis?	Park and ride lots will be planned in association with transit stops.
73	3		8	Sandy Small Area Meeting	2/4/2014	Add transit along the future extension of Highland Drive.	Projected ridership does not warrant a major transit investment along this corridor.

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	1 Generic Comment Accepted	2 Comment Accepted					
74		2	8	Sandy Small Area Meeting	2/4/2014	Extend BRT segment at 10400 South east of State Street (instead of Enhanced Bus) to connect to TRAX stop	WFRC Concur. The segment will be added to the map.
75		2	8	Sandy Small Area Meeting	2/4/2014	Add transit connection between the Draper TRAX extension (at the south end) to the Draper Frontrunner stop	WFRC has added Enhanced Bus from the Draper FrontRunner stop to the current TRAX terminus at Draper Towne Center. WFRC has also added a Mode Undetermined transit line between the Draper FrontRunner and the proposed 14600 South Draper TRAX terminus.
76		3	9	Sandy Small Area Meeting	2/4/2014	Add Interchange at 9400 South;	UDOT has suggested that this project be included in an upcoming I-15 Corridor Study. WFRC will leave the overpass on 9400 South across I-15, but not include the combined interchange with 9000 South at this time.
77		2	9	Sandy Small Area Meeting	2/4/2014	Widen 9400 South heading east from the frontage road to 5 lanes to approximately 900 East - Fred Lutze Salt Lake County	WFRC concurs. The draft Plan will show widening from Monroe to State Street and operational improvements from State Street to the Ski Connection road.
78		3	9	Sandy Small Area Meeting	2/4/2014	Add UDOT tunnel at 10600 South just east of I-15?	Funding has already been identified for this project. Local projects do not need to be included in the draft RTP.
79		2	9	Sandy Small Area Meeting	2/4/2014	Widen 9400 South between State Street and 700 East.	WFRC concurs. The draft Plan will show widening from Monroe to State Street and operational improvements from State Street to the Ski Connection road.
80		2	9	Sandy Small Area Meeting	2/4/2014	Widen Little Cottonwood Road east of Eastdale Drive	WFRC will add an operational project to the plan.
81		2	7	Sandy Small Area Meeting	2/4/2014	Trail identified in the Gully of Sandy between Lostwood Drive and approximately 600 East is dirt only (not paved).	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
82		2	7	Sandy Small Area Meeting	2/4/2014	Extend trail in gully from 600 east to the Historic Sandy TRAX Station	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
83		2	7	Sandy Small Area Meeting	2/4/2014	Add bike/walk North-South connection between 8600 South and 9400 South at approximately 1000 East	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
84		2	9	Sandy Small Area Meeting	2/4/2014	The Galena Park Drive project needs to be extended at some spots and realigned at others.	WFRC will review map to make necessary adjustments to the map.
85		1	7	Sandy Small Area Meeting	2/4/2014	Focus on last mile - active transportation connection - Fred SLCO	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
86		1	8	Sandy Small Area Meeting	2/4/2014	Public transit in the area is widely available; so the access to the system is rated high but this doesn't mean folks are using it.	Thank you for the comment.
87		1	8	Sandy Small Area Meeting	2/4/2014	The Sandy TRAX line is one of the most popular; land use and riders have had more time to adjust because it is one of the original lines	Thank you for the comment.
88		1	6	Sandy Small Area Meeting	2/4/2014	Draper anticipates growth to catch up with land use and ridership around transit.	The Wasatch 2040 Vision and the land use forecasts take this into account.
89		1	8	Sandy Small Area Meeting	2/4/2014	UTA adding bike racks/added bike capacity helped (on a certain bus route?)	Thank you for the comment.
90		1	8	Sandy Small Area Meeting	2/4/2014	If you increase convenience of transit, you will increase ridership	The draft plan calls for an increased level of transit service in terms of access, frequency and coverage.
91		1	8	Sandy Small Area Meeting	2/4/2014	Transit connections to ski resorts well supported	Thank you for the comment.

Comment Number	Process Key:		Category Key:	Comment Received Via	Date	Comment	WFRC Response
	1 Generic Comment Accepted	2 Comment Not Accepted					
92	1		7	Sandy Small Area Meeting	2/4/2014	Sandy feels Draper is doing a better job of integrating bike routes and multiuse trails; Sandy has a lack of bike lanes	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
93	1		7	Sandy Small Area Meeting	2/4/2014	Incorporate bike lanes into projects	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
94	1		7	Sandy Small Area Meeting	2/4/2014	Walkability and Street connectivity was the lowest scored of all the variables	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
95	1		7	Sandy Small Area Meeting	2/4/2014	Draper feels as if it has a low level of walkability because of dependence on cars.	As the bicycle and trail systems called for in the draft Plan are built, that should incentivize additional use.
96	1		7	Sandy Small Area Meeting	2/4/2014	General feeling that walkability in the sub-region will be better in 8 years	WFRC notes that all trail and bicycle planning will be coordinated with UCATS. This should generate increased usage.
97	1		7	Sandy Small Area Meeting	2/4/2014	Walkability is difficult to incorporate after construction; unless in a redevelopment opportunity	WFRC notes that all trail and bicycle planning will be coordinated with UCATS. The draft Plan incorporates the complete streets philosophy into all major highway projects.
98	1		7	Sandy Small Area Meeting	2/4/2014	Desire that more trails would have been planned in Sandy years ago	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
99	1		9	Sandy Small Area Meeting	2/4/2014	Desire for more Federal Highways representation throughout all parts of a project.	WFRC will invite representatives from FHWA as appropriate.
100	1		9	Sandy Small Area Meeting	2/4/2014	Related to the question of congestion as a bad thing, there is a tipping point at which too much congestion equals obstacles.	Although some congestion is unavoidable, WFRC views excessive congestion as harmful to air quality, the economic health of the region and costly to the public in time and money.
101	1		9	Sandy Small Area Meeting	2/4/2014	Desire to ask the general public about their sentiment regarding congestion.	Although some congestion is unavoidable, WFRC views excessive congestion as harmful to air quality, the economic health of the region and costly to the public in time and money.
102	2		8	Sandy Small Area Meeting	2/4/2014	There is a missing east-west connection in accessing transit; the lack of the E-W connection and bus routes make transit a challenge	The draft plan calls for increased east/west transit service on 9400 South and South Jordan Parkway. Additionally, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.
103	1		9	Sandy Small Area Meeting	2/4/2014	East of 1300 E has poor North-South connections	The completion of Highland Drive / 2000 East as called for in the draft Plan will help alleviate this issue.
104	1		9	Ogden Small Area Meeting	2/6/2014	Q 2: Much of the area is well – served by roads because of the major arterials present	WFRC concurs.
105	1		8	Ogden Small Area Meeting	2/6/2014	Q3: However, much of the area is NOT well-served by transit	WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.
106	1		8	Ogden Small Area Meeting	2/6/2014	Bus transit service travel time is poor compared with auto-travel and FrontRunner	Thank you for your observation. Transit service is a tradeoff between access and speed.
107	1		8	Ogden Small Area Meeting	2/6/2014	There is a need for improved bus stops.	Improvements to bus stops can be addressed at the local scale or through UTA. In addition, WFRC will pass this comment on to UTA.
108	1		8	Ogden Small Area Meeting	2/6/2014	The cost of transit service is difficult for the low income community	WFRC will pass this comment on to UTA.

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	1 Generic Comment Accepted	2 Comment Not Accepted					Category Key:
	3 Comment Not Accepted	4 Stage 2 - Further Review (internal)	6 Land Use				
	5 Stage 3 - Further Review (external)		7 Bike/Walk				
			8 Transit				
			9 Highway				
109	1		8	Ogden Small Area Meeting	2/6/2014	More flexibility in the cost of the transit pass system is needed.	WFRC will pass this comment on to UTA.
110	1		8	Ogden Small Area Meeting	2/6/2014	Geographic coverage of the bus system is not functional (too much distance to access stops)	The comment will be considered in future planning of transit. In addition, WFRC will pass this comment on to UTA.
111	1		8	Ogden Small Area Meeting	2/6/2014	Washington Terrace representatives feel that they are well-served by transit	WFRC will pass this comment on to UTA.
112	1		8	Ogden Small Area Meeting	2/6/2014	Getting out of the subarea by transit is easy, but getting around inside of the subarea is difficult. This is largely because the area is built around auto-travel not transit.	WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.
113	1		7	Ogden Small Area Meeting	2/6/2014	Q4: The bike infrastructure is good for the recreational user, but not for commuter use. There is a need to identify commuter destinations and plan accordingly.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
114	1		7	Ogden Small Area Meeting	2/6/2014	Good trails but poor connectivity, especially between municipalities. More persons would bike if connectivity were improved.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
115	1		7	Ogden Small Area Meeting	2/6/2014	There is a need for more bike and non-automotive access up Weber & Ogden Canyons	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
116	1		7	Ogden Small Area Meeting	2/6/2014	Existing roads could be better utilized if bikes were more integrated.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
117	1		7	Ogden Small Area Meeting	2/6/2014	Weber State University may need to undergo or be educated on paradigm shift in how bike and pedestrians can work together on campus. This can assist in accommodating added student capacity in the future. There is an educational opportunity here.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
118	1		7	Ogden Small Area Meeting	2/6/2014	Q5: Road crossings, especially major intersections are a large barrier to walking.	All roadway widening projects in the Draft RTP took intersection safety for pedestrian travel into consideration.
119	1		7	Ogden Small Area Meeting	2/6/2014	Roy lacks walkability.	Thanks for the comment.
120	1		9	Ogden Small Area Meeting	2/6/2014	Q6: The quality of the overall transportation network works well, especially when compared to other out-of-state regions.	WFRC concurs.
121	2		9	Ogden Small Area Meeting	2/6/2014	Hwy Map: East/West connection is needed through the BDO.	WFRC will add a railroad overpass at 400 North in the BDP to North Street on the east.
122	2		6	Ogden Small Area Meeting	2/6/2014	Northern South Ogden City – future village center – Mark Vlasic	These changes are done and will be reflected in the final socioeconomic forecasts.
123	2		9	Ogden Small Area Meeting	2/6/2014	Southeastern Ogden City – Tie in Skyline to the 2 new construction projects already identified on the map.	The alignment will be corrected on the map and the project list.
124	2		9	Ogden Small Area Meeting	2/6/2014	Additional comment on other Hwy map related to the Skyline Drive Project; suggesting a different new construction alignment instead of the proposed project.	The alignment will be corrected on the map and the project list.
125	2		9	Ogden Small Area Meeting	2/6/2014	South Weber City suggests a realignment of a new construction project - Fairfield Road Extension, stating that the current route is 'too narrow' and/or 'too steep' in areas – Brandon Jones	The alignment will be re-aligned to reflect the comment on the map.

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126		2	9	Ogden Small Area Meeting	2/6/2014	Riverdale City – Suggested 5600 South extension heading eastward – Mike Eggett	WFRC Concur. The project will be added to the draft Plan from I-15 to 1150 West.
127		3	8	Ogden Small Area Meeting	2/6/2014	Transit Map: Extend BRT from Ogden City southward through Ogden City to Washington Terrace – Mayor Caldwell	Projected ridership does not warrant a major transit investment such as BRT along this segment.
128		3	6	Ogden Small Area Meeting	2/6/2014	Washington Terrace anticipates a ‘town center’ or ‘village center’ development type toward its southeastern border.	The RTP land use plan is consistent with the current city master plan.
129		3	8	Ogden Small Area Meeting	2/6/2014	Enhanced Bus on 89 from approx. WSU southward – Mayor Caldwell	Express Commuter bus is part of the existing transit system and seems to fit this market well.
130		3	9	Ogden Small Area Meeting	2/6/2014	Need North-South traffic without a toll connecting Washington Terrace to I-84 – Don Pearson, Gordon Cutler, L. Flitton	Taking a road from private to public ownership is not within the scope of the RTP.
131		3	8	Ogden Small Area Meeting	2/6/2014	Extend Streetcar along 36th – Matt Dixon (South Ogden)	Mode and alignment to be addressed in Ogden-Weber State study. Current alignment in plan is a place holder.
132		2	8	Ogden Small Area Meeting	2/6/2014	Or Streetcar to 40th to WSU instead? – Matt Dixon	WFRC has modified the Draft Network to include a BRT on 40th street.
133		3	8	Ogden Small Area Meeting	2/6/2014	“FrontRunner” stop identified – not sure if they are referring to the current stop or to a desired future stop?	This is a design issue outside the scope of the RTP. It will be considered as part of the I-15 corridor study or when improvements are made.
134		4	7	Ogden Small Area Meeting	2/6/2014	Bike Map – Many missing gaps identified– Please refer to map.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
135		2	6	Ogden Small Area Meeting	2/6/2014	Ogden Hwy Map B has a comment for a future Village Center in northwest South Ogden	These changes are done and will be reflected in the final socioeconomic forecasts.
136		3	6	Ogden Small Area Meeting	2/6/2014	Ogden Transit B Map has a comment regarding a desired future town center in SE Washington Terrace	The RTP land use plan is consistent with the current city master plan.
137		1	6	Farmington Small Area Meeting	2/10/2014	The Farmington area is a geographic bottleneck	WFRC concurs and is attempting meet this challenge through careful planning for future transportation needs.
138		1	9	Farmington Small Area Meeting	2/10/2014	Transit and freeway access are good.	UDOT, UTA and WFRC appreciate the acknowledgement
139		1	9	Farmington Small Area Meeting	2/10/2014	The Legacy Parkway and the improvements to I-15 have helped	UDOT, UTA and WFRC appreciate the acknowledgement
140		1	9	Farmington Small Area Meeting	2/10/2014	Access to the interchange in Layton is poor.	UDOT is improving the Hill Field Road and Antelope Interchanges this coming year.
141		1	9	Farmington Small Area Meeting	2/10/2014	Most people are thinking about I-15 when answering a question about traffic congestion.	The I-15 Project in the current Plan will address this issue.
142		1	8	Farmington Small Area Meeting	2/10/2014	North / south transit is good. East / west transit is poor.	UTA is reviewing local bus service throughout the region.
143		1	8	Farmington Small Area Meeting	2/10/2014	It takes longer to get somewhere on transit.	UTA is reviewing local bus service throughout the region.
144		1	7	Farmington Small Area Meeting	2/10/2014	Some bicycling lanes are well defined and striped, especially north / south routes. East / west routes need improvement.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
145		1	7	Farmington Small Area Meeting	2/10/2014	Park lane and the Layton Parkway are bad for bicyclists.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
146		1	7	Farmington Small Area Meeting	2/10/2014	Commuter access for bicyclists is not as good as that for recreational users.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.

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147	1		7	Farmington Small Area Meeting	2/10/2014	Crossing I-15 is an issue for pedestrians in Farmington.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
148	1		7	Farmington Small Area Meeting	2/10/2014	Crossing I-15 is an issue for pedestrians in Layton.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
149	1		7	Farmington Small Area Meeting	2/10/2014	Crossing U.S. 89 is a problem for pedestrians in Fruit Heights.	The Plan calls for an overpasses at Nichols Road and at 400 North.
150	1		7	Farmington Small Area Meeting	2/10/2014	Walkability depends on how land uses are connected	This comment is consistent with the 2040 Vision.
151	1		8	Farmington Small Area Meeting	2/10/2014	Better access to FrontRunner stations is needed	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.
152	1		8	Farmington Small Area Meeting	2/10/2014	Local transit circulators are needed.	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.
153	2		9	Farmington Small Area Meeting	2/10/2014	The reconstruction of the Interchange on I-15 at Antelope Drive should be a SPUI.	This is part of the current draft RTP.
154	2		9	Farmington Small Area Meeting	2/10/2014	The proposed overpass on I-15 just north of the Layton Hills Mall needs to show the connecting roads being finished as well.	The connection will be evaluated as part of the project development process.
155	2		9	Farmington Small Area Meeting	2/10/2014	The interchange shown on U.S. 89 at 1000 North in Layton should be shown on Gordon Avenue instead.	The project will reflect the location shown on the U.S. 89 environmental study.
156	2		9	Farmington Small Area Meeting	2/10/2014	There needs to be an overpass over U.S. 89 at Nichols Road in Fruit Heights.	This project is being proposed as part of the draft RTP.
157	3		9	Farmington Small Area Meeting	2/10/2014	1700 East in South Weber needs to be shown as being widened to five lanes	According to traffic projections, there does not appear to be sufficient travel demand to warrant a road widening to five lanes at present.
158	2		9	Farmington Small Area Meeting	2/10/2014	The Layton Parkway between Angel St. and 1700 West is nearing completion and should be deleted from the map.	WFRC Concur. The appropriate change will be made to the map.
159	2		9	Farmington Small Area Meeting	2/10/2014	The proposed construction of 2700 West in Layton between 650 North and 1000 North (Gordon Avenue) is complete and should be removed from the map.	WFRC Concur. The appropriate change will be made to the map.
160	2		6	Farmington Small Area Meeting	2/10/2014	The population and employment numbers near the interchange of Layton Parkway and the West Davis Corridor should show additional employment due to probable office and retail to be located there.	These changes are done and will be reflected in the final socioeconomic forecasts.
161	3		9	Farmington Small Area Meeting	2/10/2014	If the western alignment is chosen for the southern portion of the West Davis Highway, an interchange will be needed at Shepard Lane.	The environmental study is underway and will determine the location of future interchanges. No interchanges have been included in the draft RTP for that reason.
162	3		9	Farmington Small Area Meeting	2/10/2014	If the western alignment is chosen for the southern portion of the West Davis Highway, an interchange will be needed at 1100 West in Farmington.	The environmental study is underway and will determine the location of future interchanges. No interchanges have been included in the draft RTP for that reason.
163	4		7	Farmington Small Area Meeting	2/10/2014	A pedestrian crossing is needed over I-15 at the 'Wasatch Weave.'	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
164	4		7	Farmington Small Area Meeting	2/10/2014	A pedestrian crossing is needed over I-15 at Farmington Station (north of the junction with U.S. 89)	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.

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165	1		7	Farmington Small Area Meeting	2/10/2014	The proposed interchange in I-15 at Shepard Lane should be pedestrian friendly.	WFRC will advocate for this design consideration.	
166	3		9	Farmington Small Area Meeting	2/10/2014	Should the partial interchange on I-15 at Farmington be made into a full interchange?	A recent study on this interchange and the city master plan do not call for this upgrade.	
167	2		9	Farmington Small Area Meeting	2/10/2014	The disconnected portions of the frontage road on the east side of I-15 in Farmington should be connected.	WFRC concurs. A recent study and the city master plan call for this upgrade.	
168	1		8	Farmington Small Area Meeting	2/10/2014	East / west bus service along Gordon, Antelope and Gentile streets is needed.	WFRC will pass this comment on to UTA.	
169	1		8	Farmington Small Area Meeting	2/10/2014	A local circulator for the downtown area of Farmington is needed which would cross to both sides of the freeway.	WFRC will pass this comment on to UTA. Additionally, WFRC is proposing a RTP project to upgrade access to transit stations/stops throughout the region.	
170	3		8	Farmington Small Area Meeting	2/10/2014	Please note the proposed realignment & proposed alternative route of the North-Ogden SLC Corridor transit route in Farmington as drawn on the map at the small area meeting.	This alignment variation will be considered with any corridor specific study.	
171	1		9	Riverton Small Area Meeting	2/12/2014	North bound I-15 through Sandy is getting congested.	The matter will be reviewed in detail in the I-15 Corridor Study. Also, UDOT will be adding capacity in 2015.	
172	1		9	Riverton Small Area Meeting	2/12/2014	Traffic congestion is better now than it was five years ago. The opening of 11400 South has helped in that regard.	WFRC concurs	
173	1		9	Riverton Small Area Meeting	2/12/2014	The Mountain View Corridor is great insofar as it has been completed. It still needs to be finished to the North.	The draft Plan calls for the completion of the Mountain View Corridor in a timely fashion.	
174	1		9	Riverton Small Area Meeting	2/12/2014	Interchanges are needed along Bangerter Highway.	The draft Plan calls for all intersections to be rebuilt as interchanges.	
175	1		9	Riverton Small Area Meeting	2/12/2014	Some congestion is ok. It forces motorists to use transit or make other choices.	Although some congestion is unavoidable, WFRC views excessive congestion as harmful to air quality, the economic health of the region and costly to the public in time and money.	
176	1		8	Riverton Small Area Meeting	2/12/2014	There is no bus service in Bluffdale. This should improve with the new transit study.	Agreed. Additionally, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.	
177	1		8	Riverton Small Area Meeting	2/12/2014	We cannot solve everything with roads. Transit is needed.	WFRC agrees that a balanced transportation solution involving all modes is best.	
178	1		8	Riverton Small Area Meeting	2/12/2014	More efficient buses and more connections to FrontRunner and TRAX are needed.	The draft Plan calls for several new BRT and enhanced bus routes. Additionally, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.	
179	3		9	Riverton Small Area Meeting	2/12/2014	14600 South should be completed as a major east/west link.	WFRC will not connect 14400 South to the Mountain View Corridor after consultation with the City of Bluffdale.	
180	4		7	Riverton Small Area Meeting	2/12/2014	There needs to be a link from the Jordan River Trail to the FrontRunner station.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.	
181	1		7	Riverton Small Area Meeting	2/12/2014	The canals are an excellent opportunity to complete a regional trail network.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.	

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	3 Comment Not Accepted	4 Stage 2 - Further Review (internal)	6 Land Use				
	5 Stage 3 - Further Review (external)		7 Bike/Walk				
			8 Transit				
			9 Highway				
182	1		7	Riverton Small Area Meeting	2/12/2014	As walking paths are made safer, especially along the canals, they will see more use.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
183	1		9	Riverton Small Area Meeting	2/12/2014	The area is doing well transportation wise within the available funding resources.	WFRC agrees that most investments are wisely spent. Additional resources are will be needed, however, in order fully implement the Plan.
184	2		9	Riverton Small Area Meeting	2/12/2014	A new road on 6400 West between Herriman Main Street and 11800 South should be added to the map with an 80' right-of-way.	This project will be added to the 2015 RTP.
185	3		9	Riverton Small Area Meeting	2/12/2014	The connection to Tooele through Butterfield Canyon needs to be improved	Tooele County, Salt Lake County and Kennecott have this and other items under study. The project may be added at a later date after the completion of the study.
186	2		9	Riverton Small Area Meeting	2/12/2014	The link on 14400 South to Mountain View should be deleted	WFRC has removed this from the Plan. The plan now connects Juniper Crest Road to 4570 West and does not connect to 14400 South in Bluffdale.
187	2		9	Riverton Small Area Meeting	2/12/2014	The portion of Porter Rockwell Boulevard between Redwood Road and the Mountain View Corridor has been completed and should be deleted from the map.	WFRC concurs. The correction will be made.
188	2		9	Riverton Small Area Meeting	2/12/2014	The widening of 13400 South has been completed to Rosecrest Road (5600 West) and should be deleted from the map.	WFRC concurs. The correction to the draft Plan will be made.
189	2		9	Riverton Small Area Meeting	2/12/2014	The connection to Juniper Crest on the east side of the Mountain View Corridor should connect to 4570 West.	The plan now connects Juniper Crest Road to 4570 West and does not connect to 14400 South in Bluffdale.
190	2		9	Riverton Small Area Meeting	2/12/2014	The eastern terminus of Porter Rockwell Boulevard should be farther east next to the I-15 Interchange.	WFRC concurs. The correction to the map will be made.
191	2		9	Riverton Small Area Meeting	2/12/2014	14400 South should be shown as widened to five lanes from the railroad underpass on the west to Galena Park Boulevard on the east. Please consult the changes made on the map.	WFRC concurs and will show 14400 South as widened to 5 lanes from 1000 west to I-15.
192	2		6	Riverton Small Area Meeting	2/12/2014	The population/employment pie chart at 14400 South and Mountain View Corridor should show at least 40% employment due to the placement of a Salt Lake Community College Campus there.	These changes are done and will be reflected in the final socioeconomic forecasts.
193	2		6	Riverton Small Area Meeting	2/12/2014	The third TAZ from the west along 11800 South should show at least 15% employment.	These changes are done and will be reflected in the final socioeconomic forecasts.
194	4		7	Riverton Small Area Meeting	2/12/2014	There should be a proposed bicycle route showing along Juniper Crest Road.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
195	2		7	Riverton Small Area Meeting	2/12/2014	The proposed bicycle lane along Rose Creek in Riverton should be shown as existing.	WFRC concurs. The correction to the map will be made.
196	3		8	Riverton Small Area Meeting	2/12/2014	There should be a 'transit way' along the Mountain View Corridor from the future terminus of TRAX in Herriman to Porter Rockwell Boulevard and from there to I-15.	Future transit corridor alternatives are being considered in the Southwest Salt Lake County Transit Study.
197	1		9	Riverton Small Area Meeting	2/12/2014	There needs to be a bus route from the I-15 Interchange at 14600 South to Galena Park Boulevard as it connects to 12600 South.	WFRC notes that local bus route decisions are made by UTA.
198	2		7	Riverton Small Area Meeting	2/12/2014	The bike route on 1300 West from 14400 south to Bangerter Highway is shown on the map as existing. It should be listed as proposed.	WFRC concurs. The correction to the map will be made.

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199		4	7	Riverton Small Area Meeting	2/12/2014	The Jordan River Trail shown on the map south of Porter Rockwell Blvd. should be redrawn per data from Salt Lake County.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
200		4	7	Riverton Small Area Meeting	2/12/2014	The proposed bicycle overpass on I-15 at approximately 15000 south is unlikely. It should be shown as following Porter Rockwell Blvd. and crossing the freeway at the interchange there instead.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
201		4	7	Riverton Small Area Meeting	2/12/2014	The proposed bicycle route shown as crossing Bangerter Highway at approximately 1100 West is inaccurate. Refer to Salt Lake County data for the correct location.	WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
202		2	7	Riverton Small Area Meeting	2/12/2014	The bicycle route shown as existing on 12800 South between 1100 West and Redwood Road should be listed as proposed.	The map will be corrected as necessary. WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
203		2	7	Riverton Small Area Meeting	2/12/2014	Redwood Road should be shown as an existing bicycle route from 11400 South to 12800 South. From 12800 South to Bangerter Highway should be a proposed bicycle route. From Bangerter Highway and south, the bicycle route should be shown as existing.	The map will be corrected as necessary. WFRC notes that all trail and bicycle planning will be coordinated with UCATS.
204		1	7	Riverton Small Area Meeting	2/12/2014	The original road network was designed for a rural environment which makes walkability with the addition of sidewalks and other amenities somewhat difficult. Nevertheless, this will improve over time.	The proposed RTP calls for all new and widened roads to be constructed according to a complete streets philosophy. As mentioned in the comment, this will take time to implement.
205		1	7	Murray Small Area Meeting	2/13/2014	Public is opposed to sidewalks in certain places of Holladay, Paul Allred.	Thank you for the comment.
206		1	8	Murray Small Area Meeting	2/13/2014	Midvale circulator bus has been invaluable in getting people to TRAX. Mayor Seghini	Thank you for the comment.
208		1	9	Murray Small Area Meeting	2/13/2014	Traffic is ranked "fair" due to volume and congestion. Traffic congestion is a problem when it upsets reliability.	WFRC supports the Travelwise program which endeavors to educate the public on wise use of our transportation resources.
209		1	8	Murray Small Area Meeting	2/13/2014	It becomes really difficult to get anywhere on transit without a transfer or two.	WFRC concurs
210		1	8	Murray Small Area Meeting	2/13/2014	We do not have a single direct route to the University of Utah.	UTA has several direct routes including TRAX and bus routes 213, 220, 223, and 228.
211		1	8	Murray Small Area Meeting	2/13/2014	Most of our residents are less likely to ride buses than they are to use other types of transit like TRAX.	WFRC and UTA understand the reluctance of some members of the public to ride buses.
212		1	7	Murray Small Area Meeting	2/13/2014	It is difficult to retrofit our streets to accommodate bike lanes. Even where there are bike lanes in the Millcreek area, they are not necessarily safe. The question is what do you give up?	The Complete Streets policy adopted by WFRC is flexible and can be adapted by each municipality to meet its individual needs. WFRC understands that retrofitting existing roads to accommodate bicycle lanes can be difficult.
213		1	7	Murray Small Area Meeting	2/13/2014	We are going in the right direction with walkability.	Thank you for the comment.
214		2	8	Murray Small Area Meeting	2/13/2014	There should be more future residential-transit level density shown on the population and employment map near big cottonwood canyon, and the total population for this area should be larger.	These changes are done and will be reflected in the final socioeconomic forecasts.
215		2	8	Murray Small Area Meeting	2/13/2014	Ft. Union may require more intense BRT or light rail.	WFRC has added a BRT Project the full length of Fort Union Boulevard.

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216		3	8	Murray Small Area Meeting	2/13/2014	Additional comment: Mass transit or a circulator loop for Ft. Union connecting to 215, Pheasant circle, 6200 South and Big Cottonwood Canyon is needed.	The draft Plan calls for several new BRT and enhanced bus routes in this area. Additionally, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.	
217		2	9	Murray Small Area Meeting	2/13/2014	Widen Wasatch Blvd. below big cottonwood canyon.—John Park, Cottonwood Heights.	WFRC will add the Widening project on Wasatch Boulevard from Bengal Boulevard to Little Cottonwood Canyon Road.	
218		2	6	Murray Small Area Meeting	2/13/2014	Adjust the population pie charts for the gravel pit in cottonwood heights to 300 acres of mixed use high density.	These changes are done and will be reflected in the final socioeconomic forecasts.	
219		2	9	Murray Small Area Meeting	2/13/2014	Remove the center street and I-15 new construction red dot.	WFRC concurs. The correction to the map will be made.	
220		2	9	Murray Small Area Meeting	2/13/2014	Upgrade to interchange and additional lanes on 7200 South	WFRC concurs. Project will be added to the RTP.	
221		1	9	Brigham Small Area Meeting	2/19/2014	If I-15 is closed for some reason then getting around is a major issue.	Thank you for the comment.	
222		1	9	Brigham Small Area Meeting	2/19/2014	The above problem will only get worse in the future with additional population.	Thank you for the comment.	
223		2	9	Brigham Small Area Meeting	2/19/2014	The construction of the frontage road on the east side of I-15 will help the above problem.	WFRC concurs. Will add frontage road from the 750 north interchange in Perry to 1100 south in Brigham City and from thence as a five lane arterial to 1200 west in Brigham City as new construction. Also, will widen existing 1200 west to five lanes from 725 South to US-91.	
224		1	9	Brigham Small Area Meeting	2/19/2014	Traffic congestion will be helped by the completion of the DDI at 1100 South on I-15.	WFRC concurs and notes that the project is underway.	
225		1	9	Brigham Small Area Meeting	2/19/2014	There can be heavy congestion on I-15 southbound through Davis and Salt Lake Counties on Utah and BYU football game days.	Thank you for the comment.	
226		1	8	Brigham Small Area Meeting	2/19/2014	Transit routes are lacking. The existing routes work well, however.	Thank you for the comment. Among other things, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.	
227		1	9	Brigham Small Area Meeting	2/19/2014	There is a high carpool usage rate in the county.	WFRC appreciates the level of carpooling in the County and encourages members of the public to continue to participate through use of Travelwise.	
228		3	8	Brigham Small Area Meeting	2/19/2014	There is a desire for a light rail line on Main Street in Brigham City.	Although a light rail line might be desirable, it is unlikely that ridership would support such an investment.	
229		1	7	Brigham Small Area Meeting	2/19/2014	Highway 89 going south from Brigham City through Perry and Willard is bad for bicyclists because of the lack of shoulders.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
230		1	7	Brigham Small Area Meeting	2/19/2014	The shoulders on U.S. 91 eastward from Brigham City are very limited creating a safety hazard for bicyclists.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
231		1	7	Brigham Small Area Meeting	2/19/2014	Brigham City has a good grid system designated for bicyclists.	WFRC appreciates the leadership of the city on this issue.	

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232	1		7	Brigham Small Area Meeting	2/19/2014	There is a trail plan in the works for the area.	WFRC appreciates the leadership of the area municipalities on this issue and will incorporate the master plan into the WFRC active transportation plan as appropriate.	
233	1		7	Brigham Small Area Meeting	2/19/2014	The Willard Bay Triathlon will bring increased pedestrian use of the local roads.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.	
234	1		7	Brigham Small Area Meeting	2/19/2014	There is a good network of sidewalks in Brigham City. Other areas are lacking	WFRC appreciates the leadership of the city on this issue.	
235	2		9	Brigham Small Area Meeting	2/19/2014	The frontage road along the east side of I-15 should be built as a 3 lane arterial from 650 North in Willard to 1100 West in Brigham City.	WFRC concurs. Will add frontage road from the 750 north interchange in Perry to 1100 south in Brigham City and from thence as a five lane arterial to 1200 west in Brigham City as new construction. Also, will widen existing 1200 west to five lanes from 725 South to US-91.	
236	3		9	Brigham Small Area Meeting	2/19/2014	An interchange on I-15 is desirable at 2700 South in Perry.	This would create a safety problem due to the close proximity of the weigh station and the rest stop.	
237	2		9	Brigham Small Area Meeting	2/19/2014	The frontage road coming from Perry should continue on the western edge of Brigham City and on the east side of the freeway as a five lane arterial. See the notation on the map. This is consistent with the Brigham City General Plan. 14 April 2014—This is a completion of the existing 1200 West to the south to connect with the 1100 South Street at approximately 1000 West.	WFRC concurs. Will add frontage road from the 750 north interchange in Perry to 1100 south in Brigham City and from thence as a five lane arterial to 1200 west in Brigham City as new construction. Also, will widen existing 1200 west to five lanes from 725 South to US-91.	
238	3		8	Brigham Small Area Meeting	2/19/2014	The transit way along the rail line listed as 'mode undetermined' should be noted as a commuter rail or a DMU	Until a future study is conducted, the mode is still undetermined. WFRC recommends that the corridor is preserved.	
239	2		6	Brigham Small Area Meeting	2/19/2014	There is a TOD planned for the area around the commuter rail stop in Brigham City.	These changes are done and will be reflected in the final socioeconomic forecasts.	
240	1		8	Brigham Small Area Meeting	2/19/2014	An express bus line from Logan will be coming into Brigham City to meet with the proposed commuter rail line.	WFRC views this as a positive development in support of the transit usage for the area.	
241	2		9	Brigham Small Area Meeting	2/19/2014	The frontage road on the east-side of I-15 south of 650 North in Willard should be deleted.	WFRC concurs. The correction to the draft Plan will be made.	
242	1		9	Brigham Small Area Meeting	2/19/2014	The trucks from the gravel pit using U.S. 91 to Mantua and Logan are an issue.	WFRC appreciates the information. However, the road in question is outside of the draft RTP's area of coverage.	
243	2		9	Brigham Small Area Meeting	2/19/2014	There needs to be a southbound movement shown from SR-90 to US-91 at the intersection on the east side of Brigham City.	WFRC concurs. An interchange improvement will be made at SR-90 and US-91 in Box Elder Canyon.	
244	2		9	Brigham Small Area Meeting	2/19/2014	There is a collector road planned on the north-east side of Brigham City around the gravel pit to the intersection of SR 90 and US 91. See the notation on the map.	WFRC concurs. Highland Boulevard will be added to the RTP extending from Karleen Drive to US-89/US-91.	
245	1		8	Brigham Small Area Meeting	2/19/2014	Are the blue boxes listed as transit hubs on the transit map next to the freeway interchanges park and rides?	The boxes in question are park and ride lots. The map legend has been modified to reflect such.	
246	1		6	Brigham Small Area Meeting	2/19/2014	The northern exit on I-15 in Brigham City could see increased use due to additional employment at Procter and Gamble and the Walmart Distribution Center.	Additional projected employment will be accounted for in the draft Plan.	

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247	2		9	Brigham Small Area Meeting	2/19/2014	The deceleration lane for the north bound exit off I-15 at the northern Brigham City interchange needs to be extended for safety purposes.	WFRC concurs. An interchange upgrade on I-15 at Promontory Road (SR-13) will be added to the RTP.
248	1		9	West Jordan Small Area Meeting	2/25/2014	East - West commutes are a problem	Keypad
249	1		9	West Jordan Small Area Meeting	2/25/2014	West side – South Connection issue	Keypad
250	1		9	West Jordan Small Area Meeting	2/25/2014	Transportation capacity expansion is not keeping up with demand in the southwest area of the valley.	WFRC will take this comment into consideration as it develops the draft RTP.
251	1		8	West Jordan Small Area Meeting	2/25/2014	Currently very difficult to access transit and other destinations if you don't have a vehicle. GS	Among other things, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.
252	1		9	West Jordan Small Area Meeting	2/25/2014	Q2 – West Jordan in rush hour is poor to reach commuter destinations – Mayor WJ	Keypad
253	1		9	West Jordan Small Area Meeting	2/25/2014	East – West connections are tough – difficult to go east	Keypad
254	2		9	West Jordan Small Area Meeting	2/25/2014	7800 South feels “half-baked” – needs to be developed	The widening of 7800 South is in the draft RTP. WFRC notes that local highway design standards are not within WFRC's purview.
255	3		9	West Jordan Small Area Meeting	2/25/2014	Pavement condition on 6200 South is poor – E/W travel relies on three roads (7000 South, 7800 South and 6200 South)	WFRC concurs on the importance of the three east / west arterial streets and notes that they have either have already been widened or, under the draft RTP, will be widened. WFRC also notes that local road maintenance is the responsibility of the area municipality.
256	3		9	West Jordan Small Area Meeting	2/25/2014	Focus more on access management	Access management policies are the responsibility of UDOT for state roads and the area municipality for local roads.
257	1		8	West Jordan Small Area Meeting	2/25/2014	Public transportation is good – West Jordan has 6 stops near TRAX but a car is still necessary to access the stop. Working on E/W Circulator buses – but could be a lot better with increased bus service.	Among other things, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.
258	1		7	West Jordan Small Area Meeting	2/25/2014	UTA commented on Gardner Village stop pedestrian improvements as an example of how we can improve connections in West Jordan.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS and the Salt Lake County Cooperative Plan.
259	1		7	West Jordan Small Area Meeting	2/25/2014	Main transportation routes are not fully developed so bike paths/lanes/shoulders not good	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS and the Salt Lake County Cooperative Plan.
260	1		7	West Jordan Small Area Meeting	2/25/2014	Giving up riding a bike on arterial streets in area. Many more would bike if it were safer.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS and the Salt Lake County Cooperative Plan.
261	1		7	West Jordan Small Area Meeting	2/25/2014	How do we better connect to the Jordan River Parkway Trail in a safer way? The only way to get there is on busy streets. When proper, safe bicycle connections are made, the Parkway will be a major commuter route.	All trail and bicycle planning will be coordinated with UCATS and the Salt Lake County Cooperative Plan.
262	1		7	West Jordan Small Area Meeting	2/25/2014	More money is needed to enhance trail connections.	WFRC concurs.

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263	1		9	West Jordan Small Area Meeting	2/25/2014	Taylorsville – most of the roads have been dedicated to autos.	WFRC concurs.
264	1		7	West Jordan Small Area Meeting	2/25/2014	2700 West works for active transportation because large shoulders for bikes makes riders feel safer.	WFRC concurs and notes that all trail and bicycle planning will be coordinated with UCATS.
265	1		7	West Jordan Small Area Meeting	2/25/2014	Exercise suggested – mark 1/4 mile circles in city and mark major destinations; many activity centers are far from one another so we can't fix the walkability.	WFRC appreciates the suggestion and notes that such markings would be made by area municipalities.
266	1		7	West Jordan Small Area Meeting	2/25/2014	We must improve walkability to improve air quality.	WFRC concurs.
267	1		9	West Jordan Small Area Meeting	2/25/2014	We can't keep building more roads need to enhance walkability y- GS	WFRC concurs with the need to enhance walkability but notes that more roads will still be needed.
268	2		9	West Jordan Small Area Meeting	2/25/2014	Highway Map – Consider widening 10600 South instead of 11400 South west of I-15	WFRC will change the operational project on the 2011 RTP to a widening project on the 2015 RTP on 10600 South from I-15 to Bangerter Hwy. 11400 South will be deleted from the RTP.
269	2		9	West Jordan Small Area Meeting	2/25/2014	Widen 10600 South West of I-15 to 6 lanes – Brad – South Jordan	WFRC will change the operational project on the 2011 RTP to a widening project on the 2015 RTP on 10600 South from I-15 to Bangerter Hwy.
270	2		9	West Jordan Small Area Meeting	2/25/2014	An existing road in South Jordan is identified as new construction.	WFRC concurs. The RTP will be corrected to remove the segment of 10400 South from 4800 West to approximately 5600 West.
271	3		9	West Jordan Small Area Meeting	2/25/2014	4700 South Intersection upgrade needed at 5600 West – SJC	WFRC concurs. However, local intersection improvements are the purview of the area municipality.
272	3		9	West Jordan Small Area Meeting	2/25/2014	4700 South intersection upgrade needed at 4000 West	WFRC concurs. However, local intersection improvements are the purview of the area municipality. In addition, this issue will be addressed as part of the larger project to widen 4700 South.
273	2		9	West Jordan Small Area Meeting	2/25/2014	Operational enhancement identified in plan has already been widened 5400 South – west of 3800 West	The Operational project from Bangerter Highway to 5600 West has been removed. The widening project has been updated and will now only show up on the plan from SR-111 to 4800 West.
274	2		9	West Jordan Small Area Meeting	2/25/2014	Section of MVC in West Jordan at 9000 South already completed	The draft RTP reflects a full freeway level of service at build out.
275	3		8	West Jordan Small Area Meeting	2/25/2014	Transit map – Consider 5600 BRT as a “side running” BRT in order to serve commercial businesses in WVC and WJC	Design details will be determined by the local study.
276	2		6	West Jordan Small Area Meeting	2/25/2014	West Jordan Hwy B Map has comments on the future socioeconomic estimates in both East and West South Jordan	These changes are done and will be reflected in the final socioeconomic forecasts.
277	2		6	West Jordan Small Area Meeting	2/25/2014	West Jordan Hwy A Map has a comment regarding south central West Jordan future socioeconomic estimate	These changes are done and will be reflected in the final socioeconomic forecasts.
278	3		8	West Jordan Small Area Meeting	2/25/2014	TAC meeting Transit Map – A desire for the enhanced bus identified on Redwood Road and 10400 South enhanced bus to be changed to BRT – RTP Transit map	Projected ridership is consistent with Enhanced Bus rather than BRT along this segment.
279	2		9	Email Comments	1/7/14-3/11/14	Bluffdale City opposes connecting 14400 South to the Mountain View Corridor	WFRC has removed this from the Plan. The plan now connects Juniper Crest Road to 4570 West and does not connect to 14400 South in Bluffdale.

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280	2		9	Email Comments	1/7/14-3/11/14	Extend 500 West to Antelope Drive and widen the rest of it down to 2700 south	WFRC concurs, the project will add a new construction project from Antelope Drive to 1980 South and then a operational project from 1980 South to Gordon Avenue (2700 South).
281	2		9	Email Comments	1/7/14-3/11/14	Antelope Drive from Bluff Road to 4500 West needs to be widened.	Antelope Drive From 4500 West to the West Davis Corridor has been added to the RTP
282	2		8	Email Comments	1/7/14-3/11/14	There need to be park and ride lots located at the intersections of the West Davis Highway on 2000 West Street and Antelope Drive	There are multiple park and rides proposed along the West Davis Highway. These are proposed by UDOT and are unassociated with transit service.
283	3		9	Email Comments	1/7/14-3/11/14	The Perry City Planning Commission would prefer the proposed interchange on I-15 to be at 2950 South.	This would create a safety problem due to the close proximity of the weigh station and the rest stop.
284	1		8	Email Comments	1/7/14-3/11/14	Replace diesel with natural gas in UTA buses for clean air purposes.	This is beyond the scope of the WFRC. UTA is currently doing some of these upgrades.
285	1		8	Email Comments	1/7/14-3/11/14	Reduce the ticket prices on buses and FrontRunner to incentivize use.	WFRC will pass this comment on to UTA.
286	2		9	Email Comments	1/7/14-3/11/14	Why is the upgrade of the interchange at 7200 South and I-15 not being shown?	WFRC concurs. Project will be added to the RTP.
287	2		9	Email Comments	1/7/14-3/11/14	Extend 150 East southward through Harrisville to Wall Avenue.	150 East from 2550 South to Larsen Lane has been added to the RTP.
288	3		8	Email Comments	1/7/14-3/11/14	The South Ogden City Council has passed a resolution in favor of the 36th Street alignment for any streetcar or BRT project.	The current Ogden/Weber State transit study will review alignments and mode. The current alignment in the plan will act as a place holder until the study is complete.
289	2		9	Email Comments	1/7/14-3/11/14	The connection between 5600 South in Roy and 1050 West in Riverdale through the Falcon Hill Project is badly needed.	WFRC Concur. The project will be added to the draft Plan from I-15 to 1150 West.
290	3		8	Email Comments	1/7/14-3/11/14	(1) Comments from the City's transportation open house centered on no light rail on main street and (2) high density development at a possible FrontRunner stop in Centerville.	Draft plan recommends Enhanced Bus and not light rail or BRT through Centerville. (2) Any new commuter rail stations will be determined as part of the proposed I-15 study. Land use changes would be premature.
291	1		8	Email Comments	1/7/14-3/11/14	UTA owned rail between Ogden and Pleasant View would allow faster, more consistent service.	The Draft Plan recommends a line upgrade in this corridor.
292	1		8	Email Comments	1/7/14-3/11/14	The enhanced bus/BRT on Washington Blvd. from Ogden to Harrisville will be a big improvement.	Thank you for the comment.
293	1		9	Email Comments	1/7/14-3/11/14	Would use the West Davis Corridor frequently should it be built.	Thank you for the comment.
294	1		8	Email Comments	1/7/14-3/11/14	Double tracking FrontRunner in certain strategic areas would speed things up and allow for frequency improvements.	Thank you for the comment. The proposed I-15 corridor study will look into this potential. The RTP will not address the issue until the study is completed.
295	3		8	Email Comments	1/7/14-3/11/14	BRT would be a better option than a streetcar in Salt Lake City because it would move people into and out of the neighborhoods more efficiently.	BRT and Streetcar have different markets. The Draft Plan proposes both for SLC.
296	2		8	Email Comments	1/7/14-3/11/14	Connecting LRT from Salt Lake Central to 400 South Main Street could allow more people a direct TRAX line to the University	This project is on the plan.
297	3		8	Email Comments	1/7/14-3/11/14	The 30th street option for a BRT/Streetcar would be preferable. Also, the route through the campus would be best.	The current Ogden/Weber State transit study will review alignments and mode. The current alignment in the plan will act as a place holder until the study is complete.

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298	3		9	Email Comments	1/7/14-3/11/14	Terminating the re-construction and widening of the 24th Street Viaduct at Wall Avenue would allow for the renovation of the neighborhood and easier access to the UTA Hub there.	Future environmental study on the viaduct will address the location of where the viaduct connects.	
299	2		9	Email Comments	1/7/14-3/11/14	The widening of 12th Street should be retained on the RTP. Weber County has committed \$2 million in corridor preservation funds to acquire property for that purpose.	WFRC concurs. Widening from I-15 to the West Weber Corridor and then will be included as an operational improvement to 9300 West.	
300	2		9	Email Comments	1/7/14-3/11/14	The 2015 RTP update should retain the West Weber Corridor. The corridor was developed as a compromise after considerable effort.	WFRC concurs and will keep this on the RTP.	
301	2		9	Further Consideration Projects	-	12th Street from 4700 west N/W Weber Co corridor widening.	WFRC concurs. Widening from I-15 to the West Weber Corridor and then will be included as an operational improvement to 9300 West.	
302	2		9	Further Consideration Projects	-	4000 South from 1900 west to Midland drive in Roy change from widening to operational.	WFRC will change 4000 South from Midland Drive to SR-126 (1900 West) to operational and keep it as widening from the West Weber Corridor to Midland Drive.	
303	2		9	Further Consideration Projects	-	1000 west from 800 north to Antelope Dr in Clearfield create an operational project.	WFRC will add an operational project to the plan from 800 North to Antelope Drive.	
304	3		9	Further Consideration Projects	-	Gordon Avenue from Fairfield Ave to 1700 East in Layton change from widening to operational.	WFRC to leave as widening.	
305	3		9	Further Consideration Projects	-	Redwood Rd from I-215 to 800 North in North Salt Lake, Davis County change from widening to operational.	WFRC to leave as widening.	
306	3		9	Further Consideration Projects	-	4800 West from 2400 South to Lake Park Blvd in West Valley City remove new construction.	WFRC to leave as 2 lane construction.	
307	3		9	Further Consideration Projects	-	2400 South from 5600 West to 7200 West in West Valley City remove new construction.	WFRC will widen to 4 lanes.	
308	2		9	Further Consideration Projects	-	Lake Park Blvd from 5600 West to 7200 West in West Valley City remove widening.	WFRC to make operational.	
309	2		9	Further Consideration Projects	-	7200 West from SR 201 to 4100 South in West Valley City remove widening.	WFRC to remove this project from the RTP.	
310	2		9	Further Consideration Projects	-	4100 South from 4000 west to 7200 west in West Valley City remove widening.	WFRC to delete widening where built and keep where needed 5600 west to 7200 west.	
311	3		9	Further Consideration Projects	-	5400 South from 4800 west to SR 111 in West Valley City change from widening to operational.	WFRC to leave as widening.	
312	2		9	Further Consideration Projects	-	Cottonwood St from Vine St to Winchester in Murray City add widening.	WFRC to add a project to the RTP on Cottonwood Street from Vine Street to Winchester.	
313	2		9	Further Consideration Projects	-	9400 South from State Street to 700 East in Sandy City to add operational improvements.	WFRC will widen from Monroe to State Street and add operational improvements from State Street to the Ski Connection road.	
314	2		9	Further Consideration Projects	-	Herriman Main St from 6000 west to 13400 south in Herriman change from widening to operational improvements.	WFRC has changed the widening project to operation from 6200 West to approximately 7575 West	
315	1		9	West Bountiful City	4/1/2014	Supportive of the 500 South Railroad Crossing on 800 West (Road)	Thank you for the comment.	
316	2		6	West Bountiful City	4/1/2014	Annexation Plan along Redwood and 500 South (Land Use)	These changes are done and will be reflected in the final socioeconomic forecasts.	

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317	1		8	West Bountiful City	4/1/2014	The current local bus system is not what it used to be (Transit)	Among other things, WFRC is proposing a RTP project to upgrade local bus service and access to transit stations/stops throughout the region. We will also pass this request on to UTA.	
318	3		7	West Bountiful City	4/1/2014	Pedestrian crossing on 500 South to access the FrontRunner Station needed (Active Transportation)	This will be addressed in the I-15 study.	
319	1		7	West Bountiful City	4/1/2014	West Bountiful is very supportive of Bicycle and Trail improvements with multiple connections to the Legacy Parkway Trail (Active Transportation)	Thank you for the comment.	
320	2		9	West Bountiful City	4/1/2014	400 North/500 West Interchange – West Bountiful is not supportive of a re-configuration of these interchanges and recommends only including the 500 West off-ramp improvement consistent with the EIS for South Davis. (Road)	WFRC will remove the new interchange at 400 north/500 west. WFRC will add the interchange upgrade at 500 west.	
321	1		7	West Bountiful City	4/1/2014	The city wishes that the D&RGW went farther south, but understands that the active rail line prohibits this.	Thank you for the comment.	
322	3		6	West Bountiful City	4/1/2014	The new residential in the South part of the city needs to be removed, its existing. See map. (Land Use)	Aerial imagery shows large areas of vacant land. Future development of these areas will be reflective of existing residential development.	
323	4		7	West Bountiful City	4/1/2014	Various comments on the Priority Bicycle Map to both proposed and existing. (Active Transportation)	All trail and bicycle planning will be coordinated with UCATS.	
324	2		6	West Bountiful City	4/1/2014	Population and Land Use ratios in all TAZ's (besides one that includes the refinery) need to be adjusted to have less employment, See map. (Land Use.)	These changes are done and will be reflected in the final socioeconomic forecasts.	
325	2		9	4/14/14 Meeting	2/19/2014	14 April 2014—The frontage road shown on the west side I-15 in Brigham City should be deleted. It is not part of the master plan and would have wetland conflicts.	WFRC concurs. This project will not be included in the RTP.	
326	2		9	4/14/14 Meeting	2/19/2014	14 April 2014—2400 West Street on the west side of I-15 should be extended from 1600 North to Forest Street. This is part of Brigham City's planned industrial park.	WFRC concurs. The project will be added to the map and project list.	
327	2		9	4/14/14 Meeting	2/19/2014	14 April 2014—1500 North Street should be shown as needed from 950 West to Highway 13 at Watery Lane.	WFRC concurs. The project will be added to the map and project list.	
328	4		7	West Valley City	2/2/2014	Trail. 7200 West from SR-201 to 3500 South: change to "proposed" on map (shown as existing)	All trail and bicycle planning will be coordinated with UCATS.	
329	4		7	West Valley City	2/2/2014	Trail. Parkway Blvd. from 3200 West to Redwood: change to "existing" on map (shown as proposed)	All trail and bicycle planning will be coordinated with UCATS.	
330	2		8	West Valley City	2/2/2014	Transit. 5600 W Park and Ride Lot at 3100 South: Given the proximity of an existing park and ride lot at 3500 South and 5600 West (only .5 mile away), we question the need for another park and ride lot at 3100 South.	Project details such as Park and Rides for major transit lines will be developed as part of the corridor specific study. The Draft Network has been modified to show only 'stand alone' lots. These lots have both been removed.	
331	3		8	West Valley City	2/2/2014	Transit. 3500 South Park and Ride Lot at Redwood Road: Given that there is no undeveloped land in this vicinity, we question the feasibility of creating a park and ride lot in this area.	Project details such as Park and Rides for major transit lines will be developed as part of the corridor specific study. The Draft Network has been modified to show only 'stand alone' lots. This lot has both been removed.	

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332		3	8	West Valley City	2/2/2014	Transit. 5600 West BRT Route to Airport: The City and Suburban Land Reserve (SLR) would like the 5600 West route to the airport to swing east through Highbury (residential) and Lake Park (office) to Bangerter Highway, then north and to the airport. We don't think it makes sense to continue north on 5600 West because it is largely a warehousing district north of SR-201, where it is likely that few additional riders will be gained. Highbury and Lake Park at build out will likely offer many more riders.	Ridership projections do not warrant realigning the BRT from 5600 West.	
333		2	9	West Valley City	2/2/2014	Road. S-164 and S-165 (2400 S from 7200 W to 4800 W and 2400 S from 3200 W to 2700 W): WVC only anticipates these as being 2 lanes in the future (not 4).	WFRC partially concurs; will build to 3 lanes.	
334		2	9	West Valley City	2/2/2014	Road. S-166 (4100 S from MVC to Bangerter): This section of road is already 4 lanes (shown as 2), so it can be removed from the project list.	WFRC concurs and will revise plan accordingly.	
335		1	9	West Valley City	2/2/2014	Road. S-20, S-21, S-22 and S-25, S-26, S-27 (5400 S from SR-111 to 5600 W and 6200 S from SR-111 to 5600 W): We have a phasing comment for both roads. Ultimately we will likely need 6 lanes, but the timing of this mostly depends on the build out of Kennecott land. This may not be necessary before 2040.	WFRC will evaluate all projects for funding.	
336		2	9	West Valley City	2/2/2014	Spot facilities. 4800 West Overpass: Neither WVC nor SLC sees a need for this project. The trucking companies in the vicinity are trying to get to SR-201 and would not need this overpass either. We are uncertain as to why it appears on this project list.	WFRC concurs and will remove project #S131 from plan.	
337		2	9	West Valley City	2/2/2014	Spot facilities. 2700 West Overpass: (Same comment as above – not needed)	WFRC concurs and will remove project #S153 from plan.	
338		2	9	West Valley City	2/2/2014	Spot facilities. Bangerter Overpass at 4100 South: Outside of WVC, all Bangerter intersections are planned to be interchanges with average 1 mile spacing. However, 3100 South and 4100 South are shown as overpasses. We understand why 3100 South would be an overpass given the ½ mile separation to 3500 South and 2700 South; however, 4100 South does not make sense as an overpass.	WFRC concurs and will change overpass to intersection. Should be Interchange as per Val	
339		1	6	West Valley City	2/2/2014	General. Does your demand model account for recent decreases in AADT? For example, UDOT data show decreases in AADT on segments of Redwood Road and 4100 South.	WFRC regularly updates the travel model to account for the most up to date traffic trends.	
340		1	8	Salt Lake Small Area Meeting	1/30/2014	Route demand may be based on regional trips and underestimate local trips. Salt Lake City transit pass may change demand for shorter trips.	WFRC forecasts account for both regional and local demand. WFRC will track and account for it in future forecasts.	
341		3	8	Salt Lake Small Area Meeting	1/30/2014	Re-alignment of streetcar from 900 east to 2300 east between 400 south and 2100 south. Soren Simonsen.	SLC Council adopted an approach that is different from recommended approach.	
342		3	8	Salt Lake Small Area Meeting	1/30/2014	Trolley to Parley's Way - cut corner to Sugar House Park. Milton Brasselton.	SLC Council adopted an approach that is different from recommended approach.	

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343		3	8	Salt Lake Small Area Meeting	1/30/2014	Mountain railroad and rack railway. Milton Brasselton.	The Mountain Accord study will allow more informed decisions to be made regarding these types of projects.	
344		1	9	Plain City		Mayor is satisfied with the West Weber Corridor (WWC) alignment location. He sat on the Corridor Study Committee as a City Councilmember of Plain City four or five years ago. He is excited about the WWC and the possibilities for Plain City in the future. I explained to him that this was only currently a corridor preservation project on our current and proposed plan. He was curious on the process to identify intersection or interchange locations. Val and I explained the Environmental process would evaluate the corridor and access locations. Additionally, he brought up this corridor prior to Val and I getting through the overview or rolling out the highway map.	The West Weber Corridor is part of the draft RTP. WFRC appreciates the support.	
345		2	6	Plain City		He noted that there should be some Industrial Development type shown on the northwestern end of Plain City (Val has a copy of the Zoning Master Plan).	The appropriate adjustments to the development map will be made.	
346		2	6	Plain City		He noted that there should be some Commercial / Retail Development type on the northeastern end of Plain City (Val has a copy of the Zoning Master Plan).	The appropriate adjustments to the development map will be made.	
347		2	9	Plain City		The possible widening of 2700 North was discussed. He felt that the city was at the mercy of UDOT on what the road looks like. I reminded him that the State uses our RTP when looking at widening or requiring development to setbacks for future improvements. He did agree that 2700 North will need sidewalks and other improvements. WFRC recommended that an operational type project might fit well in this corridor. He did mention that 2700 North is not as busy as it has been in the past and that many motorists use 1900 West.	An operational project from 4200 West to I-15 will be added to the plan.	
348		1	6	Plain City		He wants to maintain the Rural feel of Plain City, but does realize that some employment is needed for a tax base.	WFRC concurs.	
349		1	9	Plain City		He is very supportive of trails and active transportation.	WFRC has an extensive active transportation plan which includes trails and bicycle lanes in Plain City. In addition, WFRC has adopted the 'Complete Streets' philosophy for all major road projects.	
350		2	8	TAC Meeting		TAC meeting Transit Map – Fort Union BRT to Big Cottonwood Connection is circled – "Street Car or alternative (Direct to Light Rail & Regional Connection) – Transit RTP Map	Ridership projections and corridor preservation efforts, among other things, determine the transit type.	
351		3	9	RDCC Meeting		The corridor identified for preservation for the West Weber Highway north of 40th Street has wetland and Wildlife conflicts. -- Pam Kramer, Division of Wildlife Resources	WFRC has discussed this project with UDOT and others and project will remain as corridor preservation on map. WFRC will work with land managers in the future.	

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352	3		9	RDCC Meeting		The proposed alignment for Skyline Drive in North Ogden and Pleasant View Cities will impact winter range for big game. -- Pam Kramer, Utah Division of Wildlife	The facility has been on the plan and is ready for construction. However, WFRC will work with land managers to identify mitigation efforts for wildlife.
353	3		9	RDCC Meeting		The proposed alignment for U-111 will impact winter range for big game. -- Matt Howard, Utah Division of Wildlife	The facility has been on the plan and is ready for construction. However, WFRC will work with land managers to identify mitigation efforts for wildlife.
354	2		9	UDOT R-1	5/2/2014	Add the Interchange Upgrade project on I-215 (North) @ Redwood Road.	Project will be added to the RTP.
355	2		9	UDOT R-1	5/2/2014	Remove the Interchange on I-15 @ Riverdale Road. (This project is currently under construction).	This project will be removed from the WFRC RTP.
356	2		9	UDOT R-1	5/2/2014	Remove the Interchange on I-15 @ Hillfield Road. (This project will start construction in 2015.)	This project will be removed from the WFRC RTP.
357	2		9	UDOT R-1	5/2/2014	Change segments of SR-108 (2000 West/3500 West/Midland Drive) to be consistent with funded projects and UDOT segments. New segments are from Antelope Drive to 300 North (Funded 2018), 300 North to Weber County Line, Weber County Line to 4275 South, Hinkley Drive (SR-79) to 1900 West (SR-126) and New Construction from SR-126 to I-15.	The project list and maps will be updated to reflect this comment.
358	2		9	UDOT R-1	5/2/2014	On project W-7 add "SR-39" to the name. Recommendation to include or show State Route Numbers either in the table or the project name was requested.	The state route will be added to this project and WFRC will review how to include state route references on all projects.
359	2		8	UDOT R-1	5/2/2014	Ogden-Weber State Transit line should be Mode Undetermined since a study is currently looking at Streetcar and BRT. The current Streetcar type identified might confuse some or make the study look like there is a predetermined type.	Although it is the role of the RTP to broadly identify the mode/level of investment warranted, in this case we will agree to show this as Mode Undetermined on the Preferred Transit Network Map due to the unique sensitivity of the project.
360	2		8	UDOT R-1	5/2/2014	Project T-9 – Should be split into South Davis – Salt Lake Community Connector (or the same name that was given to the current study for the south half of the project from Farmington to Salt Lake City and make the other project go from North Ogden to Farmington. It was difficult during this meeting for WFRC and UDOT to find the South Davis Transit Project under the current description.	WFRC will make this change.
361	1		9	UDOT R-1	5/2/2014	Invite UDOT to UTA meetings and UTA to UDOT meetings. I agree with this and would ask that everyone think about this when scheduling future meetings.	Thank you and WFRC will make more of an effort in the future.
362	1		9	UDOT R-1	5/2/2014	Meet in June/July as a joint meeting with UTA, UDOT R-1, UDOT R-2 and then have a joint meeting with UDOT and UTA to discuss phasing on Joint Corridors.	This is a very reasonable request and WFRC will work on setting up these meetings in the near future.
363	2		9	Layton City	5/2/2014	The section of Gordon from Fairfield to Emerald Street will not need to be widened. We will utilize a 3 lane cross section for this.	WFRC concurs and will make this change.

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			8 Transit				
			9 Highway				
364	2		9	Layton City	5/2/2014	Gentile Street will not have an acceptable level of service from Main Street to Fairfield Road. This will need to be widened in the 2040 to a 5 lane section.	WFRC concurs and will make this change.
365	1		9	UDOT R-2	5/13/2014	Why is Magna Bypass needed? Has WFRC discussed this with Salt Lake County?	<p>Salt Lake County has always been in favor of moving the 'truck route' from the middle of the township. Currently SR-111 goes through the middle of Magna which for the most part is residential. The 2012 SR-111 Corridor Study discusses the current roadway characteristics on pages 2-19&2-20. The roadway through Magna has a low speed and is only 2 lanes for much of the area. This is not ideal for truck traffic and typical 'state roads'. This section also has a very high number of crashes.</p> <p>Finally, page 3-8 of the attached study states that the existing corridor will not be able to accommodate future traffic. The cost of the right-of-way and the impact to the community if the road was widened will be prohibitive.</p> <p>Therefore, a by-pass road will be needed and has been shown on the LRP for a few years now (the LRP shows it at 9200 West but we have always viewed that as a general location to be refined during the environmental phase of the project) Salt Lake County understands that Mountain View Corridor is UDOT's priority for the near future, but the need for a bypass road will need to be considered.</p> <p>WFRC will review alignment from the SR-111 Study for consistency.</p>
366	1		9	UDOT R-2	5/13/2014	Bangerter Highway Interchanges need to be in Phase 1 of RTP.	WFRC will work with UDOT during the phasing process to identify which Interchanges should be placed into Phase 1 and still being able to meet the financial constraints of the plan.
367	2		9	UDOT R-2	5/13/2014	Project S-96 needs to be shown on the Map.	WFRC will make this change.
368	2		8	UDOT R-2	5/13/2014	Update the Transit Project list to be consistent between Various BRT and BRT Mode Undetermined. Projects 4, 8, 9, 10, 11, 17, 22, 25, and 29.	WFRC Concurs. The Transit Project list will be updated for phasing to ensure consistency.
369	2		8	UDOT R-2	5/13/2014	Requests from UTA to include a transit line through 600 West Interchange on Bangerter Highway and the 14600 South Interchange on I-15 has been made to UDOT Region 2. These interchange projects currently have funding and are near design.	WFRC, UTA, and UDOT have reviewed this project and will include a project. The project alignment and mode will be a placeholder until the Southwest Salt Lake County Environmental Study is complete.
370	1		6	UDOT R-2	5/13/2014	Why is WFRC not considering the prison relocation in this RTP?	WFRC has discussed the prison relocation and will wait for new GOMB forecasts and a more firm plan to move the prison, including time frame, and discussion on what infrastructure would replace the prison.

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371	3		9	UDOT R-2	5/13/2014	A project needs to be added to the RTP that includes the I-15 Integrated Solution throughout Salt Lake County and possibly further North and South.	The current 2015 RTP does include projects on I-15, FrontRunner, and various parallel streets. Language will be added to the RTP discussing the importance to address the transportation need in the I-15 corridor.
372	2		9	UDOT R-2	5/13/2014	UDOT wants to run the Final Preferred Scenario Highway Projects through UDOTs evaluation criteria to compare to the WFRC phasing criteria.	WFRC encourages UDOT to review projects needs and provide input to WFRC on phasing needs.
373	1		8	Transit Workers Union	5/9/2014	UTA's capital projects are taking money from the workers.	WFRC will have a line item in the financial plan for operations and maintenance sufficient to meet the need.
374	1		8	Transit Workers Union	5/9/2014	More money needs to be set aside for operations and maintenance.	WFRC is looking at programmatic line items which will address cost and need.
375	1		8	Transit Workers Union	5/9/2014	UTA needs to build local bus service back up to feed the main bus and rail lines.	WFRC concurs and is looking at programmatic line items which will address cost and need.
376	1		8	Transit Workers Union	5/9/2014	All the transfers required now for the trains are making the trips longer than before.	The projects proposed in the Preferred RTP transit network will add additional direct connections to large destinations such as downtown Salt Lake City. WFRC will pass the comment on to UTA and will take it into consideration in their planning efforts.
377	1		8	Transit Workers Union	5/9/2014	Build up the local bus service first. This allows UTA to test the market. If it is strong, then the service can be upgraded to BRT later.	WFRC concurs. One of the transit project phasing criteria is current ridership. WFRC will pass the comment about the need for more local bus on to UTA.
378	1		8	Transit Workers Union	5/9/2014	Commuter bus service would still be useful in some areas. "Trains are not for everybody."	The Preferred RTP transit network add a significant amount of bus through Enhanced Bus and BRT. The RTP also includes a programmatic line item for local/commuter bus to bring to light the trade-offs between capital projects and additional service. Nonetheless, WFRC will pass the comment about the need for more local bus on to UTA.
379	1		8	Transit Workers Union	5/9/2014	"Heavy rail is draining the system financially."	WFRC will pass the comment on to UTA and will take it into consideration in planning efforts.
380	1		8	Transit Workers Union	5/9/2014	"More bus service is needed in the outlying areas."	WFRC will pass the comment about the desire for increased geographic coverage of coverage on to UTA.
381	1		8	Transit Workers Union	5/9/2014	Creating a BRT line in place of regular bus service can be problematic because it has fewer stops. This means elderly and disabled individuals have to walk farther which they often cannot do.	Thank you for your comment. The RTP assumption is that the BRT will be placed in a corridor 'on top' of local service.
382	1		8	Transit Workers Union	5/9/2014	The proposed rail line up Little Cottonwood Canyon "makes no sense." "Better bus service would work just fine." With buses, UTA could add or reduce service as demand warrants.	The issue is subject to of the ongoing Mountain Accord study which will finalize its recommendations in 2015. Nevertheless, the comment was forwarded to UTA.
383	1		8	Transit Workers Union	5/9/2014	UTA has eliminated bus lines that are packed.	WFRC is looking at adding back local bus service.
384	1		8	Transit Workers Union	5/9/2014	The large capital projects were rushed through. Now, UTA is having to go back and fix things such as replacing faulty switches.	This is beyond the scope of the WFRC.
385	1		8	Transit Workers Union	5/9/2014	UTA has been keeping buses beyond their 12 year replacement cycle.	This is beyond the scope of the WFRC.
386	1		8	Transit Workers Union	5/9/2014	UTA's management structure is very top heavy.	This is beyond the scope of the WFRC.

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			9 Highway				
387	1		8	Transit Workers Union	5/9/2014	The bus system is not well correlated with the train schedules.	This is beyond the scope of the WFRC.
388	1		8	Transit Workers Union	5/9/2014	UTA makes too many changes to its bus routes. This makes for inconsistent service.	This is beyond the scope of the WFRC.
389	1		8	Transit Workers Union	5/9/2014	Many bus routes do not make allowances within their schedules for accommodating a wheelchair rider or an elderly or disabled person who may need to use the lift.	This is beyond the scope of the WFRC.
390	1		8	Transit Workers Union	5/9/2014	UTA's route planners need to ride their own system occasionally to see how it works.	Comment forwarded to UTA.
391	1		8	Transit Workers Union	5/9/2014	The multiple foreign trips made by management are of questionable value.	This is beyond the scope of the WFRC planning process. Nevertheless, the comment was forwarded to UTA.
392	1		8	Transit Workers Union	5/9/2014	The large management bonuses hurt the program by making it difficult to work with the Legislature.	This is beyond the scope of the WFRC planning process. Nevertheless, the comment was forwarded to UTA.
393	2		9	West Valley City	5/12/2014	S-10 Parkway Blvd 7200 W to 5600 W should be shown as widening from 2 to 4 travel lanes. There will be a partial interchange for Mountain View Corridor just west of 5600 West on Parkway Blvd. This comment does not reflect a change in view. This section of Parkway Blvd. has been on our Major Street Plan as 4 lanes since at least 2009 if not earlier.	WFRC concurs and will make this change.
394	2		9	West Valley City	5/12/2014	S-88 3200 W from SR-201 to Parkway Blvd. is already 5 lanes with bike lanes. This comment is simply stating that this section of road has already been improved.	WFRC concurs, thank you.
395	3		9	West Valley City	5/12/2014	S135 Bangerter Hwy/3100 S intersection is a major commuter route for the City. Any access limitations need to be thoroughly studied for effects to 3500 S and Parkway Blvd before a final decision is made. Given the limited separation between 3100 S and 3500 S, we understand why an overpass is proposed; however, the impacts to the City need to be evaluated.	West Valley City and UDOT will need to discuss this project.
396	3		9	West Valley City	5/12/2014	S-15 4100 S (4000 W to MVC) 4100 South is 7 lanes east of 4000 West. 7 lanes should be considered between 4000 W and MVC. Our concern here is that there is already significant traffic volume on the street and the MVC interchange will likely increase volumes. We recognize that this would be an expensive project; however, we believe it may be needed long term.	Projected traffic volumes do not warrant 7 lanes.
397	2		8	West Valley City	5/12/2014	Transit project 25. 2700 West Corridor – This project shows a bus along 2700 West that crosses over SR-201. The latest highway project list does not include an overpass over 2700 West. This comment is not a change in view, we are asking how transit will cross SR-201 without an overpass. We don't believe the overpass is needed for vehicles and indicated this on our last comments.	WFRC will modify the map to show the transit line passing through an interchange.

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398		2	8	West Valley City	5/12/2014	As far as transit through Lake Park, regular or enhanced bus service is preferred over BRT. The right-of-way impacts would be too significant for center running BRT. We still believe transit is needed through Lake Park; however, the right-of-way impacts are too great to accommodate BRT.	WFRC has included an Enhanced Bus through this area. Enhanced Bus, although having many BRT characteristics, has no exclusive lanes.	
399		2	6, 7, 8	Regional Water Distribution Agencies Meeting	4/17/2014	Please make certain that major highway and transit projects do not conflict with major planned water projects, especially the proposed pipeline from the Bear River. The water agencies will sent the documents with the proposed alignment. The project is being led by the Utah State Division of Water resources. As of the date of the meeting, 60% of the necessary right-of-way has been acquired from West Haven City to the Salt Lake County line.	WFRC has reviewed the proposed water pipeline from the Bear River. There are various projects that cross "Reach 1" but WFRC does not see conflicts. There are potential conflicts in the Farmington City area in "Reach 2". There are projects in "Reach 3" that could be coordinated with the development of the RTP projects. WFRC will forward the map to UDOT.	
400		1	9	Regional Water Distribution Agencies Meeting	4/17/2014	Water pipelines need to be parallel and adjacent to, not underneath roads, especially freeways.	WFRC will share this comment with UDOT.	
401		1	9	Regional Water Distribution Agencies Meeting	4/17/2014	A section of the West Davis Highway could be used for the Bear River water pipeline to Salt Lake County.	WFRC will share this comment with UDOT	
402		1	8	Regional Water Distribution Agencies Meeting	4/17/2014	There is growing acceptance of trails along canals. Federally owned canals have a different set of rules that do not allow trails.	WFRC will take the comment into consideration as it develops the active transportation plan.	
403		2	6	Regional Water Distribution Agencies Meeting	4/17/2014	Weber Basin Water District Executive Director Tage Flint would like to coordinate with WFRC on water issues as part of the Your Utah, Your Future water team.	WFRC will be happy to meet with Mr. Flint at his convenience to discuss future water issues as they relate to the draft RTP and Wasatch Choice 2040 Vision. In addition, WFRC is reviewing the written material sent by the Weber Basin Water District.	
404		1	8	Utahns for Better Transportation Group Meeting	4/29/2014	Is there a mode share for transit that is targeted in the draft RTP?	No. The objective is simply to maximize the mode share with the funds allocated.	
405		1	6	Utahns for Better Transportation Group Meeting	4/29/2014	How many of the cities support the 2040 Vision?	Most of the cities within the RTP planning area support the 2040 Vision. There are a few exceptions in the more rural areas. Support is stronger in the urbanized areas.	
406		1	9	Utahns for Better Transportation Group Meeting	4/29/2014	Do the cities understand that adding freeways will induce sprawl?	A number of cities still want to grow and serve the highway needs of existing and future citizens.	
407		1	7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	A goal should be the measurement of integration between the modes.	WFRC will consider this in future RTP plans.	
408		1	7, 8	Utahns for Better Transportation Group Meeting	4/29/2014	A performance measurement that should be considered is how well trails are connected to transit or how many households could reach transit by bicycle.	WFRC is partnering with UTA on a first and last mile transit access study.	
409		1	9	Utahns for Better Transportation Group Meeting	4/29/2014	Has WFRC looked at projected growth in VMT as a performance measure?	Yes. These projections were carefully scrutinized before any recommendations were made on the draft RTP.	

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410	1		8	Utahns for Better Transportation Group Meeting	4/29/2014	We should make transit a good deal for the next ten years by cutting the fare in half. This would help shift demand to transit.	All transit fare decisions are made by the UTA Board of Trustees.	
411	1		8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	The sequencing of highway and transit investments will affect mode share.	Thank you for your comment.	
413	1		7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	The Shared Solution proposed by UBET would be a good test to see what boulevard communities can do.	All the major east/west arterials noted in the Shared Solution are slated for widening in the draft RTP. Also, the draft RTP calls for a robust transit network that would help facilitate the Shared Solution. Land use planning is the purview of the cities. Nevertheless, many of the boulevard communities suggested in the Shared Solution are part of the Wasatch Choice for 2040 Vision adopted by the Regional Council.	
414	1		9	Utahns for Better Transportation Group Meeting	4/29/2014	The West Davis Highway would divide the community, be noisy and negatively affect air quality. The impacts will be much higher than UDOT is suggesting.	UDOT is working in an environmental study that will evaluate and identify shared solutions.	
415	1		6, 7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	Don't just limit outreach to city councils and mayors. They are conflicted. Do more outreach to the average citizen.	WFRC has a robust public involvement program that has outreach to multiple groups such as UBET, minority groups, chambers of commerce, and members of the public.	
416	1		6, 7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	WFRC has an inherent bias in favor of the 2040 Plan. WFRC are not neutral observers.	WFRC has an objective process that evaluates each individual project on its' merits including the performance measures included within the draft Plan. WFRC believes its' science based process is defensible and reasonable.	
417	1		7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	Corridor analyses should always be multi-modal. When the West Davis Highway is sequenced first, we are deciding which mode will be predominant.	The draft RTP recommends a robust transit network for the area and widened east/west arterials and boulevard communities. In addition, WFRC the draft Plan proposes a large, well connected active transportation network based on the 'complete streets' philosophy.	
418	2		9	Ogden City	5/13/2014	Add an Operational project on North Street from Wall Avenue to Monroe Boulevard	Project will be added to the RTP.	
419	3		8	FRI, PRI, SLR	5/14/2014	Why no transit connection from Herriman/Riverton Area down to Utah County, (possibly along MVC)?	Projected ridership does not warrant fixed transit along this segment.	
420	3		8	FRI, PRI, SLR	5/14/2014	Why not extend the transit connection from 9400 South to the TRAX in Draper along Highland Drive?	Projected ridership does not warrant fixed transit along this segment.	
421	2		9	FRI, PRI, SLR	5/14/2014	Recommendation to include air quality as an evaluation criteria for phasing highway projects. Possibly bump up Delay score and reduce Benefit/Cost score.	The phasing question is which highway projects minimize emissions. Without over analyzing the question, it would seem to me the projects that minimize vehicle delay would be most effective at minimizing emissions. This is assuming that reduced vehicle delay is measured by comparing the build scenario to the no-build scenario.	
422	1		6, 7, 8, 9	FRI, PRI, SLR	5/14/2014	How is WFRC coordinating with MAG on connection at the Salt Lake County/Utah County border?	WFRC coordinates closely with MAG on modeling, land use, and projects. There is also close coordination with all MPOs, UDOT, and UTA in the Unified Transportation Plan.	

Comment Number	Process Key:		Category Key:	Comment Received Via	Date	Comment	WFRC Response
	1 Generic Comment	2 Comment Accepted					
423		2	9	North Ogden City	5/14/2014	But they would like to have the portion of Washington Blvd from about 3700 North to Skyline Drive (as highlighted on the map) to enable them to go after various funding sources. Washington Blvd changes jurisdiction from the State to the City at 2700 North and the section from 2700 North to about 3700 North exists. However the segment from 3700 North to Skyline Drive does not currently exist.	Project will be added to the RTP.
424		3	9	Taylorsville City	11/21/2013	Requests addition of a New Construction project from 1780 West from Bowling Avenue to 4700 South	This project is not regionally significant. Also, there may be some environmental justice issues.
425		2	8	UTA	5/21/2014	Show current FrontRunner Stations on future maps	WFRC Concur. The Stations will be shown.
426		2	8	UTA	5/21/2014	Change WSU Project from Streetcar to Mode Undetermined.	WFRC Concur. The change to Mode Undetermined will be made.
427		2	8	UTA	5/21/2014	Add a 'Transit Hub' at Weber State University.	WFRC Concur. A Transit Hub will be added to WSU.
428		2	8	UTA	5/21/2014	The small section of BRT in Farmington does not make sense, tie to BRT to the north, or leave it as enhanced bus.	WFRC Concur. The section will be changed to enhanced bus.
429		2	8	UTA	5/21/2014	Add an Enhanced Bus from Salt Lake County to Tooele County.	WFRC Concur. The Enhanced Bus line will be added.
430		2	8	UTA	5/21/2014	Add an Enhanced Bus project on Parkway Boulevard.	WFRC Concur. The Enhanced Bus will be added.
431		2	8	UTA	5/21/2014	Show BRT for the eastern length of the Cottonwood Kearns Corridor between I-15 and Big Cottonwood Canyon.	WFRC Concur. The segment described will be shown as BRT.
432		2	8	UTA	5/21/2014	Change the East Sandy Daybreak Corridor to Mode Undetermined for the full East portion, consistent with the previous plan.	WFRC Concur. The Eastern portion will be changed to Mode Undetermined.
433		2	8	UTA	5/21/2014	FrontRunner between Pleasant View and Brigham City should be shown as corridor preservation instead of mode undetermined	WFRC Concur. These changes will be made to the map.
434		2	8	UTA	5/21/2014	Add a Draper / Prison line to the map as Mode Undetermined.	WFRC Concur. The line will be added
435		2	8	UTA	5/21/2014	Show line upgrade for entire FrontRunner Line	WFRC Concur. The Line upgrade will be added to the full length of FrontRunner.
436		3	8	UTA	5/21/2014	The small section of BRT in Sandy at I-15 and 10200 South does not make sense; show the whole project as BRT, not just the single segment.	The segment is an important tie between the South Jordan FrontRunner Station and the 10000 South Sandy TRAX Station. The BRT segment will remain as is.
437		3	8	UTA	5/21/2014	Show FrontRunner between Ogden and Pleasantview as a Commuter Rail Project instead of Line upgrade.	Line Upgrade is more descriptive for the project. However, the project will be costed at full Rail costs.
438		3	8	UTA	5/21/2014	Show the 12600 South Transit Line as BRT, instead of Enhanced Bus, to be consistent with the 2011 RTP.	Projected ridership does not warrant fixed transit along this segment.
439		2	9	South Jordan City	5/27/2014	Baccus Highway alignment needs to be consistent south of Daybreak to be consistent with the latest study.	WFRC will make this change.
440		2	9	South Jordan City	5/27/2014	New Construction Project extending Prosperity Road from Crimson View Drive to 11800 South connecting at 6400 West.	Project will be added to the RTP.
441		2	9	South Jordan City	5/27/2014	Daybreak Parkway (11400 South) has been widened to 6000 West at 5 lanes and needs to be removed from the RTP.	WFRC will make this change.

Comment Number	Process Key:		Category Key:	Comment Received Via	Date	Comment	WFRC Response	
	1 Generic Comment Accepted	2 Comment Not Accepted						3 Comment Not Accepted
442		2	8	South Jordan City	5/27/2014	The alignment of TRAX extension from Daybreak should be consistent with the South Salt Lake County Transit Corridor Study until the Environmental Study is complete.	WFRC will review the alignment from Daybreak in the Southwest Salt Lake County Transit Feasibility and make any changes needed.	
443		2	9	South Jordan City	5/27/2014	4800 West from Skye Drive to 10200 South will start construction in the summer of 2014 and the piece between 10200 South to Kestrel Road is already completed. Leave the New Construction project on the RTP from Kestrel Drive to the Mountain View Corridor.	WFRC will make this change.	
444		3	9	South Jordan City	5/27/2014	Why is the 5600 West BRT line parallel to the existing TRAX line? This should be terminated at the TRAX line in West Jordan.	The 5600 West BRT line is consistent with the Mountain View Corridor Record of Decision (ROD) and must remain in the RTP.	
445		2	9	South Jordan City	5/27/2014	Redwood Road should be 6 lanes from 9000 South to Bangerter Highway.	The RTP currently has this project, but the operational project covered the widening project. WFRC will work to clean up the map so both projects can be viewed.	
446		1	8, 9	South Jordan City	5/27/2014	South Jordan wanted to bring to WFRCs attention that the 11400 South Environmental Study had it ultimately built out to 7 lanes and that the South Jordan Parkway (10600 / 10400 South) should also be 7 lanes from I-15 to River Front Parkway with an immediate need on the South Jordan Parkway piece. South Jordan also wanted to note that future coordination between the transit improvements and road widening project will need to take place during or after the transit study.	After discussing these projects and available ROW with the South Jordan City staff, the RTP will show a widening project on South Jordan Parkway from Bangerter Highway to I-15, and nothing on 11400 South. Joint project coordination between Transit, Road, and Bike projects will need to take place on multiple corridors throughout the WFRC area.	
447		3	9	South Jordan City	5/27/2014	Add a widening project to 7 lanes on 11400 South from Bangerter Highway to Top View Road.	After discussing this with South Jordan, the project is only about .25 miles long and is not long enough to be considered a regionally significant project to place into the RTP.	
448		1	9	Public Lands Policy Coordination Office Letter	5/28/2014	Project D-27 (new road to extend Fairfield Rd) may impact the Weber River and fish and wildlife depending on the final alignment. Request that UDWR is involved early in scoping process.	A future environmental and/or corridor study will allow for input and coordination among all stakeholders. WFRC will forward the comment to Layton City, South Weber City, and Davis County.	
449		1	9	Public Lands Policy Coordination Office Letter	5/28/2014	Projects W-1 and W-2 (two new roads to connect Skyline Drive in North Ogden) may impact wildlife populations and habitat, wetland and stream habitats, and mule deer ranges. Request that UDWR is involved early in scoping process.	North Ogden City, Pleasant View City, Weber County, and developers are working to develop a roadway. WFRC will forward this comment to these cities.	
450		1	9	Public Lands Policy Coordination Office Letter	5/28/2014	Projects W-19 and W-20 (corridor preservation to extend N Legacy Highway) may impact large numbers of wetland habitats, streams and rivers, waterfowl, shorebirds, wading birds, two wildlife reserves, and recreation opportunities. Request that UDWR is involved in project planning.	UDOT is currently working on an environmental study for these projects. WFRC will forward this comment to UDOT.	

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	1 Generic Comment Accepted	2 Comment Not Accepted					
451	1		9	Public Lands Policy Coordination Office Letter	5/28/2014	Project 49 (road to connect 12th west and 21st south in Ogden) would necessitate a bridge that would impact Bonneville cutthroat trout, bluehead sucker, riparian forests, songbird habitat, angler access, stream stability, and fish and wildlife populations and habitat. Request that UDWR is involved early in the project planning phase.	A future environmental and/or corridor study will allow for input and coordination among all stakeholders. WFRC will forward the comment to Layton City, South Weber City, and Davis County.
452	2		9	Pleasant View City	5/28/2014	Reconstruct 2550 North and add curb, gutter, and sidewalk from ~150 east to Highway 89 to accommodate bike lanes, and probably some turn lanes for the elementary schools in Pleasant View.	WFRC will make this change from US-89 to Washington Boulevard
453	2		7	Barbara Cameron, Big Cottonwood Community Council Chair	5/28/2014	There needs to be bicycle lanes up the canyons.	Bicycle lanes up the Canyons are outside the urbanized area and beyond the purview of the Draft RTP.
453	4		7	Mary Young, Chair and Bill Witte, Member, Granite Community Council	6/23/2014	There needs to be bicycle lanes up the canyons. The triangle of roads at the mouth of Little Cottonwood Canyon (North Little Cottonwood Road, Wasatch Boulevard and South Little Cottonwood Road need bike lanes.	Bicycle lanes up the Canyons are outside the urbanized area and beyond the purview of the Draft RTP. There are bike lanes on parts of the roads at the mouth of Little Cottonwood Canyon which are shown as existing on the Draft RTP. The Draft RTP calls for the completion of those bike lanes.
454	2		7				
455	1		7	Box Elder County Planner and BRAG Planner	8/10/2014	Box Elder would like to make the UTA transit corridor preservation for the old UP line the priority north/south bike route.	Julia Collins is meeting with UCATS Phase II to address this concern and help to identify the priority route for the region.
456	2		7	Juan Arcelaretta, PRATT Coalition	9/19/2014	The PRATT Coalition supports the designation of Parley's Trail as a high priority project within the bicycle plan.	As above.
457	2		7	Dennis Peay, South Salt Lake City	9/23/2014	South Salt Lake City supports designation of Parley's Trail as a high priority project within the bicycle plan.	WFRC Concur. The Parley's Trail is one of the primary projects within the draft bicycle RTP.
458	2		7	Walt Gilmore, Salt Lake County Planner	9/23/2014	Salt Lake County supports the designation of Parley's Trail as a high priority project within the bicycle plan.	As above.
459	1		6	Bob Webster, Private Citizen	12/18/2014	Mr. Webster encourages the Regional Council's support for the return of federally owned lands to the State of Utah. He shared this comment in relation to the concept that funding derived from these lands would help with the overall State budget and, thereby, help fund transportation.	The Regional Council has historically stayed out of this issue because there are no federally owned lands within the urbanized area that comprises the RTP.

Comments from Draft 2015-2040 Plan – Winter 2015

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1	North Weber / Box Elder Counties Small Area Meeting	1	Box Elder County	The northern portion of Project B-3 should connect with 2600 West Street.	1	7	The correction to the map will be made.
2	North Weber / Box Elder Counties Small Area Meeting	2	Box Elder County	Projects B-1 and B-6 should be moved into Phase I.	1	7 & 8	After discussing priorities with Box Elder County, project B-1 will be moved to Phase 1 and Project B-11 will be moved to Phase 2. Project B-6 will be left in phase 2.
3	North Weber / Box Elder Counties Small Area Meeting	3	Brigham City	The bicycle map should be updated with the current Brigham City bicycle plan.	3	7	WFRC has updated the 2015-2040 Regional Priority and Bike Base network with the latest information from the Brigham City Plan.
4	North Weber / Box Elder Counties Small Area Meeting	4	Perry City	Projects B-5 and B-7 should intersect 1100 South Street at 1000 West.	1	7	The correction to the map will be made.
5	North Weber / Box Elder Counties Small Area Meeting	5	Perry City	There needs to be an extension of 1500 South to intersect with Project B-5.	1	8	This project is not regionally significant and is, therefore, beyond the scope of the Regional Transportation Plan.
6	North Weber / Box Elder Counties Small Area Meeting	6	Farr West City	Project W-62 will be needed before 2020 and should be moved to Phase I.	1	8	UDOT currently has choke point funding to make improvements, but not to upgrade the full interchange. A project is still needed in the future for this interchange. This project has been moved up to Phase 3. As part of the choke point project 2700 North is planned to be widened from I-15 to Hwy 89 and has been added to the RTP.
7	North Weber / Box Elder Counties Small Area Meeting	7	North Ogden City	Move Project W-59 to Phase 3.	1	7	WFRC concurs. The project will be moved to Phase 3.
8	North Weber / Box Elder Counties Small Area Meeting	8	North Ogden City	Move Project W-34 to Phase 2 and possibly Phase 1. The Project is more central to development and the City is already acquiring right-of-way for it.	1	7	WFRC concurs. The project will be moved to Phase 2.
9	North Weber / Box Elder Counties Small Area Meeting	9	North Ogden City	Keep Project W-60 in Phase I.	1	7	WFRC concurs.
10	North Weber / Box Elder Counties Small Area Meeting	10	North Ogden City	Keep the northern portion of Project W-35 in Phase 1.	1	7	WFRC concurs.
11	North Weber / Box Elder Counties Small Area Meeting	11	Farr West City	The road alongside the Willard Canal would be a better bicycle route than 1900 West.	3	8	The Priority network shows the 1900 West for the Priority route is a better connection for commuting, as the Canal is more focused on recreational users.
12	North Weber / Box Elder Counties Small Area Meeting	12	Farr West City	A bicycle route is needed along 1860/1900 North in Farr West City.	3	7	Thank you, this is an error on the map, this route is included in the Priority bike network and WFRC will make the change.
13	North Weber / Box Elder Counties Small Area Meeting	13	Farr West City	A bicycle route is needed along Pioneer Road in Farr West City.	3	7	This is an error on the map, this route is included in the Priority bike network and WFRC will make the change.
14	North Weber / Box Elder Counties Small Area Meeting	14	Unknown	Transit Project 3a should be in Phase 1.	2	8	Noted. Ogden/Bountiful modeling analysis and screening criteria did not warrant this project in Phase I

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15	North Weber / Box Elder Counties Small Area Meeting	15	Unknown	There needs to be more local bus service, especially in terms of frequency and early morning/late evening routes.	2	7	The draft RTP includes additional local bus service.
16	North Weber / Box Elder Counties Small Area Meeting	16	UTA	There needs to be more frequency of local bus service in the core city areas.	2	7	The draft RTP includes additional local bus service.
17	North Weber / Box Elder Counties Small Area Meeting	17	UTA	Transit Projects 10 and 11 should not be multiphase.	2	7	WFRC Concur: This was a mapping error. The map will be modified to be in line with the project list
18	North Weber / Box Elder Counties Small Area Meeting	18	UTA	Project 11 should be in Phase 1.	2	8	Noted. West Weber modeling analysis and screening criteria did not warrant this project in Phase I. However, this alignment could be a candidate for local bus service represented in project 53.
19	North Weber / Box Elder Counties Small Area Meeting	19	UDOT Region 1	There needs to be a widening of I-15 shown north of 1100 South in Brigham City to the northern boundary of the planning area in Phase 3.	1	7 & 8	After coordinating with UDOT, project will be added as a Phase 3 need but funded in Unfunded portion of plan. This is consistent with UDOT Rural Long Range Plan to the north
20	North Weber / Box Elder Counties Small Area Meeting	20	UDOT Region 1	Project W-62 needs to be in Phase 1. It has already been funded.	1	8	UDOT currently has choke point funding to make improvements, but not to upgrade the full interchange. A project is still needed in the future for this interchange. This project has been moved up to Phase 3. As part of the choke point project 2700 North is planned to be widened from I-15 to Hwy 89 and has been added to the RTP.
21	North Weber / Box Elder Counties Small Area Meeting	21	Unknown	Walking paths in North Ogden and Pleasant View could accommodate bicycles.	3	7	Joint use bicycle and pedestrian paths are an integral part of the draft RTP.
22	North Weber / Box Elder Counties Small Area Meeting	22	Pleasant View	A bicycle lane should be integrated with the improvement of 2700 North as shown in Project W-1.	3	7	This facility is already on the 2015-2040 RTP Bike Base plan, and noted in the Highway projects list.
23	North Weber / Box Elder Counties Small Area Meeting	23	Harrisville City	There needs to be a connection between Pioneer and North Streets.	1	7	WFRC concurs. This issue will be addressed by the construction of Project W-64.
24	North Weber / Box Elder Counties Small Area Meeting	24	Pleasant View	There needs to be a bicycle path shown connecting US-89 and 1900 West Street at approximately 3500 North in Pleasant View City.	3	8	Currently there is no existing right of way for this bicycle path to occur. Additionally, this path is not on the local, Weber County or regional bike plan. The connection is made near the Box Elder County line where the road goes over I-15 and there is a planned path on the Farr West City 3300 North.
25	North Weber / Box Elder Counties Small Area Meeting	25	Pleasant View	There needs to be a connection shown between the bicycle path on the east side of I-15 in southern Box Elder County and 1900 West Street in Weber County.	3	7	Thank you for your comment, we have updated the Priority network to reflect this change.
26	North Weber / Box Elder Counties Small Area Meeting	26	Pleasant View	There needs to be a bicycle path shown along the extension of Monroe Boulevard and then along Skyline Drive.	3	7	We concur, and will be added this the WFRC 2015-2040 RTP base map.
27	North Weber / Box Elder Counties Small Area Meeting	27	Pleasant View	There is very limited access for bicycles along US-89 north of 2700 North Street in Pleasant View City.	3	7	WFRC concurs. The priority route and Weber County have this segment listed as a proposed upgrade.
28	North Weber / Box Elder Counties Small Area Meeting	28	Unknown	Bicycle access in needed along 1900 West Street north of 2700 North Street.	3	7	WFRC concurs. This change has been reflected in the updates to the 2015 Priority route.

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29	East Weber County Small Area Meeting	1	Riverdale City	There needs to be a bicycle path connection from Roemer Park running west and crossing the Weber River to link up with the bicycle path on the other side.	3	7	WFRC concurs. WFRC will make the recommendation to the UCATS team that is reviewing the priority network, if the route is consistent with the local and Weber County plans it will be added to the WFRC 2015-2040 RTP base map.
30	East Weber County Small Area Meeting	2	Riverdale City	The bicycle path on the west side of Riverdale City shows a gap between Riverdale Road and South Weber Drive. This should be filled.	3	7	WFRC concurs. The segment from 700 west to Riverdale Road should be removed, and a separate segment will be added to divert bicyclists of busy Riverdale Road. The final approval of this recommendation will be made to the team that is reviewing the priority network.
31	East Weber County Small Area Meeting	3	Ogden City	The bicycle path shown along the Union Pacific Railroad tracks from 21st Street to 12th Street is a priority.	3	7	This alignment has been accepted and incorporated into the priority network.
32	East Weber County Small Area Meeting	4	Ogden City	There needs to be a bicycle route connection between the Weber River Trail and the Business Depot in Ogden (old Defense Depot).	3	7	This alignment has been accepted and incorporated into the priority network.
33	East Weber County Small Area Meeting	5	Ogden City	There needs to be an extension of the bicycle path up Ogden Canyon to Pineview Reservoir.	3	7	After consultation with UDOT Region 1, the Ogden Transportation Use Study Project Manager and the consultant, Weber County, and Ogden City this project will be added to the Priority Route Network map up to Pineview Reservoir.
34	East Weber County Small Area Meeting	6	Ogden City	There needs to be a bicycle lane connection over I-84 on U.S. 89.	3	8	This recommendation is not on the local or Weber County base map, therefore it is inconsistent with other plans and will not be added. However, a connection is available under I-84 through Uintah City is already planned and funded.
35	East Weber County Small Area Meeting	7	Unknown	Continue Project W-48 to the west and show it connecting with Business Depot in Ogden at Pioneer Road.	1	7	WFRC concurs. Project W-48 will be extended to connect with the overpass project, W-64.
36	East Weber County Small Area Meeting	8	South Ogden City	The intersection of Washington Boulevard and 36th Street should be considered for a transfer station. The unfunded portion of Transit Project 11 should connect here rather than continuing on to Wall Avenue.	2	8	The RTP proposes a placeholder alignment. The environmental impact analyses will identify a more refined alignment with out of direction travel and transfer locations as considerations.
37	East Weber County Small Area Meeting	9	Ogden City	Would the southern portion of project 11 run through private land?	2	7	The RTP proposes a preliminary alignment. The environmental impact analyses will identify a more refined alignment with land ownership as a consideration.
38	East Weber County Small Area Meeting	10	Ogden City	Ogden City is looking at the possibility of moving the Roy FrontRunner stop to the vicinity of the Ogden Airport.	2	8	Noted. Information passed along to UTA. This would need to be the subject of additional study before changes are made in the RTP.
39	East Weber County Small Area Meeting	11	Ogden City	Project W-41, the 24th Street Interchange reconstruction is a key project for Ogden City.	1	7	WFRC concurs.
40	East Weber County Small Area Meeting	12	Ogden City	The connection of Project W-59 to Larsen Lane (Project W-4) is "not realistic."	1	8	The alignment in the RTP is preliminary. Actual alignment will need to be reviewed during the environmental review process.
41	East Weber County Small Area Meeting	13	Ogden City	Extend Project W-48 westward to Project W-64.	1	7	WFRC concurs. The map will be amended accordingly.
42	East Weber County Small Area Meeting	14	Ogden City	Show the bicycle lane on Midland Drive as following the new alignment for the road as shown in Project W-56	3	7	WFRC concurs. WFRC will update the map to reflect this change.
43	East Weber County Small Area Meeting	15	Ogden City	The bicycle lane on Grant Avenue between 20th Street and 22nd Street should be shown as existing.	3	7	WFRC concurs, this is a significant improvement and we will update the priority network.
44	East Weber County Small Area Meeting	16	Ogden City	The bicycle path on the northeast side of Uintah City is shown as existing. Is that correct?	3	7	WFRC concurs. WFRC will change the status to proposed.

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45	North Salt Lake County Small Area Meeting	1	Murray City	S-107, Cottonwood Street important connection, Phase 1	1	7	WFRC concurs. The Project is listed as Phase I.
46	North Salt Lake County Small Area Meeting	2	Murray City	S-157, Poor merging both north and southbound	1	7	Project S-157 should address this concern.
47	North Salt Lake County Small Area Meeting	3	Murray City	[Murray has] three TRAX stations, one combined with FrontRunner	2	7	Existing transit stations are not shown on the draft RTP.
48	North Salt Lake County Small Area Meeting	4	Murray City	38b, This project is waiting for funding, YEAH!	2	7	WFRC encourages the early completion of projects within the Plan.
49	North Salt Lake County Small Area Meeting	5	Murray City	38c, creates a true east-west corridor	2	7	WFRC concurs.
50	North Salt Lake County Small Area Meeting	6	Murray City	Add proposed bike lanes on Vine St. and 5600 South; remove lane on 6600 South / Winchester St. from 1300 East to I-215. Remove 1300 east from Vine to 4500 South.	3	7	WFRC concurs with the recommendations. The proposed bike route has been added to the priority network on Vine Street. WFRC recommends removing route on 1300 east from Vine to 4500 South, as there is an adjacent facility east of this route. WFRC recommends extending the Winchester Street removal from 1300 east to 1300 west, while finding an alternative east west connection that does not require crossing over I-215.
51	North Salt Lake County Small Area Meeting	7	Murray City	Continue proposed regional bike trail on 4800 South to 215, south to 5400 South, north on 2700 West.	3	7	Thank you for the comment. The proposed bike route will remain on the priority network.
52	North Salt Lake County Small Area Meeting	8	Murray City	S-107, Cottonwood Street priority north/south connection	1	7	WFRC concurs. This is a Phase I project within the RTP.
53	North Salt Lake County Small Area Meeting	9	Murray City	S-168, Where does this come from?	1	7	A thorough transportation demand analysis has concluded that Winchester Street need to be widened in Phase 2.
54	North Salt Lake County Small Area Meeting	10	Murray City	Taylorville-Murray BRT important priority for transit east-west connection	2	7	WFRC concurs. This project is in Phase I.
55	North Salt Lake County Small Area Meeting	11	West Valley City	No BRT on 5600 West EB ok. Above ground mass transit.	2	8	The draft RTP is consistent with previous agreements and the Mountain View Corridor Record of Decision.
56	North Salt Lake County Small Area Meeting	12	West Valley City	Magna bypass bike trail. Grade separated bike lanes.	3	7	WFRC has changed the bike lane type to reflect this upgrade.
57	North Salt Lake County Small Area Meeting	13	West Valley City	No bike lanes. 4700 South to 6400 West.	3	7	WFRC has removed the bike lane from the priority network.
58	North Salt Lake County Small Area Meeting	14	Unknown	725 East to Vine Street. Need to determine north-south routes.	3	7	We are currently reviewing this recommendation for the regional priority network and will follow up with Murray City.
59	North Salt Lake County Small Area Meeting	15	Unknown	Add bike lane from 725 East to Vine Street.	3	7	We are currently reviewing this recommendation for the regional priority network and will follow up with Murray City.
60	North Salt Lake County Small Area Meeting	16	Unknown	Delete bike lanes on 1300 East from 4500 South to Vine Street and on Winchester from State Street to 900 East.	3	8	We are currently reviewing this recommendation for the regional priority network and will follow up with Murray City.

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61	North Salt Lake County Small Area Meeting	17	Holladay City	3900 South, 2300 East to I-215. Bad road condition.	1	7	Funding for a state of good repair is included in the RTP Financial Plan.
62	North Salt Lake County Small Area Meeting	18	Holladay City	S-162, Full diamond interchange, City's top priority for UDOT project	1	7	Thank you for the comment. This is a phase 2 project in the RTP, and was unfunded in the last plan.
63	North Salt Lake County Small Area Meeting	19	Holladay City	S-115, Highland Drive is a very high priority for Holladay City. City is currently working on key intersections.	1	7	This project is currently in Phase 2 of the draft RTP.
64	North Salt Lake County Small Area Meeting	20	Holladay City	Circulator needed for large scale development in next 10 years. (Cottonwood Mall Site and Cottonwood Corporate)	2	7	The draft RTP includes additional local bus service.
65	North Salt Lake County Small Area Meeting	21	Holladay City	23, Suggest reconsider Highland Drive BRT priority? See comment 63.	2	8	Noted. Modeling analysis and screening criteria did warrant this project in phase 2 but financial constraints prevented funding in that phase.
66	North Salt Lake County Small Area Meeting	22	Holladay City	Holladay City has a detailed bike trails map recently prepared for part of 2015 General Plan. Please let me know who to send it to.	3	7	WFRC is working with the City of Holladay to get the updated data and will incorporate this into the 2015-2040 Bike Base Plan. The north south and east west connection has been added to the priority network.
67	North Salt Lake County Small Area Meeting	23	Salt Lake City	S-87. This might be built.	1	7	This project has been removed from the RTP.
68	North Salt Lake County Small Area Meeting	24	Salt Lake City	S-6. Clarify.	1	7	This is an operational improvement which may include signal timing and intersection improvement.
69	North Salt Lake County Small Area Meeting	25	Salt Lake City	20. Clarification on hub.	2	7	Comment clarified in follow up meeting with Salt Lake City.
70	North Salt Lake County Small Area Meeting	26	Salt Lake City	34. Can this be phase 1? Highest priority in terms of transit.	2	8	Noted. Modeling analysis and screening criteria did warrant this project in Phase I. However, financial constraints limit ability to include in phase 1 and other projects where shown to be higher priority..
71	North Salt Lake County Small Area Meeting	27	Salt Lake City	18. Please clarify	2	7	Comment clarified in follow up meeting with Salt Lake City.
72	North Salt Lake County Small Area Meeting	28	Salt Lake City	16. What level BRT? No capitol?	2	7	Comment clarified in follow up meeting with Salt Lake City.
73	North Salt Lake County Small Area Meeting	29	Salt Lake City	End Sugarhouse Streetcar at 1700 South in the Preferred (needs) map and the constrained map. Beyond has not been evaluated.	2	7	Change will be made.
74	North Salt Lake County Small Area Meeting	30	Salt Lake City	400 South TRAX. Separate new from operational. Move up in phase.	2	8	Noted. Modeling analysis and screening criteria did warrant this project in Phase 1. However, financial constraints limit ability to include in phase 1 and other projects were higher priority
75	North Salt Lake County Small Area Meeting	31	Salt Lake City	SLC to provide updated proposals for bike proposals and to check "existing".	3	7	Once the updated bike plans have been adopted by Salt Lake City, WFRC will update the base networks to reflect the updates and both the priority and base network the recommended changes will be brought to the group.
76	North Salt Lake County Small Area Meeting	32	SLCOTS	S-192. Is this really possible (2-4 lanes) w/o ROW & even if need ROW is that a practical project?	1	8	Since this project is in Phase 3, this question will be revisited in future updates to the Plan.

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77	North Salt Lake County Small Area Meeting	33	SLCOTS	4800 West Kearns. Possible phase 3 or unfunded project once (widening?) LRP is realized.	1	8	WFRC anticipates insufficient demand to justify this project.
78	North Salt Lake County Small Area Meeting	34	South Salt Lake City and Millcreek Township	Putting 3300 South to State Street to 700 East BRT in phase 2 is disappointing. Have to talk. This is coming sooner.	2	8	Noted. Financial constraints limit ability to include a capital project in phase 1. However, operational improvements such as a high frequency local bus are being planned for the corridor and could be made in phase 1. This is currently being evaluated by UTA.
79	North Salt Lake County Small Area Meeting	35	South Salt Lake City and Millcreek Township	S line loop in SSL to utopia.	2	7	Noted. The RTP provides a placeholder alignment that could accommodate the requested loop. This design specific comment was provided to UTA. Additional evaluation would be needed.
80	North Salt Lake County Small Area Meeting	36	SLCOTS	Kearns. There is more planned here.	3	8	Regionally significant trails are included in the priority network. The WFRC bike base network will include the additional trail network in this area.
81	North Salt Lake County Small Area Meeting	37	SLCOTS	Magna. Continue trail to school from canal crossing 8400 West in 2015.	3	7	Thank you for your comment. Priority network currently has bike lines on 8400 west to 3500 south, which connects to school.
82	North Salt Lake County Small Area Meeting	38	SLCOTS	900 East 3300 South to 3900 South. Complete 2016 with 900 East project.	3	7	Please contact WFRC when bike lane has been constructed and priority network will be updated to reflect this change.
83	North Salt Lake County Small Area Meeting	39	SLCOTS	2300 East 2700 South to 3900 South. Complete 2016 with 2300 East project.	3	7	Please contact WFRC when bike lane has been constructed and priority network will be updated to reflect this change.
84	North Salt Lake County Small Area Meeting	40	SLCOTS	Connect Wasatch Blvd to Evergreen Ave.	3	7	The correction to the map has been made.
85	North Salt Lake County Small Area Meeting	41	SLCOTS	Proposed bike lanes on 500 West and 700 West between 3900 and 3300 South. Extend proposed on 3300 South to 900 East.	3	7	South Salt Lake City is currently reviewing the priority bike network. Changes will be made pending recommendations.
86	North Salt Lake County Small Area Meeting	42	West Valley City	Parkway Blvd/ 2700 South from 7200 West to 5600 West will be built by West Valley City in Phase 1	1	7	WFRC concurs. Project S-10 will be added to Phase 1 of the draft RTP.
87	North Salt Lake County Small Area Meeting	43	West Valley City	UDOT's Mountain View Corridor team says their analysis indicates that the intersection of 3500 South and Mountain View Corridor and possibly other intersections of MVC in the WVC boundaries will fail as soon as they are built (prior to Phase 2). Hence interchange(s) on MVC in the WVC area will be needed prior to phase 2.	1	8	The proposed phasing of this project within the draft RTP is consistent with the adopted EIS for the Mountain View Corridor. Also, the transit line on 5600 West must be built before the interchanges may be installed on the Mountain View Corridor in accordance with the agreement in the EIS and the ROD.
88	North Salt Lake County Small Area Meeting	44	West Valley City	WVC indicates that congestion is greater at the north end of Bangerter Highway than the south end and feels that conversion to interchanges should start at the north end. In addition, an interchange on Bangerter rather than an overpass is needed at 3100 South with 700 vehicles turning right in the pm peak hour from Bangerter to 3100 South. Even a slip ramp would help.	1	8	WFRC recognizes the need to upgrade the intersections along Bangerter Highway to interchanges. Nevertheless, the proposed phasing of these upgrades within the draft RTP is consistent with a recent study conducted by UDOT which put the upgrades in rank order. Should additional funding be made available, WFRC may reconsider the proposed phasing of these improvements.
89	North Salt Lake County Small Area Meeting	45	West Valley City	Please remove the bike path shown on 4100 South within WVC from the bicycle plan.	3	8	WFRC is in the process of reviewing this comment directly with SLCO and WVC.

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90	North Salt Lake County Small Area Meeting	46	West Valley City	Project S-81 (4800 West from 2400 South to Frontage Road) will be built by developers in Phase 1.	1	7	WFRC concurs. The project will be added to Phase 1 of the draft RTP.
91	North Davis County Small Area Meeting	1	Unknown	Add a pedestrian crossing over I-15 in Farmington near Shepard Lane or Park Lane.	3	7	This planned east/west connection is already on both the WFRC bike networks.
92	North Davis County Small Area Meeting	2	Unknown	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The correction to the map will be made.
93	North Davis County Small Area Meeting	3	Unknown	There is a gap in the HOT lane in Davis County between Gentile St. and Hill Field Road.	1	7	The correction to the map will be made.
94	North Davis County Small Area Meeting	4	Unknown	The Front Runner Park & Ride at Antelope in Layton (Transit 45) should be unfunded.	2	7	WFRC concurs. This was a mapping error. The map will be modified to be in line with the project list
95	North Davis County Small Area Meeting	5	Unknown	The Front Runner Park & Ride in Farmington (Transit 45) should be unfunded.	2	7	WFRC concurs. This was a mapping error. The map will be modified to be in line with the project list
96	North Davis County Small Area Meeting	6	Unknown	The Layton Park & Ride at Layton Parkway (Transit 44) should be in Phase 1.	2	7	WFRC and UTA concur and the project is in phase 1.
97	North Davis County Small Area Meeting	7	Unknown	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The error on the map will be corrected.
98	North Davis County Small Area Meeting	8	Unknown	Add a pedestrian crossing over I-15 in Farmington at Park Lane.	3	7	This planned east/west connection is already on both the WFRC bike networks.
99	North Davis County Small Area Meeting	9	Syracuse, Clearfield, and UDOT Region 1	The SR-193 Extension (Highway D-3) should be in Phase 1 and the extension should be to 3000 W.	1	7	WFRC concurs. The project will be added to Phase 1 of the draft RTP.
100	North Davis County Small Area Meeting	10	Unknown	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The error on the map will be corrected.
101	North Davis County Small Area Meeting	11	UDOT Region 1	US-89 should include frontage roads from Fruit Heights to Antelope Drive.	1	7	WFRC concurs. The project will be added to Phase 1 of the draft RTP.
102	North Davis County Small Area Meeting	12	Farmington City	West Davis Corridor should be on the plan only on condition of the results of the EIS process.	1	7	The results of the EIS will determine the type, location and configuration of the West Davis Corridor within the RTP.
103	North Davis County Small Area Meeting	13	Farmington City	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The error on the map will be corrected.
104	North Davis County Small Area Meeting	14	Farmington City	Project D-53 (Shepard Lane to West Davis Corridor) should be in Phase 1	1	7	WFRC concurs. Project D-53 is in Phase 1 of the draft RTP.
105	North Davis County Small Area Meeting	15	Farmington City	The Layton Park & Ride at Layton Parkway (Transit 44) should be in Phase 1.	2	7	WFRC and UTA concur and the project is in phase 1.
106	North Davis County Small Area Meeting	16	Farmington City	Support for the BRT in Farmington.	2	8	Noted. Projects 3c/d are enhanced bus, but in the next RTP if the city includes BRT in it's transportation plans, BRT will be considered.
107	North Davis County Small Area Meeting	17	Farmington City	Does not support the Front Runner Park & Ride in Farmington (Transit 45).	2	8	Noted. This project is unfunded but would be for structured parking at six locations, including Farmington which would help facilitate redevelopment of surface parking lots.
108	North Davis County Small Area Meeting	18	Unknown	Add a pedestrian crossing over I-15 in Farmington at Park Lane.	3	7	This planned east/west connection is already on both the WFRC bike networks.
109	North Davis County Small Area Meeting	19	Farmington City	West Davis Corridor should only be Phase 1 on the plan depending on the results of the EIS process.	1	7	The results of the EIS will determine the type, location and configuration of the West Davis Corridor within the RTP.
110	North Davis County Small Area Meeting	20	Farmington City	Project D-36 (Shepard Lane Interchange) needs to be built in Phase 1 regardless of what happens with West Davis Corridor.	1	7	The error on the map will be corrected.
111	North Davis County Small Area Meeting	21	Farmington City	Project D-53 (Shepard Lane to West Davis Corridor) should be in Phase 1.	1	7	WFRC concurs. Project D-53 is in Phase 1 of the draft RTP.

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112	North Davis County Small Area Meeting	22	Farmington City	Support for the BRT in Farmington.	2	8	Noted. Projects 3c/d are enhanced bus, but in the next RTP if the city includes BRT in it's transportation plans, BRT will be considered.
113	North Davis County Small Area Meeting	23	Farmington City	Add a pedestrian crossing over I-15 in Farmington at Park Lane.	3	7	This planned east/west connection is already on both the WFRC bike networks.
114	North Davis County Small Area Meeting	24	Layton City	2700 W in Layton (Highway D-23) should be in Phase 1.	1	7	WFRC concurs. The project will be amended accordingly.
115	North Davis County Small Area Meeting	25	Layton City	West Hill Field Road (Highway D-11) should be in Phase 3.	1	7	WFRC concurs. The project will be amended accordingly.
116	North Davis County Small Area Meeting	26	Unknown	Questions about Church Street extension around HAFB (Highway D-27) but no clear comment.	1	8	Further environmental and corridor alignment studies will be needed to define the road.
117	North Davis County Small Area Meeting	27	Layton City	Gordon Avenue extension (Highway D-10) needs to be bumped up on the project list to Phase 2.	1	7	WFRC concurs. The project will be amended accordingly.
118	North Davis County Small Area Meeting	28	Layton City	Add the Oak Hills Lane extension to 4 lanes from Fairfield Road to US-89 in Phase 3.	1	8	Future model forecasts do not justify widening this road. Project will be revisited in next plan.
119	North Davis County Small Area Meeting	29	Farmington City	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The error on the map will be corrected.
120	North Davis County Small Area Meeting	30	Farmington City	Support for the BRT in Farmington.	2	8	Noted. Projects 3c/d are enhanced bus, but in the next RTP if the city includes BRT in its transportation plans, BRT will be considered.
121	North Davis County Small Area Meeting	31	Layton City	Trail connection across US-89 near the SR-193 interchange between existing trails east and west of US-89 is a top priority for Layton City and should be added to the RTP.	3	7	WFRC concurs, making the east west connection to the Bonneville Shoreline Trail is a priority and WFRC concurs and will make the change to the network.
122	North Davis County Small Area Meeting	32	Unknown	Trail connection across US-89 near the SR-193 interchange between existing trails east and west of US-89 should be added to the RTP.	3	7	WFRC concurs, the connection will be added to the map.
123	North Davis County Small Area Meeting	33	Unknown	Trail connection from the north terminus of the trail east of US-89 to the trail along South Weber Drive should be added to the RTP.	3	7	WFRC concurs, the connection will be added to the map starting across South Weber Drive and go under 89.
124	North Davis County Small Area Meeting	34	Layton City	Add a trail connection (bridge) across US-89 near Oak Hills Drive. Woody commented that a connection over US-89 through [Lewis] Creek to Gentile is planned.	3	7	WFRC concurs, the connection will be added to the map.
125	North Davis County Small Area Meeting	35	Layton City	Connect the trail east of US-89 between Fruit Heights and 400 N in Kaysville. Woody signed his name next to this comment apparently in support.	3	7	WFRC concurs, the connection will be added to the map.
126	North Davis County Small Area Meeting	36	Layton City	Connect the trail east of US-89 in Fruit Heights to Nichols Road. Woody signed his name next to this comment apparently in support.	3	7	WFRC concurs, the connection will be added to the map.
127	North Davis County Small Area Meeting	37	Farmington City	Add a pedestrian crossing over I-15 in Farmington at Park Lane.	3	7	This planned east/west connection is already on both the WFRC bike networks.
128	North Davis County Small Area Meeting	38	Unknown	Project D-36 (Shepard Lane Interchange) should be in Phase 1	1	7	The error on the map will be corrected.
129	North Davis County Small Area Meeting	39	Unknown	The population change slide by age category is confusing.	5	7	Thank you for your comment. WFRC will work on clarify in presenting this information in the future.
130	North Davis County Small Area Meeting	40	Unknown	West Davis Corridor needs to consider the results of the Shared Solution Study.	1	7	The Shared Solution is being considered by the EIS team. WFRC will await the results of the study.
131	North Davis County Small Area Meeting	41	Clearfield City	SR-193 Extension should include 2000 W to 3000 W, preferably in Phase 1.	1	7	WFRC concurs. The project will be moved to Phase 1 of the draft RTP.

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132	North Davis County Small Area Meeting	42	Unknown	The interchange at 650 N is a higher priority than the one at 700 S.	1	8	WFRC has coordinated the phasing of this project with UDOT. Funding has already been identified by UDOT for the upgrading of the 650 North Interchange. Should additional funding become available, WFRC may reconsider the phasing of the project.
133	North Davis County Small Area Meeting	43	Layton City	Extend Layton Parkway to 3650 West, parallel to West Davis Corridor as a Frontage Road	1	8	Coordination with UDOT and the West Davis Corridor EIS will need to take place before adding the project to the RTP.
134	South Davis County Small Area Meeting	1	North Salt Lake City	Center Street Interchange on Legacy - Phase 1	1	8	A joint study on this issue is currently underway. After the study is complete, the project idea may be revisited.
135	South Davis County Small Area Meeting	2	North Salt Lake City	Bike path proposed on 400 West (Center Street - 1100 North)	3	8	After a review with Davis County, this suggested bike path will be on both the Davis County bike network and the WFRC bike base plan, and not included on the priority network as there is an adjacent north south connection on either side.
136	South Davis County Small Area Meeting	3	North Salt Lake City	Map Correction - Put RR Xing on 2600 South on tracks instead of west of tracks	1	7	The project will be relocated to the correct spot on the map and the name has been changed.
137	South Davis County Small Area Meeting	4	Bountiful	Transit on 500 South between Main Street and FrontRunner line is part of the Davis -SL Community Connector and should be in Phase 1?	2	7	WFRC concurs. This project will be changed to reflect this comment.
138	South Davis County Small Area Meeting	5	North Salt Lake City	Should the Davis - SL Circulator be added to the Plan? This is related to the new BRT project sponsored by UTA and affected agencies	2	8	Circulators fall under local bus improvements which are not specifically identified in the RTP but generally accounted for in project 53.
139	South Davis County Small Area Meeting	6	Unknown	DNRG line from Centerville to Farmington - change to existing (rather than proposed)	3	7	There was an error in that segment of the bike map and it has been updated.
140	South Davis County Small Area Meeting	7	Centerville City	1250 West Street in Centerville should be extended northward to meet 650 West Street in Farmington. This will allow access to an isolated piece of property and facilitate and business park.	1	1	WFRC concurs. The project will be added to the draft RTP.
141	Southeast Salt Lake County Small Area Meeting	1	Unknown	Are all of the bicycle projects within the existing right of way?	3	This is a question, not a comment.	Not all bicycle routes are within an existing road right-of-way. For example canals, rivers, and other separated trails/paths would not be. There will be cases where a bicycle facility can be within the road right-of-way but above curb (i.e. Cycle tracks or shared use paths)
142	Southeast Salt Lake County Small Area Meeting	2	Unknown	Intersections for bicyclists is a big problem/safety issue.	3	7	The complete streets program adopted by WFRC should help in this regard.
143	Southeast Salt Lake County Small Area Meeting	3	Cottonwood Heights	Intersection at I-215 east and 6200 South warrants future fly ramps.	1	7	An interchange upgrade at 6200 South and I-215 has been added to the 2015-2040 RTP in the unfunded phase. A future study would be needed to identify specific improvements and coordination of improvements with adjacent interchanges.
144	Southeast Salt Lake County Small Area Meeting	4	Cottonwood Heights	Current gravel pit at base of Big Cottonwood canyon is expected to have 2.5 m + class A mixed use.	4	7	An upgrade for the area to an urban center will be considered when the Vision is updated. WFRC has worked with Cottonwood Heights on populations and employment and land use type in this area.
145	Southeast Salt Lake County Small Area Meeting	5	Cottonwood Heights	S193 - area currently exceeds 2040 projections; 13,000 measured June '14.	1	7	This project has been moved up to Phase 2. Model volumes are projected to grow in the next 10 years by 1,000 to 3,000 depending on the segment. This project can be reviewed in the next plan and if funding becomes available then it can be moved up in phase.
146	Southeast Salt Lake County Small Area Meeting	6	Cottonwood Heights	Want Light Rail on Fort Union from west of Main street to 6200 S park and ride to BCC park and ride lot.	2	8	Noted. Modeling analysis and screening criteria did not warrant that level of investment.

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147	Southeast Salt Lake County Small Area Meeting	7	Cottonwood Heights	6200 South - Phase 1 major development at gravel pit	2	8	Noted. Modeling analysis and screening criteria did not warrant phase 1 BRT development nor is funding available in the first phase. Working with UTA for increased frequency on the local bus may be an appropriate interim step for the City.
148	Southeast Salt Lake County Small Area Meeting	8	Cottonwood Heights	Add connection on Ft Union from 1300 E to Highland	3	7	Thank you for the recommendation, the change has been reflected in the priority network.
149	Southeast Salt Lake County Small Area Meeting	9	Cottonwood Heights	Proposed 2300 E from Ft Union to Bengal Blvd	3	7	Thank you for the recommendation, the change has been reflected in the priority network.
150	Southeast Salt Lake County Small Area Meeting	10	Cottonwood Heights	Add Bengal Blvd Type 2	3	7	Thank you for the recommendation, the change has been reflected in the priority network.
151	Southeast Salt Lake County Small Area Meeting	11	Cottonwood Heights	Add proposed Danish Rd from Bengal to Wasatch	3	7	Thank you for this comment. There is already an adjacent north/south connection on either side of this connection. Therefore it will be added to the 2015 Bike Base map if this alignment is consistent with the adopted trails from Cottonwood Heights.
152	Southeast Salt Lake County Small Area Meeting	12	Salt Lake County	Considerations for Canyons	3	7	Thank you for the recommendation, WFRC concurs and canyon consideration will be reflected in the map.
153	Southeast Salt Lake County Small Area Meeting	13	Sandy City	Tie c/d to 9400 S Interchange	1	8	WFRC understands that this project may be integrated with the 9000 South Interchange.
154	Southeast Salt Lake County Small Area Meeting	14	Sandy City	Monroe Street extension from 9000 S to Segoe Lilly	1	1	WFRC concurs. This project has been added to phase 1.
155	Southeast Salt Lake County Small Area Meeting	15	Sandy City	S 185 was built in 2014	1	7	The project will be removed from the RTP.
156	Southeast Salt Lake County Small Area Meeting	16	Sandy City	S117 from 9400 S to Segoe Lily in Phase 1 (keep rest of S117 in phase 2)	1	7	WFRC concurs. This project will be moved to phase 1.
157	Southeast Salt Lake County Small Area Meeting	17	Sandy City	Really like the connection over I-15 and FrontRunner at 10200 S	2	7	WFRC concurs
158	Southeast Salt Lake County Small Area Meeting	18	Sandy City	Use Sandy City Trails Master Plan (2012) as a reference for all bike projects	3	7	WFRC is working with the City of Sandy and Salt Lake County to update the Priority and Base Bike Maps, all the data provided by Sandy City will be included in this.
159	Southeast Salt Lake County Small Area Meeting	19	Sandy City	1300 E from 11000 S to Draper Parkway is an existing route with 5 foot shoulder (Category 1 bike lane)	3	7	Thank you for the update, the map has been updated to reflect this upgrade.
160	Southeast Salt Lake County Small Area Meeting	20	Sandy City	Want proposed trail on canal corridor between State Street and tracks from 9400 S to 11400 S	3	8	Thank you for this comment. There is already an adjacent north/south separated from the roadway connection on the adjacent TRAX line. Therefore this alignment will instead be added to the 2015 Bike Base map if this alignment is consistent with the adopted trails from Sandy City.
161	Southeast Salt Lake County Small Area Meeting	21	Sandy City	11400 S from 1000 E to State completed spring 2015	3	7	Once this project is completed, please update WFRC and we will reflect this change on the map.

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162	Southeast Salt Lake County Small Area Meeting	22	Sandy City	Want proposed trail on canal corridor between 700 E and 1000 E from 9000 S to ~12000 S	3	8	Thank you for this comment. There is already an adjacent north/south connection on 700 East and 1300 east that makes this connection. Therefore this alignment instead will be added to the 2015 Bike Base map if this alignment is consistent with the adopted trails from Sandy City.
163	Southeast Salt Lake County Small Area Meeting	23	Sandy City	Trail on Highland Drive from creek to 9400 S is finished "lane" in Summer of 2015 through the BTIP	3	7	Thank you for the update, once completed the map will be updated to reflect this upgrade.
164	Southeast Salt Lake County Small Area Meeting	24	Salt Lake County	Connect the two existing bike routes: from Dimple Dell to Wasatch Blvd.	3	7	If this proposed connection is consistent with the adopted trails from Sandy City, it will be reflected in the 2015 Bike Base network.
165	Southeast Salt Lake County Small Area Meeting	25	Unknown	There is an existing trail ~11500 S that connects 1300 E to 1700 E	3	7	Thank you for the update, the map has been updated to reflect this upgrade.
166	Southeast Salt Lake County Small Area Meeting	26	Unknown	Look into area between 1300 E and Highland from 12500 S and 13500 S	3	7	Thank you for the comment, these segments reflect existing bike routes that currently do not have any proposed segments on the 2015 Priority Network linked to it.
167	Southeast Salt Lake County Small Area Meeting	27	Draper	S101 spur to east near 13500 S already in design	1	7	Thank you for the information, this project will stay in Phase 1.
168	Southeast Salt Lake County Small Area Meeting	28	Draper	What Phase is Project 4 in?	2	7	Project 4, FrontRunner Line Upgrade through new sidings near the point of the mountain, is in phase 1.
169	Southeast Salt Lake County Small Area Meeting	29	Draper	Project 28 is especially needed if move prison	2	7	Noted: New transit in this area will be evaluated with the 2019-2050 RTP
170	Southeast Salt Lake County Small Area Meeting	30	Draper	Project 28, move up in phase	2	7	This Project has been moved into Phase 3 in line with Mountainland Association of Government's proposal for project construction.
171	South East Salt Lake County Small Area Meeting	31	Draper	Consistent with City's master plan	3	7	WFRC concurs
172	Southwest Salt Lake County Small Area Meeting	1	Riverton	Transit Project 41 should be re-routed to stay on 12600 South to 4000 West, turn south on 4000 West and then meet up with Project 33 at that point.	2	8	WFRC concurs. Although the alignment represents a placeholder, given that there appears to be no disagreement with this proposed alignment, we have made this change.
173	Southwest Salt Lake County Small Area Meeting	2	Herriman City	Remove Project 176. The road is built out and Herriman City has no plans to widen it.	1	7	WFRC concurs. The project will be removed from the draft RTP.
174	Southwest Salt Lake County Small Area Meeting	3	Riverton	Transit Project 29 should meet up with the TRAX Blue Line at the 14600 South Station	2	8	WFRC concurs. The RTP proposes that project 29 (West Draper Connector) will do as you propose.
175	Southwest Salt Lake County Small Area Meeting	4	Herriman City	Highway Projects S-52 and S-53 are already under construction.	1	7	WFRC concurs. The project will be removed from the draft RTP.
176	Southwest Salt Lake County Small Area Meeting	5	Riverton	4000 West between 11800 South and 12600 South needs to show a diagonal on the south end to meet up with 4150 West.	1	7	This project has been added to the 2015-2040 as a widening / new construction project from 11800 South to 12600 South in Phase 1.
177	Southwest Salt Lake County Small Area Meeting	6	Herriman City	Project S-180 should be in Phase 1.	1	7	WFRC concurs.

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178	Southwest Salt Lake County Small Area Meeting	7	UTA	The area south of 14600 South between Redwood Road and I-15 should be recognized as a high growth area.	4	N/A	This comment will be considered as part of the effort to update the Wasatch Choice for 2040 Vision.
179	Southwest Salt Lake County Small Area Meeting	8	UTA	The area noted in the previous comment is going through a local circulator feasibility study.	2	8	Noted: Circulators fall under local bus improvements which are not specifically identified in the RTP but generally accounted for in project 53.
180	Southwest Salt Lake County Small Area Meeting	9	Bluffdale City	The background bus network in Bluffdale City is insufficient.	2	7	Noted: However, local bus improvements not specifically identified in the RTP but generally accounted for in project 53.
181	Southwest Salt Lake County Small Area Meeting	10	Bluffdale City	There needs to be a connection from Porter Rockwell Boulevard to Pony Express Road somewhere south of 14600 South.	1	8	This proposed project is not regionally significant and, therefore, does not need to be part of the draft RTP. Nevertheless, the plans for Porter Rockwell Boulevard and Pony Express Road may show the appropriate connections.
182	Southwest Salt Lake County Small Area Meeting	11	West Jordan City	There is apparently a discrepancy between the paper map and the interactive map. There is a highway project showing on the paper map but not on the interactive map. Old Bingham Highway is no longer a road and should be taken off the map.	1	7	The error on the map will be corrected.
183	Southwest Salt Lake County Small Area Meeting	12	West Jordan City	Project S-37 should be Phase 3.	1	7	WFRC concurs.
184	Southwest Salt Lake County Small Area Meeting	13	West Jordan City	Project S-34 should be Phase 2.	1	7	WFRC concurs.
185	Southwest Salt Lake County Small Area Meeting	14	West Jordan City	Project S-32 should be in Phase 1.	1	7	WFRC concurs.
186	Southwest Salt Lake County Small Area Meeting	15	West Jordan City	Project S-76 is complete and should be taken off the map.	1	8	This is an operational improvement only. No widening is contemplated. The operational project will remain in Phase 2.
187	Southwest Salt Lake County Small Area Meeting	16	West Jordan City	Project S-74 is under construction.	1	8	This is an operational improvement only. No widening is contemplated. The operational project will remain in Phase 2.
188	Southwest Salt Lake County Small Area Meeting	17	West Jordan City	Projects S-28 and S-29 should be in Phase 1.	1	7	WFRC concurs.
189	Southwest Salt Lake County Small Area Meeting	18	Bluffdale City	11800 South from Redwood Road to Mountain View should be a bicycle route.	3	8	Thank you for your comment, this route will be added to the 2015 Bike Base Network, there is an adjacent east west connection to the north and south on the priority route so it will be left off.
190	Southwest Salt Lake County Small Area Meeting	19	Bluffdale City	The proposed bicycle lane on 2700 West between 13800 South and 14600 South should be shown as existing.	3	7	Thank you for the update, the map has been updated to reflect this upgrade.
191	Southwest Salt Lake County Small Area Meeting	20	Bluffdale City	The proposed bicycle lane on 14600 South between 2700 West and 3600 West should be shown as existing.	3	7	Thank you for the update, the map has been updated to reflect this upgrade.
192	Southwest Salt Lake County Small Area Meeting	21	Bluffdale City	Existing and future Jordan River Trail projects south of 14600 South should be added to the map.	3	7	Thank you for this comment, WFRC has been in contact with the Jordan River Commission to get the river trail connections and will incorporate them onto the priority map.

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193	Southwest Salt Lake County Small Area Meeting	22	Herriman City	Delete Project S-50. Herriman has no plans to widen this road (13400 South).	1	7	WFRC concurs.
194	Southwest Salt Lake County Small Area Meeting	23	West Jordan City	Project S-184 - 1300 East needs to extend north to 5400 South and South to 9400 South	1	7	WFRC concurs. The project will be modified in the RTP as requested.
195	West Weber / North Davis Counties Small Area Meeting	1	Unknown	3000 West is scheduled to be improved in 2015 from Antelope Drive up through Project D-19.	1	7	WFRC concurs. The project will be removed from the draft RTP.
196	West Weber / North Davis Counties Small Area Meeting	2	West Point City	300 North Street between 1000 West and 2000 West will receive operational improvements in 2019.	1	8	WFRC appreciates the information. The project, however, is not regional in nature and does not need to be included in the RTP.
197	West Weber / North Davis Counties Small Area Meeting	3	West Point City	The bicycle lane on highway project D-3 will be built in 2015	3	7	Thank you for bringing this to our attention, once this is completed WFRC will update the priority map to reflect this.
198	West Weber / North Davis Counties Small Area Meeting	4	Sunset	A FrontRunner stop is needed on 1800 North in Sunset.	2	8	This would need further study and analysis. Comment has been provided to UTA. Several communities along the FrontRunner corridor have made similar requests.
199	Salt Lake County Open House	1	Salt Lake County Bicycle Advisory Committee	A crosstown trail is needed ASAP due to new business and home construction	3	7	Thank you for your comment. Salt Lake County has just completed an East/West Corridor Study, once adopted additional connections will be added to the network.
200	Salt Lake County Open House	2	Salt Lake County Bicycle Advisory Committee and Organic Transit	4100 South from 3600 West to State Street needs to be striped for bicycle lanes ASAP.	3	7	Thank you for this comment, WFRC is working with SLCO and West Valley City to address the bike lanes on 4100 South.
201	Salt Lake County Open House	3	Salt Lake County Bicycle Advisory Committee and Organic Transit	A tunnel under SR-201 is needed at 2700 West.	3	8	Thank you for your comment. We understand this would be a critical North/South connection. WFRC is currently using the adopted trails from both WVC and Salt Lake County, as additional connections become adopted we will incorporate them.
202	Salt Lake County Open House	4	Salt Lake County Bicycle Advisory Committee	Finish paving Lancer Way shoulders in West Valley City and add bicycle lanes. It connects Granger High School, the TRAX line, the Valley Fair Mall and city hall. It is a small project.	3	7	Thank you for your comment, WFRC concurs that connections to schools and transit are important. WFRC is currently getting updated trails network from WVC and Salt Lake County, if this is included we will incorporate it in our bike networks.
203	Salt Lake County Open House	5	Organic Transit	Bicycle Paths need to follow the West Valley TRAX line into the City.	3	8	Thank you for your comment. WFRC is currently using the adopted trails from both WVC and Salt Lake County, as additional trails become adopted we will incorporate them.
204	Salt Lake County Open House	6	Citizen	Enhanced bus should be implemented before any BRT and/or rail to confirm ridership potential.	2	8	Ridership of local bus service is and will continue to be used to assist with evaluating ridership potential. Projects in this plan were evaluated using several criteria and input from UTA service planners and current ridership information.
205	Salt Lake County Open House	7	Citizen	"Great Plan Overall" "Draft RTP was amazingly thorough."	5	7	WFRC appreciates the support.
206	Salt Lake County Open House	8	Citizen	Two projects could hurt the realization of this plan, specifically the \$50 million bus garage and the high speed rail station. They will negatively impact the Legislature's consideration of a local sales tax option (for transit).	2	8	Noted. The High-Speed Rail station is an unfunded project. The Depot District central garage project is needed to resolve capacity issues of the UTA Central Garage.
207	Salt Lake County Open House	9	Holladay City	"Excellent job as usual. Very helpful for the cities to be able to have good input into the long range plans for our valley and community."	5	7	WFRC appreciates the support.

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208	Salt Lake County Open House	10	Unknown	Put a bicycle path on the 'old' causeway to Antelope Island.	3	7	This connection is on the 2015 RTP Base bike network and includes additional connections on antelope.
209	Letter from Centerville City	1	Centerville City	1250 West Street in Centerville should be extended northward to meet 650 West Street in Farmington. This will allow access to an isolated piece of property and facilitate a business park.	1	7	WFRC concurs. The project will be added to Phase 1 of the draft RTP.
210	Box Elder / Weber / Davis Counties Open House	1	Unknown	The West Davis Corridor is an important road for Layton. Glad to see it in Phase 1.	1	7	WFRC appreciates the comment. WFRC is awaiting the outcome of the environmental review process.
211	Box Elder / Weber / Davis Counties Open House	2	Clearfield City	SR 193 needs to construct from 2000 West to 3000 West as soon as possible.	1	7	WFRC concurs. This portion of the project will be moved to Phase 1 of the draft 2015-2040 RTP.
212	Box Elder / Weber / Davis Counties Open House	3	Clearfield City	The 650 North Interchange upgrade needs to be in Phase 1.	1	8	WFRC coordinated with UDOT Region 1. There is existing choke point funds for this interchange to address near term priorities. If funding for this interchanges becomes available, the plan can be modified.
213	Box Elder / Weber / Davis Counties Open House	4	Clinton City	Consider moving SR-193 from 2000 West to 3000 West to Phase 1.	1	7	WFRC concurs. This portion of the project will be moved to Phase 1 of the draft 2015-2040 RTP.
214	Box Elder / Weber / Davis Counties Open House	5	Clinton City	The 1800 North Boulevard plan is funded in Clinton and Sunset.	1	7	WFRC is presently participating in the EIS for this project.
215	Box Elder / Weber / Davis Counties Open House	6	Citizen	Consider moving Project W-27 (1900 West) up in phase, at least from 900 South to 700 South because of current safety concerns. Merging is a big problem in that area.	1	8	Based on the Safety Index Scores WFRC used to evaluate projects for phasing, this project had a below average score for safety. This project will be reevaluated in the next plan.
216	Box Elder / Weber / Davis Counties Open House	7	Sunset	FrontRunner station at or near 1800 N. This would also serve Falcon Hill.	2	8	This would need further study and analysis beyond the scope of the RTP. Comment has been provided to UTA. Several communities along the FrontRunner corridor have made similar requests.
217	Box Elder / Weber / Davis Counties Open House and email	8	Citizen	Requests that UDOT resume responsibility for 1300 East between I-80 and 500 South. The road is heavily congested during the morning and evening rush hours and needs to be restored to four or five lanes.	2	8	The Utah State Legislature has the responsibility under UAC 72-4-1-102 to designate state highways. Any decision to make such a determination would be up to them in consultation with the Mayor and city council of Salt Lake City. A copy of Mr. Kimball's letter has been forwarded to the Salt Lake City Department of Transportation.
218	e-mail	1	West Valley City	"While we agree with the concept of the improvements to Bangerter Highway as proposed, we are greatly concerned about the funding plans for implementation. Our first and foremost concern is that at present there are no sources identified for the West Valley portion of the system, even through 2040. Of almost equal concern however, is that approximately 2/3rds of all of the Bangerter projects have no funding identified until 2025 or after. We know that WFRC recognizes the dilemma presented by financial constraint to proposed project, and of course offer our support and help to identify sources to provide this needed funding.	1	8	WFRC recognizes the need to upgrade the intersections along Bangerter Highway to interchanges. Nevertheless, the proposed phasing of these upgrades within the draft RTP is consistent with a recent study conducted by UDOT which put the upgrades in rank order. Should additional funding be made available, WFRC may reconsider the proposed phasing of these improvements.

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219	e-mail	2	West Valley City	"Transit on 5600 West has been part of the western corridor north-south transportation solution for a number of years, and we support the concept. We do, however, have concerns with the current design and implementation timing of that design as currently held at UTA. For the current time and into the near future, our preference for the route is either a non-lane separated BRT system, or upgraded bus system. We have been in contact with UTA over the years on our design concerns, and will continue to hold that conversation with them."	2	8	The draft RTP is consistent with previous agreements and the Mountain View Corridor Record of Decision.
220	e-mail	1	Bluffdale City	Results of the travel modeling for the Porter Rockwell Boulevard EA show the need for a 7 lane facility near the termini at 14600 South/I-15 and at Redwood Road. Additionally, the EA project extent has been extended to Mountain View Corridor on the West. The existing segment of PRB from MVC to Redwood Road is modeled to need to be widened to a 7 lane facility as part of the EA recommendation.	1	7	WFRC concurs. The project will be modified in the RTP as requested.
222	e-mail	1	Murray City	Murray City does not support bike lanes on 1300 East from Van Winkle to I-215.	3	7	We are currently reviewing this recommendation for the regional priority network and will follow up with Murray City.
223	e-mail	2	Murray City	Murray City does not support bike lanes on Winchester Street from State Street to 1300 East.	3	7	We are currently reviewing this recommendation for the regional priority network and will follow up with Murray City.
224	e-mail	3	Murray City	Murray City supports bike lanes on 900 East.	3	7	Thank you for supporting the priority routes.
225	e-mail	4	Murray City	Murray City supports bike lanes on Winchester Street west of State Street and will be striping bike lanes on this street later this spring.	3	7	Please notify WFRC once the bike lanes have been completed.
226	e-mail	5	Murray City	Murray City has identified Vines Street as the best east-west bike facility in the City and will be striping bike lanes from the Murray Central TRAX Station to 900 East later this spring. Future striping will be done west of the Murray Central Station to provide a connection to the Jordan River Parkway and east of 900 East to connect to Highland Drive.	3	7	This proposed on street connection recommendation has been added to the priority map, thank you for your comment. Please notify WFRC once the bike lanes have been completed.
227	e-mail	6	Murray City	5900 South and 4800 South will be signed as Shared Roadways through the City but won't have striped bike lanes.	3	7	Please notify WFRC once the bike lanes have been completed, however we typically will change the status with a significant improvement.
228	e-mail	7	Murray City	Due to ROW constraints on 300 West / Cottonwood Street / Main Street, continuous north-south bike lanes probably aren't possible. The City is looking at other options.	3	7	Thank you for your comment, WFRC will keep the proposed status on this route, and would appreciate you updating us with the options and solutions you decide.
229	Verbal Comment	1	UTA	Right-of-ways should be preserved for all the proposed projects in the first phase of the RTP.	2	7	WFRC concurs. This RTP accomplishes this objective for many projects on rail corridors and projects where both city interest in preservation is strong and a study has been conducted to guide the corridor preservation.
230	Salt Lake City Meeting	1	Salt Lake City	Extend S-92 (Redwood Road) to 1000 North as an operational project	1	7	WFRC Concurr. The project will be modified in the RTP as requested.
231	Salt Lake City Meeting	2	Salt Lake City	S-1 (Sports Complex Boulevard) needs to be placed into phase 1, the soccer complex is being	1	7	WFRC Concurr. The project will be modified in the RTP as requested.

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				developed now.			
232	Salt Lake City Meeting	3	Salt Lake City	Downtown Transit Hub - Concerned about design	2	N/A	The project is preliminary identifies the need for and location of an in street linear hub or 'transit mall'. The design of this hub will be the subject of area specific studies.
233	Salt Lake City Meeting	4	Salt Lake City	University TRAX Line to SL Central TRAX Connection should be Phase 1.	2	8	The phasing criteria showed other projects to be higher priority and the assumed funding was insufficient to cover the costs of this project.
234	e-mail	1	Willard City	Willard City has started construction of a trail along 200 West from why 315 to the Perry City limits, it is 10 ft. wide and approx. 1.1 miles long on the West side of the right of way which is about 60 ft. wide through that area. It has been called the Bamberger trail project. It will be paved as far as we can go with the funds that we have.	3	7	Thank you for this comment, WFRC will change this segment of the trail from proposed to existing on both our priority and base maps.
235	e-mail	1	Transit Riders Union	"Let's begin with our enthusiastic support of the Local Bus and Existing Rail Span of Service project (Project 51). It is our considered opinion that this project is crucial to the long- and short-term success of transit in the region. Service has been cut by about 30 percent since 2000, according to UTA's Legislative Audit. We recognize that some of this has been from lower performing routes, but must point out that many of these cuts have been a shift of funds from simple, inexpensive bus service to more-expensive "commuter" service. Moreover, night and weekend services that our dependent populations rely upon have been—in a word—decimated. Even weekend service on our flagship rail lines is tepid, at best."	2	7	The RTP proposes an early expansion of service in terms of hours and frequency.
236	e-mail	2	Transit Riders Union	"We request WFRC to revise the current tax increase assumptions to be more realistic. A one-cent sales tax seems far-fetched and leads the public to believe that we can afford what we believe are extravagant rail and BRT projects and still get the local bus and existing rail service that the users really want. A patently aggressive tax assumption dilutes the public's ability to clearly prioritize their needs and leaves the real decision making to politicians and bureaucrats which are drawn to ribbon-cutting opportunities. A more realistic revenue increase would be a quarter cent in 2017. "	2	8	Financial assumptions are generally consistent with the previous RTP. This draft RTP is an update of this plan. The 2019-2050 plan will re-evaluate financial assumptions.
237	e-mail	3	Transit Riders Union	"We request that Project 51 be split into three projects: 1. Existing Rail Span of Service, 2. Bus Span of Service; and 3. New Local Bus lines. Each of these areas deserve their own line-item, where their continued progress can be tracked more carefully."	2	8	Although specific local bus and existing rail span of service improvements are not within the scope of the RTP. WFRC agrees to separately discuss the three elements of this project in the body of the document in an illustrative way.

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238	e-mail	4	Transit Riders Union	"UTA has invested heavily in several expensive rail projects and we believe in making these investments work for us now and in the future. Therefore we fully support First/Last Mile improvements and ask that this project be fully funded in this plan. We believe that first/last mile projects would greatly improve access to these stations and that we must invest now to maximize this opportunity and not wait for the next Plan for regional direction. "	2	8	First/Last Mile is currently being studied and funding is anticipated in future plans. However, it is too early in the process to understand and evaluate costs/benefits
239	e-mail	5	Transit Riders Union	"Finally, we fully support the proper maintenance of the existing rail bus system. We have noticed a significant decline in the maintenance of the system resulting in vehicle breakdowns and delays. Delayed maintenance was an issue raised in the Legislative Audit but could, once again, be easily ignored in favor of ribbon cuttings—which only increases the cost of doing business, threatening the long-term viability of our transit infrastructure."	2	8	Noted. We believe this plan balances maintenance and upkeep of the current system with important future projects to meet growth with capital and service expansions.
240	e-mail	6	Transit Riders Union	"We encourage WFRC to seek from the Council a clear statement making maintaining existing facilities and improving the hours and days of service on the existing routes a priority over any new projects and that the document include this statement and that scoring of projects reflect this new priority"	2	8	Noted. We believe the draft RTP balances funding the current system with future projects to meet projected population and employment growth.
241	e-mail	1	Citizen	South Davis streetcar/LRT/BRT, Draper TRAX extension to Utah County, and FrontRunner to Brigham City should be top priorities.	2	8	Noted. Modeling analysis and screening criteria did not reveal these projects to be top priorities. Nonetheless, investments are programmed in the RTP to forward these projects.
242	e-mail	1	Mount Olympus Community Council	The Mountain Accord identified the proposed Parley's Canyon Trail Path as a critical active transportation connection between Salt Lake and Summit Counties. This connection will serve transportation and recreation, as the I-80 freeway has long cut off this access. Salt Lake County completed a study of the interconnection from Mt Dell to Parley's Summit using the frontage road and connecting up to the existing historic paved road over the pass. The cost estimate is over \$8,000,000 for the completed project. However, partial funding could complete the 'easy' low cost sections that would connect Mt Dell to Lambs Canyon. In the process, a more cost effective solution to the upper portion may be discovered and/or attention drawn to the project that may attract a partnership to establish the total needed funding.	3	7	Thank you for the recommendation, WFRC concurs and this change will be reflected in the map.
243	e-mail	1	Citizen	Less rail, less bus, build more roads.	2	8	WFRC board supports a balanced transportation network that includes reasonably accessible highways, transit and active transportation that allows each resident to choose the mode that will work best for them.

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244	e-mail	1	Citizen	I've already commented on this issue, so I'll let this comment simply be a vote of sorts. I strongly prefer the West Davis Corridor to go through the Glover's Lane option rather than the Shepherd Lane option. The Shepherd Lane option seems to be a traffic disaster in the making. The Glover's Lane option seems to provide a true alternate route, which certainly comes in handy when traffic is diverted from I-15. The Shepherd Lane option ruins the golf course on Shepherd Lane. The Hunter's Creek and Quail Crossing communities are very close and interact a lot, so putting the road in between them would be very harmful for our community. I hope the road will go west through the Glover's Lane option. Thanks!	1	7	The EIS for this project is currently underway. The West Davis Highway as identified within the draft RTP is a placeholder until the EIS can more precisely identify the proper route and level of service.
245	e-mail	1	Citizen	I believe the West Davis Corridor freeway should be built as quickly as possible upon the completion of the Environmental Impact Study. Requiring an updated EIS could delay the project significantly as the current EIS has taken roughly twice as long to complete as planned. This should be factored into the prioritization scheme if it is not already. In addition, I believe the draft plan should adopt I-15 expansion between Farmington and Kaysville if the West Davis Corridor project somehow alters preliminary preferred alternatives to connect the new freeway at Shepard Lane.	1	7	The West Davis Highway within the draft RTP is in Phase 1.
246	e-mail	1	Citizen	Living in the area, I believe there should be sufficient safety measures on the minor arterial for the many pedestrians that move across this street daily. Also, I believe this road should be built at the same time as the West Davis Corridor to improve local transportation access to the major freeways. This will significantly help residents of both Farmington and Kaysville.	1	7	Both the West Davis Highway and the Shepard Lane upgrade are in Phase 1 of the draft RTP.
247	e-mail	1	Citizen	Regarding specific projects in the next 10 years (phase 1): I support the transit projects with the understanding that enhanced bus projects would be the first projects before any rail or BRT. The enhanced bus system will provide an excellent cost-benefit analysis for future upgrades to BRT and rail and should be the first project on any route.	2	8	In the last plan Enhanced Bus was typically assumed to be built first. However, that is not the proposal with the 2015-2040 RTP in an effort to avoid complication.
248	e-mail	2	Citizen	Willard City has started construction of a trail along 200 West from why 315 to the Perry City limits, it is 10 ft. wide and approx. 1.1 miles long on the West side of the right of way which is about 60 ft. wide through that area. It has been called the Bamberger trail project. It will be paved as far as we can go with the funds that we have.	3	8	The extension of the Sugar House line to Westminster College was shown to be warranted based upon the Council approved criteria.

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249	e-mail	3	Citizen	Regarding specific projects in the next 10 years (phase 1): Another issue is that the expansion/span of service increase should be a high priority.	4	7	The RTP proposes an early expansion of service in terms of hours and frequency.
250	e-mail	4	Citizen	The rail station at the airport (theoretically funded under the airport budget) should not be included in projects.	5	8	The first phase project in the RTP reflects an adjustment to the existing alignment necessitated by airport construction. The high speed rail station is unfunded.
251	e-mail	5	Citizen	The infamous bus garage that could cost \$70 million should not be included in projects. The cost could cannibalize funds from better service.	6	8	Central garage has been over its design capacity for twenty years. This project would rectify this situation.
252	e-mail	1	Bluffdale City	Bluffdale City strongly backs a compromise position on the future Porter Rockwell Boulevard in which the termini would be seven lanes and the center portion immediately east of the Jordan River would be five lanes for about 1.7 miles. This is in accordance with the ongoing EIS on the facility.	1	7	WFRC concurs. The project will be added to the draft RTP as requested.
253	Verbal	1	UTA and WFRC	The project connecting Alta, Big Cottonwood Canyon, and Summit County is a potential major transit investment being forwarded into an environmental study and should be included in the RTP as an Unfunded, Mode Undetermined project to facilitate the environmental study	2	7	WFRC concurs if this action is a prerequisite for the planned environmental study
254	North Salt Lake County Small Area Meeting	1	Murray City	Add proposed bike lane on Vista Far from Redwood Road west to I-215, connect south to 5300 South.	3	8	There are adjacent north south and east west projects within close proximity that have regional significance.
255	Southwest Salt Lake County Small Area Meeting	1	West Jordan City	Change from proposed to existing on the bike lane on Jaguar Drive from 7800 South to 9400 South.	3	7	Thank you for the comment, the map will reflect this change.
256	Private Meeting with Muriel Xochimitl and Greg Scott from WFRC and G.J. Labonty from UTA	1	Transit Riders Union	Improved bus service should be the first priority in the transit portion of the draft RTP.	2	2	The draft RTP plans for a 70% increase in bus service over the life of the plan, with 24% of that increase occurring in the first phase. UTA has stressed that taking care of the current transit system is a major component of the plan. Large capital projects only make up about 17% of the total transit costs in the plan while maintenance (state of good repair) and current and future bus service makes up 45% of the total transit costs in the plan.
257	Private Meeting with Muriel Xochimitl and Greg Scott from WFRC and G.J. Labonty from UTA	2	Transit Riders Union	Stressed that they would like to see a 'back-up plan' in case the projected revenues within the draft RTP do not materialize.	2	2	Revenue projections within the draft RTP were calculated based on agreed-upon assumptions with all transportation partners. WFRC recognizes that it can be difficult to know for sure what actual future revenues will look like.
258	Private Meeting with Muriel Xochimitl and Greg Scott from WFRC and G.J. Labonty from UTA	3	Transit Riders Union	Mentioned several times that she would like the Wasatch Front Regional Council to take an official stance requiring UTA to make bus service their number one priority.	2	2	WFRC collaborates closely with UTA on long-range transit planning but cannot require UTA to officially adopt specific policies. WFRC does help to establish long-range planning priorities in collaboration with UTA, UDOT, cities and counties.
259	Online Map	1	Bluffdale City	Please review and revise the Bluffdale/Herriman City boundary. This base map does not reflect it accurately.	5	7	The correction to the map has been made.
260	Online Map	1	Brigham City	Forest Road" reference needs to be changed to "Forest Street." Also we are currently estimating right-of-way width at 106'."	1	7	The correction to the map has been made.

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261	Online Map	2	Brigham City	Forest Road" reference needs to be changed to "Forest Street." Also we are currently estimating right-of-way width at 106'."	1	7	The correction to the map has been made.
262	Online Map	3	Brigham City	This alignment is conceptual, and is intended to represent the connection from 1200 W. to Medical Drive more than any specific alignment.	3	7	RTP alignments are preliminary. As individual projects are begun, detailed studies will determine exact alignments.
263	Online Map	1	Brigham City	This comment points location is where the intersection for the two new projects are connecting to 1100 South	1	7	The map will be changed to reflect the planned intersection of the road to 1100 South Street at 1000 West
264	Online Map	2	Brigham City	This comments point location is where the intersection for the two new projects are connecting to 1100 South.	1	7	The map will be changed to reflect the planned intersection of the road to 1100 South Street at 1000 West
265	Online Map	4	Brigham City	Right-of-way should be shown at 106' to be consistent with south segment.	1	7	The right-of-way map will be changed to reflect this request.
266	Online Map	5	Brigham City	Right-of-way has not been determined, but will likely be at least 80' to accommodate industrial traffic. The segment shown from 800 N. to Forest Street crossing the Black Slough may be very difficult to permit.	1	7	The right-of-way map will be changed to reflect this request.
267	Online Map	6	Brigham City	Need to show a connection from 2400 W. to 2600 W. somewhere north of 800 W. This is the alignment we have planned on to accommodate industrial traffic.	1	7	The map will be changed to reflect the alignment planned by Brigham City.
268	Online Map	7	Brigham City	We anticipate closure of the rail crossing at 2600 W. and relocation to 2400 W. to create a four way intersection with a future signal. 2600 W. would continue to provide access to properties south of the railroad, but with no rail crossing.	1	7	This is consistent with the current draft RTP.
269	Online Map	8	Brigham City	A major redesign and upgrading of the S.R. 13 interchange is needed to accommodate industrial traffic. Current situation is dangerous.	1	7	The reconstruction of the interchange is currently in Phase 2 of the draft RTP.
270	Online Map	9	Brigham City	Future four way signalized intersection.	1	8	The design of intersections is beyond the scope of the RTP.
271	Online Map	10	Brigham City	Future four way signalized intersection.	1	8	The design of intersections is beyond the scope of the RTP.
272	Online Map	11	Brigham City	Future signal	1	8	The design of intersections is beyond the scope of the RTP.
273	Online Map	12	Brigham City	Future signal	1	8	The design of intersections is beyond the scope of the RTP.
274	Online Map	13	Brigham City	Future signal	1	8	The design of intersections is beyond the scope of the RTP.
275	Online Map	14	Brigham City	Future signalized Continuous Flow Intersection	1	8	The design of intersections is beyond the scope of the RTP.
276	Online Map	15	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
277	Online Map	16	Brigham City	Redesign intersection.	1	8	The design of intersections is beyond the scope of the RTP.
278	Online Map	17	Brigham City	Possible future interchange.	1	8	An interchange at 3000 North has not been on UDOTs Rural Long Range Plan and was not brought up during consultations with UDOT. More discussions needed on location and need.
279	Online Map	18	Brigham City	Possible future intersection.	1	8	The design of intersections is beyond the scope of the RTP.
280	Online Map	19	Brigham City	Possible future intersection.	1	8	The design of intersections is beyond the scope of the RTP.
281	Online Map	20	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
282	Online Map	21	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
283	Online Map	22	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
284	Online Map	23	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
285	Online Map	24	Brigham City	Future signal.	1	8	The design of intersections is beyond the scope of the RTP.
286	Online Map	25	Brigham City	Maintain existing signal.	1	8	The design of intersections is beyond the scope of the RTP.

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287	Online Map	26	Brigham City	Adjust alignment to show intersection at 1425 S. Hgwy. 89	1	7	The correction to the map has been made.
288	Online Map	27	Brigham City	Future at grade rail crossing. Possible grade separated crossing if warranted.	1	7	A grade separation will be considered as part of the project scoping.
289	Online Map	28	Brigham City	Upgrade access to permanent status.	1	8	This is beyond the scope of the RTP.
290	Online Map	29	Brigham City	Future four way intersection.	1	8	The design of intersections is beyond the scope of the RTP.
291	Online Map	1	Herriman City	6400 West should be included in the RTP. The project should extend from Herriman Main Street northward to 11800 South. The project should be in Phase 1, not Phase 2.	1	7	WFRC concurs. The project phasing will be adjusted accordingly.
292	Online Map	2	Herriman City	11800 South should be included in the RTP. It is anticipated that this road will be widened from 6000 West to U-111.	1	8	WFRC concurs. The project will be extended to the Bacchus Highway.
293	Online Map	3	Herriman City	4600 West should be included in the RTP to enhance regional access to the future SLCC campus in Herriman. This road would extend from 13400 South southward to Juniper Crest East.	1	7	This comment is consistent with the current draft RTP. WFRC concurs.
294	Online Map	4	Herriman City	7300 West is anticipated to be a main arterial connector from the far southwest corner of the valley to 11800 South. It should be included in the RTP.	1	7	This comment is consistent with the current draft RTP. WFRC concurs.
295	Online Map	5	Herriman City	The transit line should be shown to cross MVC at 11800 South rather than at Daybreak Parkway due to concerns from South Jordan's traffic engineer concerns for the current route shown on the map. cur	2		The alignment has yet to be clearly defined by the current Southwest Salt Lake County study. The RTP alignment reflects the last completed study.
296	Online Map	6	Herriman City	Main Street will provide access to TRAX Stations and trails between 12600 South and 11800 South. This regional benefit warrants that it should be included on the RTP.	1	7	This project is currently an operational project in the RTP.
297	Online Map	1	Harrisville City	Need to move up phase due to present development.	1	7	Project W-3 was moved to Phase 2.
298	Online Map	2	Harrisville City	Need to consider connecting north street to Pioneer Road.	1	7	This comment is consistent with the current draft RTP for Project W-64.
299	Online Map	1	Anonymous	TRAX Extension University to Salt Lake Central	2	7	This comment is consistent with the current draft RTP.
300	Online Map	1	Anonymous	Connect existing siding / double track from 1300 South to Salt Lake Central. This will allow trains to maintain faster speeds and frequencies.	2	8	Noted. Potential improvements to the FrontRunner line are now being considered as part of a joint I-15/FrontRunner corridor study.
301	Online Map	1	Anonymous	Connect existing siding / double track from Warm Springs to I-215. With I-15 improvements there are less now fewer pillars from when FrontRunner was first built, which now allows for more tracks underneath. This will allow for 15 minutes to Farmington.	2	8	Noted. Potential improvements to the FrontRunner line are now being considered as part of a joint I-15/FrontRunner corridor study.
302	Online Map	1	Anonymous	Design FrontRunner improvements to allow passing in Clearfield and Farmington. This will make bus connections better for both directions.	2	8	Noted. Potential improvements to the FrontRunner line are now being considered as part of a joint I-15/FrontRunner corridor study.
303	Online Map	1	Anonymous	Improve connections from West Kaysville to Farmington FrontRunner.	2	8	Local streets and local bus connections are determined over time and not provided in the RTP.
304	Online Map	1	Anonymous	Investigate the possibility of HOV only exit at Burton Lane. Help reduce demand on other exits.	1	8	UDOT will continue to look at areas with high HOV volumes and projections for these type of improvements, including Park and Ride Lots and Transit areas.

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305	Online Map	1	Anonymous	Find ways to speed up FrontRunner through Centerville. People on I-15 see a stopped train instead of a fast train.	2	8	Some operational improvements are provided in the RTP to reduce trip times. Additional improvements will be studied in an upcoming I-15/FrontRunner corridor study.
306	Online Map	1	Anonymous	Add HOV only exit to reduce traffic on Parrish Lane.	1	8	This request will be considered during the environmental document phase of the project.
307	Online Map	1	Anonymous	Coordinate project to allow expansion of FrontRunner siding in this area as well.	2	8	Noted. Potential improvements to the FrontRunner line are now being considered as part of a joint I-15/FrontRunner corridor study.
308	Online Map	1	Anonymous	Bus transfer lane. Allow a quick transfer from Tooele Bus routes to 5600 West transit route without having to get off the freeway.	2	8	This specific design issue would be analyzed in future transit study. This comment has also been provided to UTA.
309	Online Map	1	Anonymous	Bus transfer lane. Allow a quick transfer from Park City Bus routes to Foothill BRT route without having to get off the freeway. Park City route could then go to downtown SLC faster.	2	8	This specific design issue would be analyzed in future transit study. This comment has also been provided to UTA.
310	Online Map	1	Anonymous	Design to allow buses from I-80 express busses from Tooele and express connections to FrontRunner and other bus routes.	2	7	WFRC concurs. A placeholder project has been added to the RTP for this purpose.
311	Online Map	1	Anonymous	Connecting Pioneer Road and North Street will help east-west travel to the Harrisville area.	1	7	This comment is consistent with the current draft RTP for Project W-64.
312	Online Map	1	Anonymous	Add double left turn lanes and expanded shoulder for right turns.	1	8	The design of intersections is beyond the scope of the RTP. Nevertheless, operational improvements are called for in project W-4.
313	Online Map	1	Anonymous	Allow for Bus pull off lanes so bus can connect to Park and Ride without having to get off US-89.	2	8	This specific design issue would need to be analyzed. This comment has been provided to UDOT and UTA.
314	Online Map	1	Anonymous	Possibly acquire Union Pacific third set of rail in this area between Old Mill Ln to Layton 900 South. This could allow for connecting Kaysville FrontRunner siding to Layton Station.	2	8	Noted. Potential improvements to the FrontRunner line are being considered as part of a planned joint I-15/FrontRunner corridor study.
315	Online Map	1	Anonymous	Double track between Draper station and 14600 South. This would allow about 7 minutes to South Jordan or Lehi from this area.	2	8	Noted. Potential improvements to the FrontRunner line are being considered as part of a planned joint I-15/FrontRunner corridor study. A placeholder project is included in the RTP for a similar project based upon UTA FrontRunner Staff desired.
316	Online Map	1	Anonymous	There are currently dedicated bike lanes on 300 W and 200 E from 700 S to 600 N, on 600 E from 700 S to 200 S, and on Highland Blvd from Beecher Ave to Main St.	3		Salt Lake City and Salt Lake County intends to give WFRC an updated existing and proposed adopted trail network. When this occurs, WFRC will update our network.
317	Online Map	1	South Jordan City	Same comment I made back in May this is the incorrect alignment. Will go south from the current terminus across Daybreak Parkway and then turn west to Vadiana and then south on Vadiana and turn west to cross Mt. View Corridor at 11800 South	2	8	This alignment is a placeholder pending a locally preferred alignment from the study currently underway. The RTP reflects the last completed study.
318	Online Map	1	Box Elder County	Perry city would like to widen this road to meet current BMP's and to allow for future growth.	1	8	This project is not regionally significant and is, therefore, beyond the scope of the Regional Transportation Plan.
319	Online Map	1	West Jordan City	Project needed in phase 1. Utility project is starting now.	1	7	WFRC concurs. The project phasing will be adjusted accordingly.
320	Online Map	2	West Jordan City	Project needed in phase 1. Certain segments already widened and funded. Remainder must stay in phase 1. Segment near airport in current plan phase 1.	1	7	WFRC concurs. The project phasing will be adjusted accordingly.

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321	Online Map	3	West Jordan City	Project can go to phase 3 or driven by development needs.	1	7	This project has been placed into Phase 2.
322	Online Map	4	West Jordan City	Project can go to phase 3 or driven by development needs.	1	7	WFRC concurs. The project phasing will be adjusted accordingly.
323	Online Map	5	West Jordan City	Project can go to phase 2 or driven by WJC master plan priority.	1	7	WFRC concurs. The project phasing will be adjusted accordingly.
324	Online Map	1	Salt Lake City	Please include viaduct for safer and more timely transportation through railway areas	1	7	This is Project S-73 which is included in Phase I of the RTP.
325	Online Map	1	Bluffdale City	Bluffdale lacks of any public transportation. This is a serious failure for multi-modal transportation system. Express lines or BRT should be in place, but are not.	2	7	Local bus expansion/improvements are not identified in the RTP maps. However, funding for these types of improvements are anticipated and incorporated in the plan.
326	Online Map	1	Mount Olympus Community Council	The Mountain Accord identified the previously studied Parley's Canyon Bike Path as a critical interconnection for transportation and recreation between Salt Lake and Summit Counties.	3	7	Thank you for the recommendation, WFRC concurs and this change will be reflected in the map.

Comments from Draft 2015-2040 Plan –Spring 2015

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1	Private Citizen	Mr. Nord "would like to see another freeway entrance off of 10000 South and I-15 to relieve the traffic issues on 9000 South. This would help alleviate traffic in Sandy, especially during RSL games. A ramp off / onto 10000 South would also bring traffic right into Sandy City Hall which would be nice."	4/10/2015	I-15 at 10000 South in Sandy	1	8	Sandy City has coordinated with UDOT on exploring the possibility of an interchange at 9400 South. This new project has been added to the 2015-2040 RTP. Neither Sandy nor UDOT has indicated a desire for an interchange on 10000 South. A much more in depth study - the Wasatch Front Central Corridor Study - is currently underway and will make recommendations on this and other possible upgrades.
2	Taylorsville City	I see the Murray/Taylorsville BRT. However, I do not see the extension from Redwood Road/SLCC west on 4700 South to 2700 West and there north on 2700 West to the Green Line intermodal HUB in West Valley City. That BRT route extension needs to be added.	4/16/2015	BRT on 4700 South in Taylorsville	2	7	The project recommended in this comment is included in the 2015-2040 RTP as the 4700 South Corridor Enhanced Bus (BRT 1), Project 44b in Phase 1 of the 2015-2040 RTP.
3	Private Citizen from Davis County	" I feel the Mountain View Corridor or 111 could extend North through the lake and meet up with the planned freeway that will be out west in Weber/Davis County rather than in Farmington where there is already a ton of congestion. I understand it would be a fight due to environmental reasons, but if it is built similar to the road that goes to Antelope Island, I think it could be done with compromise. This would clear up a lot of congestion occurring on I-15 through Davis and Weber Counties and Legacy; and would clear the air some because people wouldn't be stuck in traffic or have to travel out of there way if they need to stay west."	4/20/2015	New Project	1	8	A project similar to this was considered many years ago. It would have crossed the western edge of Farmington Bay and allowed a shortcut for motorists traveling to northern Davis County. It was estimated to cost \$5 billion and would have had serious environmental challenges. For these reasons, the project was dropped.
4	Private Citizen from Davis County	"Widen Legacy to 4 lanes both directions. Might as well put in a carpool lane as one of the lanes as well."	4/20/2015	New Project	1	8	The Wasatch Front Central Corridor Study currently underway will examine this issue and make recommendations in time for the 2019 update to the RTP.
5	Private Citizen from Davis County	Going through Kaysville and Layton, the congestion is awful. From Kaysville to Layton, the carpool lane should remain till North Ogden. It just seems like lanes are taken away from Layton through Roy then start to creep back in in Ogden. Seems designed funny. Add more lanes through these areas.	4/20/2015	I-15 widening in northern Davis County and a new project in Weber County	1	7	A high occupancy / toll (HOT) lane is planned in northern Davis County to I-84 in Phase I of the 2015-2040 RTP. The section from I-84 and northward was studied in the I-15 NOW environmental study.
6	Private Citizen from Davis County	Somehow add a freeway exit in Sunset. Roy and Clearfield exit are too congested	4/20/2015	Interchange on I-15 in Sunset	1	8	An interchange is planned on I-15 at 1800 North in Phase I of the Plan. It is listed as project D-31. There is an EIS for this project currently underway.
7	Private Citizen from Davis County	"Also, make a middle lane on Highway 111 till it meets Herriman Highway.... Too many deaths happen along the areas that are just one lane both directions with no out."	4/16/2015	Widening SR-111	1	7	The Plan calls for a widening of SR-111 for all areas less than four lanes with the exceptions of Magna and Herriman where the main flow will be re-routed. It is listed as project S-57 and is in Phase 2 of the Plan. The project runs from 5400 South to 11000 South.
8	Private Citizen	Mr. Muller requests that due consideration be given to the use of automated transit (driverless) networks during the preparation of the transit portion of the RTP.	4/21/2015	Generic Comment	2	8	WFRC will consider this request as the technology matures and is proven to be sufficiently reliable for everyday use.

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9	Kaysville City Planning Commission	"Hi everyone, Thanks for all your efforts to help us here along the Wasatch Front to make progress! The input I share here was a big consideration when our Kaysville City Planning Commission updated our general plan in 2014. We want to get better and better in the area at providing the roadways where people will love to come and cycle for exercise, and where those who CAN will use cycling as a means of transportation to get around town and into the neighboring towns. This helps on SO MANY LEVELS. We have two wonderful bicycle businesses here, and Bikers Edge draws people from all around as a destination to meet up and cycle in groups of all levels. They would LOVE to see -- and to give charitably as they can -- more people be drawn here to cycle safely in and around town and on all the routes that exercise cyclists tend to find/create/use. How great would it be if some of the roadways getting worked on will be just as safe for cyclists as can be with designated lanes, paths, markings, and sometimes even a designated surface for such people. Our state certainly wants to be known as attractive for the young, the healthy, those who WANT to be healthy and good to the environment, and there is a nice demographic here already for it. There has even been the idea suggested to make a criterion route here that professionals would be drawn to. Zach, the owner of Bikers Edge, would be a good one to include in this conversation, and about 3 other cyclists/commuters I could refer to you. MY BROTHER -- an in-demand IT guy -- just moved his family from Saratoga Springs to Austin, TX for the combination of tech and for the daily cycling commuter benefits... this could be us... especially with winters like this. ;) THANKS FOR ALL YOU DO! Lorene Kamalu"	2/27/2015	Generic Comment	3	8	Kaysville and Farmington Cities are currently participating in a study funded by WFRC's Local Planning Resource Program to look at pedestrian and bicycle needs in this area.
10	Private Citizen	Planning for the expanded development of the Summit County/Park City/Heber area could include a greater emphasis on enhanced use of the I-84 corridor from Ogden to these areas rather than concentrating mainly on the Provo/Salt Lake City I-15/80 Parleys Canyon route only. This would also help to spread both commercial and recreational development more evenly to the north and east of the capital in a more circular rather than in mainly a north/south orientation to the left of Salt Lake City.	4/30/2015	Growth Scenarios	5	7	The 2015-2040 RTP only covers the urbanized areas of Salt Lake, Davis, Weber and Box Elder Counties. Therefore, this comment will be forwarded to UDOT for their consideration.
11	UTA Transit Riders Union	My general comment on the latest RTP is that there seems to be a large number of big projects that will siphon more funding that could be better used for service.	5/7/2015	Various	2	7	The RTP proposes an early expansion of service in terms of hours and frequency in all phases of the RTP. Most projects are relatively lower cost enhanced bus and bus rapid transit projects, many of which are in later phases of the RTP.

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12	UTA Transit Riders Union	"Just because you build it, doesn't mean that development will happen. The projects in Sugar House had a lot of help from the SLC RDA. The streetcar stations are being proposed for rezoning for development but the fights are significant and we are two years into those fights without resolution. That is what will happen with other big rail and BRT projects.	5/7/2015	Sugar House Street Car and BRT projects in general	2	8	Land use changes and major developments are usually not immediate. Nevertheless, over the 26 year life of the RTP, it is reasonable to assume that many if not most of these major developments will occur.
13	UTA Transit Riders Union	"These projects will have to compete for funding and (based on personal experience) any protest of the application at the Dept. of Transportation will decrease the chance of Federal funding. A more realistic funding list will have a much better chance of getting Federal funding. Also, many of the projects will create a backlash that will hurt any chance of a sales tax increase passing voters."	5/7/2015	All transit BRT and rail projects in the RTP	2	8	The Regional Council has made reasonable assumptions for financial projections which have been coordinated with UTA and reviewed by our federal partners. In addition, most transit projects within the RTP are lower level BRT and are limited in size and financial scope.
14	UTA Transit Riders Union	"Many projects do not have a good cost/benefit analysis (almost demanded by the Legislative audit and promised by UTA). Before any BRT is built from this, an enhanced bus should be run (for a tenth of the cost) to ensure that a BRT will have enough ridership to make sense. There are a potential of a billion is BRT projects for Salt Lake County in the next ten years in this RTP. Listing enhanced bus first would make more sense. Tearing up 5600 W. for a BRT will result in a backlash that would stop all support for mass transit. But trying out a better service bus might justify BRT. BRT should not be considered on roads that presently do not have 15 minute service. If 15 minute service isn't justified for a regular bus, BRT service is not justified in the plans."	5/7/2015	5600 West BRT	2	8	The WFRC has coordinated closely with UTA and the cities on the type and location of these transit projects. Also, many of them are a result of recommendations of local studies. It is reasonably assumed that over the 26 year life of the RTP, that transit ridership will increase necessitating many if not most of these projects. Lastly, there are several levels of BRT service with costs for each increasing accordingly. At the beginning of a project, subject to the recommendations of the local study, an entry level of BRT service may be constructed. Later on, as demand warrants and funding is available, the level of BRT service may be upgraded.
15	UTA Transit Riders Union	There is also a \$100 million TRAX black line through downtown that does not make any sense when \$100 million can restore a robust bus system that the Legislative audit recommended and UTA promised. There are several streetcar/TRAX projects in residential areas of SLC that the Congressional Research Service says are not a transit solution (CRS April 2014 FAQ Streetcars page 4). Based on SLC's experience, these residential lines will not easily go through neighborhoods which will fight tooth and nail.	5/7/2015	Salt Lake City TRAX and street car extensions	2	8	A dramatically increased level of bus service is planned in all three phases of the RTP. The TRAX line in question will complete the loop in the downtown area on 400 South Street and is a logical extension of the current system. The streetcar lines mentioned enjoy the strong support of the elected Salt Lake City Council and Mayor and are in the later phases of the RTP.
16	UTA Transit Riders Union	The other big unjustifiable projects are the \$55 million bus garage, the airport TRAX reconfiguration, the airport high speed rail station and the Alta-Summit Co. connector.	5/7/2015	Bus Garage, airport high speed rail station and Alta-Summit County connector	2	8	The bus garage is already under construction. The reconfiguration of the Airport TRAX stop was necessitated by the reconstruction of the Airport parking lot. Lastly, the Alta-Summit County connector will be reviewed in more detail in the Mountain Accord Study.

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17	UTA Transit Riders Union	The most important and justifiable projects are at the very end of the RTP list: the increase in span of service which should not just be around 30% and the intelligent traffic systems. A 30% increase in service returns us to where we were in 2007. Mass transit deserves more service than what we had in 2007 (reduced 30% because of Fronrunner South and Airport TRAX). Increasing span of service should be the highest priority.	5/7/2015	Background bus service levels	2	8	The RTP proposes a large expansion of service in terms of hours and frequency in all phases of the RTP.
18	UTA Transit Riders Union	The intelligent transportation system is the second best item but woefully underfunded. Since 80% plus people drive (even in Switzerland), the fastest way to decrease pollution from vehicles is to make personal vehicle travel more efficient. Modifying traffic light intervals will help decrease air pollution and reduce congestion and is very effective in reducing idling.	5/7/2015	Intelligent Transportation System	1	8	The RTP contains a robust operations component which includes upgrades to the intelligent transportation system. In addition, the Regional Council funds the intelligent transportation network through the Transportation Improvement Program at approximately \$3 million per year.
19	Utah Public Lands Policy Office	The Utah Public Lands Policy Office submitted a lengthy list of project specific comments to UDOT for its draft long range transportation plan for the rural areas. None of the comments apply to projects within the draft RTP.	5/5/2015	None	5	8	WFRC thanks the Utah Public Lands Policy Office for its concern for wildlife habitat across the state. Although none of the projects referenced in the e-mail are within the RTP, WFRC shares its concern for environment and is careful to ensure that all projects within the RTP meet rigorous environmental standards.
20	Federal Transit Administration	The FTA representative had several recommendations on textual changes to the RTP.	5/26/2015	None	5	7	The mostly textual changes and corrections to typographical errors will be made.

SUMMARY OF PUBLIC INVOLVEMENT EFFORTS FOR THE 2015-2040 REGIONAL TRANSPORTATION PLAN

June 2015

In accordance with the requirements of the adopted Regional Council public involvement process and SAFETEA-LU, the Regional Council has kept this record of all public involvement efforts from the adoption of the 2011-2040: Regional Transportation Plan in June 2011 through the update process for the Regional Transportation Plan: 2015-2040. A number of the items noted below make reference to an addendum retained on file. Copies of these addenda are available upon request.

1. May 26, 2011—The Regional Council adopted the 2011-2040 Regional Transportation Plan (RTP) after the requisite scoping, alternatives and public comment process including the allowance of public comment at the meeting to adopt the RTP.
2. June 1, 2011—The Regional Council, along with the other members of the Sustainability Grant Coalition, sponsored a kickoff event headlined by the Secretary of Housing and Urban Development, Shawn Donovan. Lt. Governor Bell and other dignitaries also spoke. The event was covered on KSL TV, in articles in the Deseret News and the Salt Lake Tribune and on KUER Radio News.
3. June 2, 2011—Regional Council Executive Director Andrew Gruber and others were interviewed by the editorial boards of the Salt Lake Tribune, the Deseret News and KSL-TV on the Sustainability Grant and the adopted Wasatch Choice for 2040 Vision.
4. June 3, 2011—The Davis County Clipper carried a lengthy article on the adopted Wasatch Choice for 2040 Vision and the Sustainability Grant.
5. June 5, 2011—The Salt Lake Tribune and KSL-TV carried editorials in favor of the Wasatch Choice for 2040 Vision mentioning WFRC by name in both cases
6. June 10, 2011—Regional Growth Committee Chairperson, Jan Zogmaister (Weber County Commissioner) and Alan Matheson from Envision Utah appeared on a talk show on KSL called Sunday Edition. The topic of discussion was the Wasatch Choice For 2040 Vision. The clip can be seen [here](#).
7. June 10, 2011—The Regional Council sponsored a booth at the annual Clear the Air Fair in Salt Lake City manned by WFRC staff member Sam Klemm. Attendance was moderate with attention given to the adopted RTP and Vision.

8. July 12, 2011—The Ogden Standard-Examiner carried an article on the Draft 2012-2017 Transportation Improvement Program (TIP). Regional Council Spokesman Sam Klemm was quoted in the article.
9. June 14, 2011—Regional Council Executive Director Andrew Gruber made a formal presentation to the National Association of Regional Council's annual conference in San Diego on the adopted Wasatch Choice For 2040 Vision and the implementation strategies contained therein.
10. June 20, 2011—The Salt Lake Tribune carried a feature article on mobility for seniors who age in place in their homes. Regional Council staff member Sam Klemm was interviewed for the article and quoted at length.
11. June 23, 2011—Regional Council Executive Director Andrew Gruber was a presenter in a national webinar presented by the Department of Housing and Urban Development (HUD) on the status of the various sustainability grants around the country.
12. July 14, 2011—Regional Council Executive Director Andrew Gruber made a formal presentation to the National League of Cities and Towns at their annual conference in Houston, Texas on the adopted Wasatch Choice 2040 Vision and the Regional Council's efforts at implementation.
13. July 15, 2011—The Millcreek Township News carried a three column article on the RTP, the TIP and local highway projects. Regional Council staff member Sam Klemm was quoted twice in the article.
14. July 26, 2011—The Regional Council paid for print and internet ads for the TIP open house in Salt Lake City. The ads ran in the Deseret News and Salt Lake Tribune.
15. July 30, 2011—The Regional Council sponsored an open house for the TIP at the FrontRunner Plaza in Salt Lake City. Copies of the RTP and the Vision were also displayed.
16. August 3, 2011—Regional Council Growth Committee Chairperson Jan Zogmaister, staff member Sam Klemm and Kevin Fayles from Envision Utah met with the editorial board of the Ogden Standard-Examiner regarding the implementation of the Vision.
17. August 4, 2011—Regional Council staff member Greg Scott represented the WFRC at an open house sponsored by UDOT for the 1800 North interchange and widening EIS in Sunset City. The open house was also advertised as a comment opportunity for the Draft 2012-2017 TIP. There were several questions about the adopted RTP, but none about the Draft TIP.

18. August 4-6, 2011—Regional Council staff members Mary Guy-Sell and Ali Oliver maintained a booth at the Tooele County Fair to display the Mobility Management program and invite members of the public to participate in the effort.
19. August 10, 2011—Regional Council staff member LaNiece Davenport made a formal presentation on the current Green Infrastructure Study to the Utah State Water Symposium.
20. August 16, 2011—The Regional Council sent out its Happenings! newsletter. Articles in the newsletter include those on the make-up and purpose of the Regional Council, the Draft 2012-2017 TIP, the recently adopted Regional Transportation Plan and a spotlight on Regional Council Member and Weber County Commissioner Jan Zogmaister. A copy has been retained as addendum 1.
21. August 22, 2011—The Regional Council prepared and sent letters to the Utah Congressional Delegation on behalf of the Joint Policy Advisory Committee on several issues pending before Congress.
22. August 24, 2011—A save the date notice was sent out to approximately 3,700 individuals announcing the Wasatch Choice 2040 Consortium meeting on Sept. 26th. Other organizations such as Salt Lake County have forwarded the notice to an additional 4,000 recipients.
23. August 25, 2011—Regional Council staff member Jon Larsen attended an open house sponsored by UDOT for the SR-111 study and displayed the adopted 2011-2040 RTP and the Wasatch Choice 2040 Vision. Forty members of the public were in attendance.
24. August 28, 2011—Regional Council Executive Director Andrew Gruber along with the executive directors at MAG and Envision Utah authored a guest editorial on the Wasatch Choice 2040 Vision which appeared in the Salt Lake Tribune.
25. September 7, 2011—Regional Council staff member Sam Klemm met with Deseret News and KSL Radio reporter Jasen Lee regarding the current RTP, TIP and Wasatch Choice 2040 Vision.
26. September 20, 2011—Regional Council Executive Director Andrew Gruber made a presentation of the Wasatch Choice 2040 Vision to the Executive Director's Conference of the National Association of Regional Councils in Jacksonville, Florida.
27. September 20, 2011—Regional Council staff member Sam Klemm was interviewed on KCPW radio on their Talk of the Town program regarding the implementation of the Wasatch Choice 2040 Vision.

28. September 20, 2011—Regional Council staff member was quoted on KCPW radio news on the Wasatch Choice 2040 Vision.
29. September 22, 2011—WFRC staff members Ned Hacker and Jon Larsen made a formal presentation on regional planning and transportation modeling to a graduate planning class at the University of Utah.
30. September 23, 2011—Regional Council Public Information Officer Sam Klemm along with two other representatives from the University of Utah and Envision Utah were interviewed on KRCL Radio's Radioactive call-in show.
31. September 24, 2011—The Davis County Clipper carried an article on the upcoming Wasatch Choice 2040 Consortium Meeting.
32. September 26, 2011—The Regional Council, in cooperation with Envision Utah, MAG, the Utah Chapter of the American Planning Association, Salt Lake County, Salt Lake City, and the U.S. Dept. of Housing and Urban Development sponsored a meeting of the Wasatch Choice 2040 Consortium for all city planners, city officials, developers, bankers and other interested parties to present the 2040 Vision for growth and development. Attendance totaled 349.
33. September 26, 2011—Fox 13 news carried a lengthy clip on their news program on the Consortium meeting. Regional Council spokesman Sam Klemm was featured on the news clip.
34. September 27, 2011—The Salt Lake Tribune carried a three column article on the Consortium meeting. Regional Council Executive Director Andrew Gruber was quoted at length in the article.
35. October 2, 2011—The Salt Lake Tribune published an editorial in favor of the Wasatch Choice 2040 Vision and specifically referenced the Regional Council and WFRC Executive Director Andrew Gruber.
36. October 4, 2011—The American Planning Association Website carried a news article on the travel survey being conducted by the Regional Council and its' partners. WFRC staff member Ned Hacker was quoted in the article.
37. October 5, 2011—Regional Council staff member Sam Klemm made a formal presentation to the Utah Chapter of the American Public Works Association at their annual conference in Sandy.

38. October 7, 2011—Regional Council Executive Director Andrew Gruber made a formal presentation on the Wasatch Choice 2040 Vision to the Utah Chapter of the American Planning Association.
39. October 14, 2011—The Regional Council along with the other partners in the Wasatch Choice 2040 Consortium hosted Shelly Poticha, HUD Director for the Office of Sustainable Communities at a luncheon at the State Capitol and a tour of two of the catalytic sites within the Wasatch Choice 2040 program.
40. October 14, 2011—The Ogden Standard-Examiner published a lengthy article on the Wasatch Choice 2040 Vision and explained in depth how it will affect various northern Utah Cities. Regional Council spokesman Sam Klemm was quoted in the article along with three mayors and Commissioner Bret Milburn of Davis County.
41. October 15, 2011—Regional Council Public Information Officer Sam Klemm was part of a panel organized by Dr. Chris Nelson of the University of Utah for the American Society of Collegiate Planners at their annual conference. Other participants included Christie Oostema from Envision Utah and Shelly Poticha, HUD Director for the Office of Sustainable Communities.
42. October 19, 2011—Regional Council Public Information Officer Sam Klemm made a presentation on the importance of Complete Streets to the Davis County Council of Governments.
43. October 20, 2011—Regional Council Executive Director Andrew Gruber gave a formal presentation on the Wasatch Choice 2040 Vision to the Railvolution Conference in Washington D.C.
44. October 22, 2011—The Regional Council sponsored a booth at the Salt Lake City Farmer's Market at Pioneer Park to publicize and take comment on the Mobility Management Program. The booth was staffed by Mary Guy-Sell and Ali Oliver.
45. October 23, 2011—The Regional Council was specifically referenced in an article in the Ogden Standard-Examiner on the Ogden downtown circulator/streetcar.
46. October 24, 2011—The D.C. Streets Blog reported on Director Gruber's presentation to Railvolution noted above in depth on their weekly blog.
47. October 25, 2011—Regional Council staff members Mary Guy-Sell and Ali Oliver made a presentation on the Mobility Management Program at the Morgan Senior Center to publicize and take comment on the Program.

48. October 25, 2011—Regional Council staff members Mary Guy-Sell and Ali Oliver staffed a display at Ogden City Hall to publicize and take comment on the Mobility Management Program.
49. October 25, 2011-- Regional Council staff members Mary Guy-Sell and Ali Oliver made a presentation on the Mobility Management Program at the North Salt Lake City Hall to publicize and take comment on the Program.
50. October 26, 2011-- Regional Council staff members Mary Guy-Sell and Ali Oliver made a presentation on the Mobility Management Program at the Tooele Senior Center to publicize and take comment on the Program.
51. October 26, 2011—Regional Council staff member Mary Guy-Sell staffed a booth showcasing the Mobility Management Program at the annual Mountainland Association of Governments transportation and land use open house.
52. November 8, 2011—Regional Council staff member Sam Klemm made a formal presentation on the Wasatch Choice 2040 Vision, the 2040 RTP and their integration to a monthly meeting of the Utah area construction trade unions. They had several questions and expressed an interest in participating in the Wasatch Choice 2040 Consortium.
53. November 9, 2011—The Urban Transportation Monitor, a monthly publication from the Washington, D.C. area, carried a lengthy article on the Wasatch Choice 2040 Vision in which WFRC staff member Sam Klemm was quoted three times. A copy has been retained as addendum 2.
54. November 15-17, 2011—The Regional Council sponsored a booth at the UDOT Engineering Conference. In the booth, there were displays of the current RTP and the adopted Wasatch Choice 2040 Vision. As part of the conference, WFRC staff made formal presentations in two of the conference sessions on the Vision and corridor preservation.
55. November 18, 2011—Regional Council staff member Sam Klemm made a presentation on the Vision to the League of Women Voters in Salt Lake City. The meeting was well attended with approximately 40 members present.
56. November 29, 2011—Regional Council staff member Sam Klemm made a presentation on the Wasatch Choice 2040 Vision to some investors for a large pension fund in association with representatives from UTA. They were specifically interested in the possibility of investing in some TODs being developed near TRAX stops in Salt Lake County.
57. December 6, 2011—Regional Council Executive Director Andrew Gruber and staff member Jory Johner made presentations on the Wasatch Choice 2040 Vision and the

statewide Unified Transportation Plan respectively to the Salt Lake Area Chamber of Commerce Transportation Committee.

58. December 7, 2011—Regional Council Executive Director Andrew Gruber made a formal presentation to the local chapter of the American Institute of Architecture on the Wasatch Choice 2040 Vision.
59. December 14, 2011—Regional Council staff members Andrew Gruber and Sam Klemm met with four Utah State Representatives from Weber and Davis Counties to discuss transportation needs and the Vision.
60. December 15, 2011—The Regional Council was specifically referenced in an article in the Ogden Standard-Examiner on needed highway projects in Davis and Weber Counties.
61. December 15, 2011—WFRC staff member Sam Klemm made a presentation on the Vision and current RTP to the editorial staff at el Hora, the Hispanic newspaper associated with the Salt Lake Tribune.
62. December 16, 2011—The December issue of the WFRC *Happenings!* newsletter was e-mailed to approximately 4,000 transportation stakeholders and other interested recipients. A copy has been retained as addendum 3.
63. December 17, 2011—The Regional Council and the Wasatch Choice 2040 Vision was specifically referenced in a lengthy article on the Sandy City transit oriented development currently being planned.
64. December 21, 2011—Regional Council staff members Andrew Gruber and Sam Klemm met with Utah State Representative Wayne Harper to discuss transportation needs and the Vision.
65. December 26, 2011—Utah State Representative Jeremy Peterson posted a lengthy article on the Wasatch Choice 2040 Vision and new urbanism on his website. The link is available [here](#).
66. January 3, 2012—The Ogden Standard-Examiner carried a lengthy article on highway funding for the next 30 years. There were extensive quotes from WFRC staff members Jory Johner and Sam Klemm.
67. January 4, 2012—The January issue of Governing Magazine carried an article on the Wasatch Choice 2040 Vision and quoted WFRC Executive Director Andrew Gruber.

68. January 4, 2012—The Utah Pulse website carried an article on the Wasatch Choice 2040 Plan and noted the article discussed in item 67.
69. January 13, 2012—Ahora Utah, the Spanish language arm of the Salt Lake Tribune printed a lengthy article on the Wasatch Choice 2040 Vision. WFRC staff member Sam Klemm was quoted at length in the article. A copy has been retained as addendum 4.
70. January 17, 2012—WFRC Executive Director Andrew Gruber made a presentation on the Wasatch Choice 2040 Vision to the Wallace Stegner Center for Land, Resources and the Environment at the University of Utah Law School.
71. January 18, 2012—The Daily Utah Chronicle, the student newspaper at the University of Utah, carried a lengthy article on the presentation mentioned in item 71 above.
72. January 30, 2012—An e-mail advertising the availability of the latest Wasatch Choice for 2040 newsletter with appropriate links was sent to 3,800 recipients. A copy has been retained as addendum 5.
73. January 30, 2012—Governing Magazine published a lengthy article on the Wasatch Choice 2040 Plan, Envision Utah and a quote from WFRC Executive Director, Andrew Gruber.
74. February 3, 2012—WFRC Executive Director Andrew Gruber made a presentation on the Wasatch Choice 2040 Vision to the Utah State Chamber of Commerce Winter Conference.
75. February 7, 2012—WFRC staff member Ned Hacker made a presentation on the Wasatch Choice 2040 Vision to the North Ogden City Council and Mayor with specific reference to some development questions.
76. February 8, 2012—The Salt Lake County weekly e-mail, which has 4,000 recipients, focused on the latest Wasatch Choice for 2040 newsletter and the Regional Council's growth principles.
77. February 14-15, 2012—Regional Council staff member Sam Klemm met with the Washington based legislative assistants over transportation for the members of the Utah Congressional Delegation. They discussed Utah transportation needs and plans.
78. February 20, 2012—Regional Council member Sam Klemm made a presentation on the Wasatch Choice for 2040 Vision and the RTP to the Utah Coalition de La Raza, the local Hispanic community organization. A summary of their comments has been entered into the environmental justice section of the 2015-2040 RTP.

79. February 23, 2012—Regional Council staff member Sam Klemm and fellow HUD grantee, Jim Wood, met with the housing staff of the Salt Lake Community Action Program to discuss housing needs and barriers. A summary of their comments has been entered into the environmental justice section of the 2015-2040 RTP.
80. February 24, 2012—Regional Council staff members Andrew Gruber and Sam Klemm presented the Unified Statewide Long Range Transportation Plan to the Weber County Caucus of the Utah State Legislature.
81. February 27, 2012-- Regional Council staff members Andrew Gruber and Sam Klemm presented the Unified Statewide Long Range Transportation Plan to the Davis County Caucus of the Utah State Legislature.
82. March 1, 2012—Regional Council staff members Andrew Gruber and Sam Klemm presented the Unified Statewide Long Range Transportation Plan to the Salt Lake County Caucus of the Utah State Legislature.
83. March 6, 2012—Regional Council staff member Sam Klemm made a presentation on the Vision and 2040 RTP to the Blue Goose Association, a service club for insurance agents.
84. March 6, 2012—Regional Council staff member Sam Klemm made a presentation on the Vision and 2040 RTP to the Disability Rights Action Coalition. A summary of their comments has been entered into the environmental justice section of the 2015-2040 RTP.
85. March 27, 2012—Regional Council Executive Director Andrew Gruber was quoted at length in a Salt Lake Tribune article on the Census results for the Wasatch Front. Mr. Gruber mostly discussed issues of growth.
86. March 27, 2012—The Regional Council in association with Envision Utah, MAG, the University of Utah, the American Planning Association Utah Chapter, UTA, UDOT and Salt Lake County sponsored the semi-annual Consortium meeting for the Wasatch Choice for 2040 plan for growth and development. The meeting held at the Salt Palace was attended by nearly 400 people. There were breakout sessions on funding for transit oriented developments, housing needs, the ET+ computer software program for city planners, the RTP, and form based zoning codes. The Regional Council staff and those of the other agencies spent hundreds of hours in meeting preparation and promotion.
87. March 28, 2012—The Salt Lake Tribune published a lengthy article on the Consortium meeting noted above. Regional Council Executive Director Andrew Gruber was quoted in the article.

88. March 30, 2012—The Deseret News carried published an editorial commenting favorably on the Wasatch Choice for 2040 Plan and specifically referenced the Consortium meeting held on March 28th.
89. April 5, 2012—Regional Council staff member Sam Klemm and Envision Utah Representative Kevin Fayles presented the Wasatch Choice for 2040 Vision and the current RTP to the Regional Coordinating Council for Mobility Management. The Coordinating Council is made up of representatives from many groups representing the transportation underserved and other groups with special needs.
90. April 11, 2012—Regional Council staff member Sam Klemm made a formal presentation on the Wasatch Choice for 2040 Vision and the current RTP to the professional staff members of the Disability Law Center.
91. April 11, 2012—Regional Council staff member Sam Klemm made a formal presentation on the Wasatch Choice for 2040 Vision and the current RTP to the Jordan Meadows Community Council in Salt Lake City. There were several questions asked about implementation and overcoming barriers to the placement of transit oriented developments.
92. April 12, 2012—Regional Council staff member Sam Klemm presented the Wasatch Choice 2040 Vision and current RTP to the Salt Lake County Association of Community Councils Together (ACCT). There were numerous questions about east/west travel, the placement of transit oriented developments (TODs), and who will be making planning and zoning decisions.
93. April 12, 2012—The Davis County Clipper carried a four column article on the Wasatch Choice for 2040 Vision and the recent Consortium meeting. Regional Council staff member Sam Klemm was quoted at length in the article.
94. April 16, 2012—Regional Council staff member Sam Klemm made a presentation on the Wasatch Choice 2040 Vision to the Western Growth Coalition in West Jordan City. The Coalition consists of several area legislators, chamber of commerce presidents, west side Salt Lake County mayors and school district leaders. The presentation was done in conjunction with UDOT.
95. April 19, 2012—Disability Law Staff Member Stephanie Pitcher wrote and editorial praising WFRC for its leadership in implementing the Wasatch Choice 2040 Vision and the concept of complete streets. The editorial appeared in the Deseret News.
96. April 30, 2012—Rep. Jeremy Peterson wrote a lengthy article regarding the 2040 Consortium meeting and the involvement of WFRC on his widely read blog.

97. April 30, 2012—Janet Kavinoky of the U.S. Chamber of Commerce wrote an article for their blog on the “Secret Sauce in Utah.” It centered on how we seem to be able to work together and actually get things done and specifically referenced the Unified Transportation Plan and the many projects that flow therefrom. Regional Council Executive Director Andrew Gruber was personally referenced in the article.
98. May 9, 2012—U.S. Secretary of Transportation Ray LaHood spoke to the Utah Chapter of Women in transportation and held up a copy of Utah’s Unified Transportation Plan and said “This is an excellent example of cooperation between transportation planning agencies.” A photo of this was put on the WFRC Facebook page.
99. May 16, 2012—Regional Council staff member Sam Klemm and University of Utah Professor Jim Wood made a formal presentation to the Weber County Homeless Coordinating Committee on the RTP, the Wasatch Choice for 2040 Vision and the Housing Assessment being conducted under the HUD grant. The members of the Committee had several comments which are recorded in the Environmental Justice section of the report.
100. May 21, 2012—Regional Council staff members Ned Hacker, Val Halford and Sam Klemm had an in depth discussion about transportation needs on the west side of the Salt Lake Valley with the Western Growth Coalition. The Coalition is a group of west side mayors, city council members, legislators and business leaders that meets on a monthly basis to discuss issues of common concern.
101. May 21, 2012—The Ogden Standard-Examiner carried a lengthy article on the new committee set up by WFRC to promote active transportation. The article quoted committee chairman and WFRC member Louenda Downs and WFRC spokesman Sam Klemm. The link was posted on the WFRC webpage and Facebook page.
102. May 22, 2012—The Salt Lake Tribune published an article on the newly established WFRC committee on active transportation. The link was added to the WFRC web and Facebook pages.
103. May 24, 2012—The Salt Lake Tribune carried a lengthy article on WFRC staff member Kip Billings’ presentation on air quality and the Regional Council meeting held on the same day. The print version of the article appeared on May 25th. Regional Council Executive Director Andrew Gruber was also quoted in the article.
104. May 24, 2012—The Davis County Clipper published an article entitled “WFRC committee will study transportation.” The article discussed the new active transportation committee and quoted committee chairperson, Louenda Downs.

105. June 7, 2012—Envision Utah representative Kevin Fayles and WFRC staff member Sam Klemm spoke to the Salt Lake City Association of Community Councils as hosted by Mayor Ralph Becker. Mr. Fayles and Mr. Klemm introduced the RTP and the 2040 Vision. Most of the questions from the community council representatives centered on needed transit improvements.
106. June 7, 2012—The Deseret News carried a lengthy article on the opening of a new segment of the Jordan River Trail that links Salt Lake and Davis Counties. WFRC Executive Director Andrew Gruber spoke at the ribbon cutting was quoted extensively in the article.
107. June 8, 2012—The Salt Lake Tribune carried an article on the possible incorporation of Millcreek City. The Regional Council was specifically cited as being of use to “fix their roads.”
108. June 11, 2012—The Regional Council sent out the quarterly Wasatch Choice for 2040 newsletter to a list of approximately 3,000 recipients.
109. June 13, 2012—The Regional Council sent out the *Happenings!* Newsletter to approximately 3,000 transportation stakeholders. A copy of the newsletter has been retained as addendum 5.
110. June 13, 2012—The Regional Council was specifically referenced as the transportation planning agency for the Wasatch Front in a Salt Lake Tribune article on road widening.
111. June 14, 2012—Regional Council Executive Director Andrew Gruber published an article on the importance of the Unified Plan in the Utah Policy Daily. Utah Policy Daily is widely read and respected in political and policy making circles.
112. June 19, 2012—Regional Council staff member Val Halford traveled to Clinton City to make a presentation on Wasatch Choice for 2040, the WFRC organization, and the general plan process to select number of individuals including the mayor, several city council members, planning commissioner, and invited guests from the general public – about 26 total individuals. Scott Hess, Davis County Planner, was also a presenter. This meeting was organized by Lynn Vinzant as a “kick-off” for the update of Clinton City’s general plan.
113. June 20, 2012—Regional Council staff members Andrew Gruber and Sam Klemm presented the Wasatch Choice for 2040 Vision for growth and development to the Utah State House of Representatives Democratic Caucus. There were several follow-up questions.

114. July 2, 2012—Regional Council staff members Ali Oliver and Sam Klemm along with HUD housing study director James Woods met with the residential issues board for the Weber-Ogden Community Action Program to discuss the Wasatch Choice for 2040 Vision for growth and development, the RTP, housing needs, and mobility management for the transportation disadvantaged.
115. July 3, 2012—The Regional Council published a legal notice in the Ogden Standard-Examiner, the Salt Lake Tribune and the Deseret News announcing the comment period for the 2013-2018 TIP and some amendments to the RTP. A copy has been retained as addendum 6. In addition, the 24th Street Interchange EIS team published a lengthy notice in the Standard-Examiner detailing their project and ours with an announcement of the upcoming open house.
116. July 5, 2012—The Ogden Standard-Examiner carried an article detailing the proposed amendments to the RTP and the rationale for them. Regional Council spokesman Sam Klemm was quoted three times in the article.
117. July 11, 2012—The Salt Lake Tribune published a lengthy article highlighting a Brookings Institute Study that lists the Salt Lake metro area as number one for employment access via transit. WFRC Executive Director Andrew Gruber was quoted at length in the article explaining how investments made by the taxpayers in transit are now paying dividends in terms of economic growth.
118. July 17, 2012—Regional Council staff members Doug Hattery and Ali Oliver presented the 2040 Vision, the RTP and the Mobility Management Program to the Davis County Domestic Violence Committee. The Committee is a consortium of the human service organizations from across Davis County.
119. July 17, 2012—Regional Council staff members Ned Hacker and Ben Wuthrich presented the Draft 2013-2018 TIP and several proposed amendments to the RTP at an open house in Ogden. The open house was co-sponsored by UDOT for the 24th Street interchange EIS. Approximately 70 members of the public were in attendance.
120. July 22, 2012—The Regional Council published a ¼ page ad in the Salt Lake Tribune and Deseret News for the open house scheduled on July 26th. A copy has been retained as addendum 7.
121. July 25, 2012—The Salt Lake Tribune carried a lengthy article regarding Transit usage along the Wasatch Front. Regional Council Executive Director Andrew Gruber was quoted at length in the article. The article can be found [here](#).

122. July 25, 2012—The Regional Council published a ¼ page ad in the local Spanish language newspaper, OK Espanol, for the open house scheduled on July 26th. A copy has been retained as addendum 8.
123. July 26, 2012—The Regional Council sponsored an open house in Salt Lake City for the Draft 2013-2018 TIP and some amendments to the 2012-2040 RTP. Attendance was moderate. There were numerous questions. Individuals with comments said that they would send in a formal e-mail later.
124. August 7, 2012—Regional Council staff members Ali Oliver and Sam Klemm presented the Wasatch Choice for 2040 Vision, the RTP and the Mobility Management Program to the Weber Area Association of Human Service Organizations. Dr. Jim Wood also made a presentation on low income housing needs. The questions mostly centered on affordability of services.
125. August 8, 2012—Regional Council staff members Jory Johner, Val Halford and Sam Klemm met with the Assistant City Manager and other planning staff members from Herriman City on future transportation needs.
126. August 9, 2012—Regional Council staff members Andrew Gruber and Jory Johner presented the Unified Transportation Plan to the Weber Chamber of Commerce Transportation Committee.
127. August 12, 2012—The Deseret News carried a two page article on the challenges to air quality and focused on transportation. The Regional Council was specifically referenced in the article and staff members Kip Billings and Sam Klemm were quoted.
128. August 13, 2012—Regional Council Executive Director Andrew Gruber addressed the Legislative Policy Committee of the Utah League of Cities and Towns on the new federal transportation reauthorization bill, MAP-21.
129. August 15, 2012—Regional Council Executive Director and MAG Executive Director Andrew Jackson presented the Unified Transportation Plan to the Transportation Interim Committee of the Utah State Legislature.
130. August 16, 2012—Regional Council staff members Mary Guy-Sell and Ali Oliver presented the Wasatch Choice for 2040 Vision and the Mobility Management Program to the Utah Intergovernmental Roundtable.
131. August 21, 2012—The Unified Transportation Plan was awarded one of six quality growth award presented by Governor Herbert as reported in the Deseret News.

132. August 23, 2012—The Regional Council paid for an audit of communications and outreach efforts by the Council and staff. The results which included a focus group and dozens of interviews of outside leaders was summarized in a final report and presented to the Executive Committee of the Council. A copy has been retained as addendum 9.
133. August 23, 2012—Regional Council staff members Mary Guy-Sell and Ali Oliver conducted an online survey of mobility needs for the transportation disadvantaged. There were nearly 900 respondents.
134. August 28, 2012—Regional Council staff member Sam Klemm presented the Wasatch Choice for 2040 Vision for growth and development and the 2011-2040 RTP to the Salt Lake City Accessibility Services Advisory Council.
135. August 30, 2012—The Regional Council hosted a summit for transportation professionals who deal with large amounts of computer data. There were several presentations by various entities such as UDOT, UTA and private firms.
136. August 30, 2012—Regional Council staff member met with Dee Condrey, the Transportation Legislative Assistant from Washington, D.C. for Congressman Jim Matheson.
137. September 5, 2012—Regional Council Public Information Officer Sam Klemm addressed the Legislative Affairs Committee of the Salt Lake Board of Realtors regarding the Wasatch Choice for 2040 Vision and the current RTP. There was an extended discussion regarding growth and the needs arising therefrom.
138. September 5, 2012—Regional Council Public Information Officer Sam Klemm addressed the Salt Lake City Avenues Community Council on the Wasatch Choice for 2040 Vision and the current RTP.
139. September 14, 2012—Regional Council Deputy Director Doug Hattery was a member of a panel discussion on transportation needs and plans at the Utah League of Cities and Towns annual conference.
140. September 16, 2012—Regional Council staff member Greg Scott was quoted at length in an article in the Tribune on Ogden City streetcar planning and needs.
141. September 20, 2012—Regional Council staff members Andrew Gruber and Kip Billings made a formal presentation to the Economic Development/Air Quality Task Force of the Utah State Legislature on the issue of transportation and air quality.
142. September 20, 2012—The Davis County Clipper published a lengthy article on the upcoming Wasatch Choice for 2040 Consortium meeting. WFRC Vice-Chair Bret Millburn

and WFRC staff member Sam Klemm were quoted at length. The link to the article can be found [here](#).

143. September 20, 2012—WFRC Vice-Chairman Bret Millburn was quoted at length in an article on a conference he attended in New York on the new MAP-21 Transportation Bill.
144. September 21, 2012—The Salt Lake Tribune carried a story on the presentation noted above in item 143.
145. September 24, 2012—The City Weekly newspaper put the Wasatch Choice for 2040 event on their community calendar in long form.
146. September 27, 2012—The Regional Council co-sponsored the fall Wasatch Choice for 2040 Consortium meeting at the Salt Palace. There were 382 individuals were in attendance including city mayors, legislators, city planners, bankers, developers and many others interested in future growth patterns. There were two keynote speakers and five breakout sessions covering such topics as ET+, Form Based Code, Wasatch Choice 2040 101, Mobility Management and green infrastructure.
147. September 28, 2012—The Salt Lake Tribune carried a lengthy article on the Consortium meeting noted in the previous entry. WFRC Executive Director Andrew Gruber was quoted along with numerous other participants. A link to the article can be found [here](#).
148. September 30, 2012—The Ogden Standard-Examiner carried an article on the RTP scoping process held at the Ogden/Layton TAC meeting the previous day. WFRC staff member Val Halford was quoted three times in the story.
149. October 9, 2012—The Ogden Standard-Examiner published an article on the new bicycle/pedestrian barriers survey being managed by WFRC. Regional Council staff members Jon Larsen and Sam Klemm were quoted in the article.
150. October 10, 2012—The Deseret News carried a guest editorial extolling the virtues of the Utah transportation planning culture with specific reference to the metropolitan planning organizations and praised it as a model of how to get things done. The link to the article can be found [here](#).
151. October 13, 2012—The Deseret News published an article on the opening of a large section of the Mountain View Corridor and quoted WFRC Deputy Director Doug Hattery at length. The full article can be found [here](#).
152. October 24, 2012—Regional Council staff member Sam Klemm represented the Council at an open house in Orem sponsored by the Mountainland Association of Governments.

Mr. Klemm displayed the RTP and the Wasatch Choice for 2040 Vision. Attendance was moderate.

153. October 29-31, 2012—The Regional Council sponsored and staffed a booth at the annual UDOT Engineer's Conference. The Conference is the largest of its' kind in the Country and was well attended. The display included the RTP maps and the Wasatch Choice for 2040 Vision. Numerous Conference attendees visited the booth and were given information and maps regarding the RTP and the Vision.
154. November 1, 2012—Regional Council staff member Val Halford made a formal presentation on the Wasatch Choice for 2040 Vision to the Davis County Planning Commission.
155. November 1, 2012—Regional Council staff member Ned Hacker represented the Council at an open house for the I-15 Express Lanes EIS. Mr. Hacker displayed the current RTP and 2040 Vision posters and answered questions from members of the public.
156. November 8, 2012—Regional Council staff members Andy Li and Ned Hacker represented the Council at an open house for the I-15 Express Lanes EIS in North Salt Lake City. Mssrs. Hacker and Li displayed the current RTP and 2040 Vision posters and answered questions from members of the public.
157. November 9, 2012—Regional Council staff member Sam Klemm made a formal presentation on the Wasatch Choice for 2040 Vision for growth and development to a Sustainability Conference at Brigham Young University.
158. November 12, 2012—Regional Council staff members Ted Knowlton and Sam Klemm made a presentation on the Wasatch Choice for 2040 Vision for growth and development to the Utah League of Women Voters. Their questions focused on the development of the Model Form Based code being prepared as part of the HUD grant.
159. November 13, 2012—Regional Council Executive Director Andrew Gruber was part of a presentation to the Utah Chapter of Women in Transportation on MAP-21.
160. November 14, 2012—Regional Council staff members Ted Knowlton and Sam Klemm made a presentation on the 2040 Vision and current RTP to area leaders in the architectural and urban planning fields as organized by Architectural Nexus, a local firm.
161. November 20, 2012—Regional Council staff member Sam Klemm and HUD Housing Study grantee Dr. James Woods met with the Board of Directors for the Utah Chapter of the NAACP. Brief presentations were given on the current RTP, the Wasatch Choice for 2040 Vision and the HUD grant. Dr. Woods then solicited feedback on housing availability and choice issues as part the environmental justice outreach effort for the HUD grant.

162. November 21, 2012—The Deseret News published an article on the recently completed Mountain Transportation Study. WFRC Executive Director Andrew Gruber was quoted in the article. The full article can be found [here](#).
163. November 29, 2012—WFRC Executive Director was interviewed by KUER radio news regarding the Salt Lake Chamber of Commerce Air Quality Committee. A link to the story can be found [here](#).
164. November 29, 2012—The Davis County Clipper published an article on the proposed West Davis Highway in which the Regional Council's RTP was specifically referenced.
165. December 12, 2012—The Brookings Institute published paper entitled "The Utah Model: Lessons for Regional Planning" in which the Utah urban and transportation planning processes were touted as an example for the rest of the nation. The full article can be found [here](#). The article was highlighted on WFRC's Facebook page.
166. December 19, 2012—WFRC sent out a Wasatch Choice for 2040 newsletter to approximately 3400 recipients.
167. December 29, 2012—Regional Council Executive Director Andrew Gruber responded to a Salt Lake Tribune Editorial with one of his own on the issue of development and sprawl with regard to moving the State Prison. The article can be found [here](#).
168. December 30, 2012—The Deseret News published a lengthy article on the Wasatch 2040 Vision and the development of transit oriented developments near FrontRunner and TRAX lines. Regional Council staff members Ted Knowlton and Sam Klemm were quoted several times in the article. The full article can be found [here](#).
169. January 9, 2013—WFRC Deputy Director Ted Knowlton was interviewed on the KCPW Radio interview program City Views. The full interview can be found [here](#).
170. January 28, 2013—The Utah Policy Daily carried an article on gasoline tax indexing for inflation. The statistics and graph used in the article were produced by WFRC.
171. January 28, 2013—WFRC Public Information Officer Sam Klemm addressed the Utah Division of Indian Affairs Housing Committee on the Wasatch Choice for 2040 Vision and the transit component of the RTP. Dr. Jim Wood of the HUD grant coalition addressed the group on the HUD funded housing study.
172. January 29, 2012—WFRC Public Information Officer Sam Klemm presented the Wasatch Choice for 2040 Vision and current RTP to the Draper Mayor and City Council at their Envision Draper summit.

173. February 7, 2013—Regional Council staff member Sam Klemm and Dr. Jim Wood from the University of Utah visited the Salt Lake Area Authority on Aging Board and introduced the current RTP, the Wasatch Choice for 2040 Vision and the HUD Grant. After which, the Board gave their thoughts and impressions on transportation and housing needs for the Region.
174. February 13, 2013—Regional Council staff members Andrew Gruber and Sam Klemm met individually with the senior Washington D.C. based staff members of the five members of the Congressional Delegation. Discussions with the congressional staffers centered on transportation plans, needs and implementation of MAP-21.
175. February 14, 2013—Regional Council staff member Andrew Gruber was interviewed on KUER's Radio West program regarding transit usage and air quality. The link to the interview is [here](#).
176. February 21, 2013—Regional Council staff member Sam Klemm addressed the Davis Chamber of Commerce Legislative Committee on the issues of the Unified Plan, transportation funding, and air quality.
177. February, 23, 2013—Regional Council staff member Sam Klemm addressed the Western Growth Coalition Legislative Committee on the issues of the Unified Plan, transportation funding, and air quality.
178. February 25, 2013—The Salt Lake Tribune carried an article on air quality and transportation. Figures and estimates provided by the Regional Council were featured prominently in the [article](#).
179. February 25, 2013—Regional Council Executive Director Andrew Gruber addressed the Davis County Legislative Caucus sponsored by the Davis County Chamber of Commerce. Director Gruber focused on the Unified Plan, transportation funding and air quality.
180. February 26, 2013—Regional Council staff member Sam Klemm addressed the Weber Chamber of Commerce Legislative Committee on transportation funding needs and air quality issues relative to transportation.
181. March 1, 2013—Regional Council staff member Sam Klemm addressed the Weber County Legislative Caucus on transportation funding needs, air quality issues relative to transportation and the 2011-2040 RTP.
182. March 13, 2013—Regional Council staff members Doug Hattery and Ned Hacker made a formal presentation to the Taylorsville City Council, Mayor and staff on the Wasatch Choice for 2040 Vision and 2011-2040 RTP.

183. March 20, 2013—Regional Council Executive Director Andrew Gruber was interviewed as part of an [article](#) in the Deseret News on a major study released by the Utah Foundation on transportation funding options.
184. March 25, 2013—University of Utah researcher Dr. Jim Wood and WFRC staff member Sam Klemm addressed the Executive Board of the Indian Walk-In Center on the Wasatch Choice 2040 Vision, needs for the RTP update, and the HUD Grant housing study. They had several comments which were carefully catalogued and sent to the planners within WFRC.
185. March 28, 2013—Tom Wharton, a commentator from the Salt Lake Tribune, called for a Salt Lake County trails map and specifically referenced the bicycle and trails map produced by WFRC. The full article can be found [here](#).
186. April 3, 2013—WFRC Executive Director Andrew Gruber was quoted in an article on transportation needs in the [Tom Warne Report](#) website.
187. April 11, 2013—WFRC staff members hosted representatives from the planning offices of UTA, UDOT, South Jordan and the American Planning Association to review the four proposed land use scenarios as part of the effort to update the 2040 RTP. A detailed summary of their comments is available in the appendix and was circulated among WFRC planning staff.
188. April 11, 2013—The Ogden Standard-Examiner covered a presentation by UTA and WFRC staff members to the Ogden City Council and Mayor on the issue of the Ogden Street Car.
189. April 18, 2013—The Salt Lake Tribune carried an article on the value of the Wasatch Choice for 2040 Plan in controlling sprawl and social interaction. The article can be found [here](#).
190. May 7, 2013—The Deseret News published an article on the West Davis Highway that specifically referenced the Wasatch Front Regional Council and its plans. The article can be found [here](#).
191. May 9, 2013—The Davis County Clipper published an article on the protests over the proposed West Davis Highway. The Regional Council's plans and data were specifically referenced. The full article can be found [here](#).
192. May 10, 2013—The South Valley Journal published an article on the construction of a new interchange at Redwood Road and Bangert Highway. The Regional Council and its

plans were specifically lauded in the article by the Riverton City economic development chief.

193. May 16, 2013—An e-mailed question received through the WFRC website on the current RTP was answered by Regional Council staff member Sam Klemm.
194. May 22, 2013—An invitation to the Wasatch Choice for 2040 Consortium meeting to be held the following week was sent out to the 3,500 recipients on WFRC's master e-mailing list. The same notice was sent out to the 4,000 recipients on Salt Lake County's master list. The notice was also sent out through the Women in Transportation and American Planning Association listservs.
195. May 26, 2013—The Davis Chamber of Commerce President Jim Smith published an editorial in the Ogden Standard-Examiner on the Wasatch Choice for 2040 Vision and specifically referenced the Regional Council. The full article can be viewed [here](#).
196. May 29, 2013—The Wasatch Choice for 2040 Consortium meeting was held at the Salt Palace with almost 400 participants. Nationally known guest speakers were brought in to educate the audience on the value of smart growth. After the speakers, the participants broke into small group sessions on ET+, housing, water needs, air quality, and transit.
197. May 30, 2013—The Ogden Standard-Examiner ran an article on a new study for a high capacity transit line from the Ogden downtown area to Weber State University. The RTP was specifically mentioned in the article.
198. June 2, 2013—The Salt Lake Tribune carried a lengthy article on mobility management for rural seniors who do not drive. WFRC staff member Mary Guy-Sell was quoted in the article. The link to the article can be found [here](#).
199. June 5, 2013—A two hour meeting with a formal presentation on the four growth scenarios was held for the mayors and senior staff from the cities of Pleasant View, North Ogden, Harrisville, Plain City and Weber County. UTA and UDOT were also represented. Comments from the attendees were solicited, recorded and made part of the official transcript of comments on the draft scenarios.
200. June 6, 2013— A two hour meeting with a formal presentation on the four growth scenarios was held for the mayors and senior staff from the cities of West Jordan, Taylorsville, South Jordan and the unincorporated county. UTA and UDOT were also represented. Comments from the attendees were solicited, recorded and made part of the official transcript of comments on the draft scenarios.
201. June 10, 2013-- A two hour meeting with a formal presentation on the four growth scenarios was held for the mayors and senior staff from the cities of Ogden, South Ogden,

Uintah, Washington Terrace and South Weber. UTA and UDOT were also represented. Comments from the attendees were solicited, recorded and made part of the official transcript of comments on the draft scenarios.

202. June 11, 2013—The Regional Council sent out a follow-up to the May 29th Consortium meeting to the WFRC master mailing list requesting feedback on the meeting and noting the date in October for the next Consortium meeting.
203. June 11, 2013—Regional Council staff member Ben Wuthrich represented WFRC at an open house for the West Davis Highway Draft EIS in Farmington. He displayed maps of the current RTP and handed out the new brochure. There were hundreds of attendees from the public.
204. June 12, 2013—Regional Council staff member Ben Wuthrich represented WFRC at an open house for the West Davis Highway Draft EIS and displayed maps of the current RTP and handed out the new brochure. There were hundreds of attendees from the public.
205. June 12, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Sandy, Draper and the unincorporated area of Salt Lake County. Numerous comments on the different scenarios were received and documented.
206. June 12, 2013—Regional Council staff member Ben Wuthrich represented WFRC at an open house for the West Davis Highway Draft EIS in West Point City. He displayed maps of the current RTP and handed out the new brochure. There were hundreds of attendees from the public.
207. June 13, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Murray, Midvale, Cottonwood Heights, Holladay and the unincorporated area of Salt Lake County. Numerous comments on the different scenarios were received and documented.
208. June 13, 2013—Regional Council staff member Ben Wuthrich represented WFRC at an open house for the West Davis Highway Draft EIS in Hooper. He displayed maps of the current RTP and handed out the new brochure. There were hundreds of attendees from the public.
209. June 17, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Clearfield, Syracuse and Clinton Cities and Davis County. Numerous comments on the different scenarios were received and documented.

210. June 17, 2013—The Western Growth Coalition asked the Regional Council to arrange for a representative from UTA to speak to transit issues and plans for the west side of the Salt Lake Valley. WFRC staff member Sam Klemm made those arrangements and Doug Hattery attended the meeting.
211. June 19, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Layton, Kaysville, Fruit Heights, and Farmington Cities and Davis County. Numerous comments on the different scenarios were received and documented.
212. June 20, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Bountiful, West Bountiful, Woods Cross, North Salt Lake and Centerville Cities and Davis County. Numerous comments on the different scenarios were received and documented.
213. June 24, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Roy, West Haven, Hooper and Marriott-Slaterville Cities and Weber County. Numerous comments on the different scenarios were received and documented.
214. June 26, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Riverton, Bluffdale, Herriman and the unincorporated area of Salt Lake County. Numerous comments on the different scenarios were received and documented.
215. June 27, 2013—Regional Council staff members presented the four alternative growth and transportation scenarios to city leaders and senior staff from Salt Lake City, West Valley City, South Salt Lake City and the unincorporated area of Salt Lake County. Numerous comments on the different scenarios were received and documented.
216. June 29, 2013—The Regional Council published a legal notice in the Salt Lake Tribune and the Deseret News regarding a comment period for some amendments to the RTP. The notice can be found [here](#). A hard copy has been retained as addendum 9.
217. July 12, 2013—The Ogden Standard-Examiner carried an article on the future widening of U.S. 89. The Regional Council, the current RTP and plans for U.S. 89 within the RTP were discussed in the article. WFRC spokesman Sam Klemm was quoted in the article.
218. July 15, 2013—The Regional Council sent out approximately 3,500 e-mailed notices to interested stakeholders advertising comment periods and open houses for the draft growth scenarios, the draft TIP, four recommended amendments to the current RTP and the draft Wasatch Mobility Plan for the transportation disadvantaged.

219. July 16, 2013—The Regional Council was referenced by name in an article on highway planning and development in Clinton and Hooper Cities in the Ogden Standard-Examiner.
220. July 16, 2013—Regional Council staff members Ali Oliver and Sam Klemm presented a transit options study for Morgan County to the County Council. There were several questions from the Council members.
221. July 17, 2013—Regional Council Chairman Bret Millburn (Davis County Commissioner) and staff member Sam Klemm presented the Wasatch Choice for 2040 Vision to the Political Subdivisions Interim Committee of the Utah State Legislature.
222. July, 17, 2013—Regional Council Executive Director Andrew Gruber was quoted extensively in an [article](#) in the Salt Lake Tribune on the Utah Clean Air Partnership (UCAIR).
223. July 18, 2013—The Regional Council sponsored and open house in Farmington for the Draft Growth Scenarios, the Mobility Management Plan, four amendments to the current RTP and the Draft 2014-2019 TIP. Attendance was moderate.
224. July 18, 2013—Regional Council staff members Ted Knowlton and Julia Reynolds made a formal presentation to the Utah Intergovernmental Roundtable on the Wasatch Choice 2040 Vision and the HUD grant tools including ET+ and the model form based code.
225. July 20, 2013—The Ogden Standard-Examiner printed an article on the four growth scenarios for which WFRC is seeking public comment. WFRC Deputy Director Ted Knowlton was quoted in the article.
226. July 21, 2013—The Morgan County News carried a lengthy article based on the presentation to the County Council by Regional Council staff member Ali Oliver referenced in item 2224 above. The full article can be found [here](#).
227. 231. July 22, 2013—The Regional Council sponsored and open house in Ogden for the Draft Growth Scenarios, the Mobility Management Plan, four amendments to the current RTP and the Draft 2014-2019 TIP. Attendance was moderate.
228. July 29, 2013—Notice of the Salt Lake Open House was sent to 4,000 recipients in the Salt Lake County Diversity e-mail listserv and 3,500 in the WFRC e-mail list. In addition, notices were printed in the Deseret News, the Salt Lake Tribune and El Peridico de Utah (Spanish). A copy of the Spanish language ad has been retained as addendum 10.
229. July 30, 2013—Regional Council staff members Ali Oliver and Sam Klemm presented the Morgan County transit study to the Morgan City Council.

230. August 1, 2013—The Regional Council participated in a Transportation Coalition meeting sponsored by the Salt Lake Area Chamber of Commerce. WFRC Executive Director Andrew Gruber made a presentation and staff member Sam Klemm assisted by answering meeting attendee questions at the RTP maps.
231. August 1, 2013—The Regional Council sponsored an open house to display and receive comment on the Draft 2014-2019 TIP, four amendments to the current RTP, the Draft Mobility Management Plan and four growth and transportation scenarios. The open house was held at the Salt Lake County Government Center. Attendance was moderate.
232. August 13, 2013—The Salt Lake Tribune carried an article on the U.S. Dept. of Transportation's review of WFRC's planning process. The full article can be viewed [here](#).
233. August 14, 2013—The Regional Council participated in a Transportation Coalition meeting sponsored by the Salt Lake Area Chamber of Commerce. WFRC Executive Director Andrew Gruber made a presentation and staff member Sam Klemm assisted by answering meeting attendee questions at the RTP maps.
234. August 20, 2013—Regional Council staff member Sam Klemm attended a hearing sponsored by USDOT on WFRC's planning process. After the hearing there were several members of the public that inquired on elements of the process and various projects within the RTP.
235. August 20, 2013--Davis County Active Transportation Committee, WFRC, Julia Collins attended and presented on the RTP and the bicycle base map, needing updates and the importance of the local government contributions to the RTP.
236. August 27, 2013-- Weber County Active Transportation Committee, WFRC, Julia Collins attended and presented on the RTP and the bicycle base map, needing updates and the importance of the local government contributions to the RTP.
237. August 28, 2013—Regional Council staff members Val Halford and Sam Klemm presented the Wasatch Choice for 2040 Vision and the current RTP to the Commercial Realtors Association. There were numerous questions about the future of development and several future highway projects.
238. August 28, 2013—Several Regional Council staff members met with and sought comment on transportation needs from Utahns for Better Transportation (an umbrella group for environmental groups interested in transportation).
239. September 4, 2013—Regional Council staff member Julia Reynolds spoke to students from Lakeridge Jr. High on the Wasatch Choice for 2040 Vision for growth and development.

240. September 11, 2013—Regional Council staff member Sam Klemm presented the Wasatch Choice for 2040 Vision and the current RTP to George Mesa, Editor for El Periodico de Utah, the local Spanish language newspaper.
241. September 12-13, 2013—Several Regional Council staff members made presentations to five separate workshops at the annual Utah League of Cities and Towns fall conference. Issues covered included the Wasatch Choice for 2040 Vision, the HUD grant toolbox, form based code, active transportation and use of the Vision for economic development.
242. September 18, 2013—Regional Council Executive Director Andrew Gruber and staff member Kip Billings made separate presentations to the Interim Transportation Committee of the Utah State Legislature on the Statewide Unified Transportation Plan and the transportation related air quality issues respectively.
243. September 18, 2013—Regional Council Executive Director Andrew Gruber made a presentation on local highway funding options to the Davis County Council of Governments.
244. September 19, 2013 -- Box Elder County Planning Association, Julia Collins discussed incorporating their bicycle on and off street network for both proposed and existing bike routes. WFRC will then incorporate these plans into the regional priority and base network for the RTP.
245. September 24, 2013—The local Spanish newspaper, El Periodico de Utah, published a [feature article](#) on the WFRC, the 2040 Vision and the RTP. Regional Council spokesman Sam Klemm was quoted at length in the article and his contact information was included. A copy of the article has been retained as addendum 11.
246. September 30, 2013—The bi-annual newsletter for the Wasatch Choice for 2040 Consortium was sent out to approximately 3,500 recipients.
247. October 14, 2013—Invitations to the Wasatch Choice for 2040 Consortium meeting on October 29th were sent to the WFRC master list of approximately 3,500 recipients. In addition, it was also sent out by the APA listserv, the Salt Lake County Diversity List of approximately 4,000 recipients, the UTA senior staff, the UDOT planning office, UDOT Regions 1 and 2, ASPA and the Women in Transportation listserv.
248. October 16, 2013—WFRC staff followed up on the e-mails noted above by calling 188 city and county elected officials and senior staff members and making certain they knew they were invited.

249. October 17, 2013—Regional Council staff member Sam Klemm attended and participated in the Diversity Dinner sponsored by Salt Lake County.
250. October 17, 2013—Regional Council Executive Director Andrew Gruber attended the Titans of Business Dinner sponsored by the Sandy City Chamber of Commerce.
251. October 23, 2013—Regional Council staff member Sam Klemm represented WFRC at the annual open house in Orem sponsored by MAG. Mr. Klemm displayed the current Wasatch Choice for 2040 Vision and the transit and highway RTP
252. October 25, 2013—Regional Council staff member Sam Klemm represented the Council at the annual NAACP awards dinner in Salt Lake City.
253. October 29, 2013—The Wasatch Choice for 2040 Consortium held its last meeting at the Salt Palace in which the tools were unveiled and Utah State Governor Gary Herbert announced a new statewide visioning effort. The meeting was a total success with 412 registered attendees and another 50 or so that did not register. The meeting was well covered in the media with a [front page main article](#) in the Salt Lake Tribune and a [similar one](#) in the Provo Daily Herald. Fox News 13 carried a [story](#) on it as well.
254. A hard copy of the headline article noted in the previous entry in the Tribune has been retained as addendum 12.
255. October 30, 2013—The Davis County Clipper published an [article](#) on the Wasatch Choice for 2040 Consortium meeting, the Governor's speech and the unveiling of the tools.
256. October 31, 2013—The Deseret News belatedly carried an article on the Wasatch Choice for 2040 Consortium meeting. The link to the article is [here](#).
257. November 5-7, 2013—The Regional Council sponsored a booth at the annual UDOT Engineers Conference. There were hundreds of attendees who viewed the current RTP and Wasatch Choice for 2040 Vision. Dozens of copies of the Unified Plan were given away.
258. November 20, 2013—Regional Council staff member Ned Hacker represented the Council at an open house for the Redwood Road/Bangerter Highway Interchange project. Approximately 50 members of the public were in attendance. Mr. Hacker displayed the current RTP and handed out brochures for the same.
259. December 20, 2013—The Regional Council sent out hundreds of invitations to the small area city meetings to be held in February. The meetings will be for elected and appointed city and county officials.

260. January 7, 2013—Salt Lake City Mayor Ralph Becker focused his State of the City address on air quality and specifically identified WFRC's air quality efforts.
261. January 8, 2014—Regional Council staff members began calling the hundreds of invitees to the February small area cities meetings to encourage their attendance.
262. January 9, 2014—Regional Council staff member Sam Klemm spoke to the Trumperters Breakfast club regarding the Regional Transportation Plan and transportation issues in the upcoming legislative session.
263. January 9, 2014—Regional Council Executive Director Andrew Gruber addressed the Salt Lake County Council of Governments regarding the duties and responsibilities of the Regional Council.
264. January 13, 2014—Utah State Senate President Wayne Neiderhauser made specific references to WFRC and the statewide Unified Transportation Plan in an address to the Utah Taxpayers Association Legislative Conference.
265. January 20, 2014—Regional Council staff member Sam Klemm attended the annual Martin Luther King luncheon on behalf of WFRC.
266. 254. January 24, 2014—WFRC Executive Director Andrew Gruber gave a presentation on the Wasatch Choice for 2040 Vision to a class on urban planning at the University of Utah.
267. January 27, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Pleasant View, Farr West, Plain, North Ogden and Harrisville Cities.
268. January 28, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Roy, Marriott-Slaterville, Hooper and West Haven Cities
269. January 29, 2014—WFRC sponsored an open house in Layton in association with UDOT to present the draft 2015 RTP. The open house was well attended.
270. January 30, 2014—WFRC staff member Val Halford addressed the Salt Lake City Transportation Advisory Committee on the issue of the 2015 update to the RTP.
271. January 30, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Salt Lake City, South Salt Lake City, West Valley City and the Magna and Kearns Townships and Salt Lake County.

272. February 3, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Bountiful, Woods Cross, West Bountiful, North Salt Lake and Centerville Cities and Davis County.
273. February 4, 2014—WFRC staff members Greg Scott and Sam Klemm represented WFRC at a transportation open house and hearing sponsored by Centerville City. Messrs. Scott and Klemm displayed the draft 2015 RTP and answered questions from members of the public. Attendance was heavy.
274. February 5, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Sandy and Draper Cities and Salt Lake County.
275. February 5, 2014—WFRC staff member Ned Hacker represented the Regional Council at a Mountain Accord Study open house. Attendance was heavy. Mr. Hacker displayed the current RTP and answered questions regarding it.
276. February 6, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Ogden, South Ogden, Washington Terrace, South Weber and Uintah Cities and Weber County.
277. February 6, 2014—Regional Council Executive Director Andrew Gruber presented the draft RTP to the Salt Lake County Caucus of the Utah State Legislature.
278. February 10, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Farmington, Layton, Kaysville and Fruit Heights Cities and Davis County.
279. February 12, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Riverton, Bluffdale and Herriman Cities and Salt Lake County.
280. February 12, 2014—Utah Senate President Wayne Neiderhauser addressed the Utah Highway Users Association and specifically mentioned the Unified Plan and WFRC'S role in its creation.
281. February 12, 2014—WFRC Executive Director addressed the Utah State Senate Revenue and Taxation Committee on a bill that will help address the loss of revenue due to inflation from the gasoline tax.

282. February 12, 2014—WFRC Public Information Officer Sam Klemm addressed the Utah Senate Transportation Committee with regard to a transportation funding bill.
283. February 13, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Murray, Holladay, and Cottonwood Heights Cities and the Millcreek Township.
284. February 13, 2014—WFRC Public Information Officer Sam Klemm spoke to the Davis Chamber of Commerce Legislative Committee with regard the draft RTP.
285. 273. February 13, 2014—WFRC Executive Director Andrew Gruber was quoted in the Provo, Utah Daily Herald regarding his testimony before the Utah State Senate Transportation Committee. The article can be found [here](#).
286. February 13, 2014—WFRC staff members Jory Johner and Ben Wuthrich presented the draft 2015 RTP to the Weber County Chamber of Commerce Transportation Committee. They had several questions and comments.
287. February 16, 2014—The Regional Council sponsored an open house at the Clearfield City Hall for the Draft 2015-2040 RTP, an amendment to the current RTP, a draft update to the current public involvement policy and the draft Title VI Policy. Attendance was moderate.
288. February 19, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Box Elder County and Brigham City, Perry City and Willard City.
289. February 21, 2014--Regional Council Board Chairman Bret Millburn and staff members Andrew Gruber and Sam Klemm met with U.S. Congressman Chris Stewart to discuss the draft RTP and transportation needs in general.
290. February 24, 2014-- Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from Syracuse, Sunset, West Point and Clinton Cities and Davis County.
291. February 25, 2014--Regional Council staff members presented the draft 2015-2040 financially unconstrained RTP to elected officials and senior representatives from West Jordan, South Jordan and Taylorsville Cities and the Kearns Township.
292. February 26, 2014—WFRC Executive Director Andrew Gruber testified before the Utah House Transportation Committee on a transit funding bill.

293. March 3, 2014—The Regional Council sponsored an open house in Ogden for the Draft 2015-2040 RTP, an amendment to the current RTP, a draft update to the current public involvement policy and the draft Title VI Policy. Attendance was moderate.
294. March 3, 2014—Regional Council staff member Sam Klemm addressed the Davis County Chamber of Commerce Legislative Caucus on the issue of transportation funding.
295. March 4, 2014—The Regional Council purchased advertisements in the Salt Lake Tribune, the Deseret News and in the local Hispanic newspaper, El Peridico de Utah to announce the open house in Salt Lake City on March 6th. Copies of the advertisements have been retained as addendum 13.
296. March 6, 2014—The Regional Council sponsored an open house at the Salt Lake County Government Center for the Draft 2015-2040 RTP, an amendment to the current RTP, a draft update to the current public involvement policy and the draft Title VI Policy. Attendance was moderate.
297. March 6, 2014—Regional Council Deputy Director Ted Knowlton presented the Wasatch Choice for 2040 Vision to the Weber State University Annual Sustainability Conference.
298. March 10, 2014—Regional Council Chairman Bret Millburn addressed the Davis County Legislative Caucus on the issue of the Unified Transportation Plan.
299. March 17, 2014—The Regional Council purchased legal notices for comment periods for a draft amendment to the RTP and the draft Public Involvement Policy Update. Copies have been retained as addendum 14.
300. March 20, 2014—The Regional Council was specifically referenced in an article on Skyline Road in Pleasant View City in the Ogden Standard-Examiner.
301. March 25, 2014—The Regional Council was referenced by name in a lengthy [article](#) on transportation in and around Salt Lake City in *The Atlantic Cities—Place Matters* website. WFRC staff member Jon Larsen was quoted in the article.
302. April 1, 2014—Regional Council staff member Greg Scott represented WFRC at an open house sponsored by UTA for the South Davis BRT. Greg displayed the draft RTP and answered questions regarding the projects on the draft Plan.
303. April 2, 2014—The Ogden Standard-Examiner carried a story on the expansion of 4000 South in Roy which is largely funded by WFRC. Regional Council staff members Ben Wuthrich and Sam Klemm were quoted in the article.

304. April 3, 2014—The Davis County Clipper carried a guest editorial from the Davis County Chamber of Commerce on the visioning process for transportation, growth and development. The Regional Council and the Unified Plan were specifically referenced in the [article](#).
305. April 10, 2014—Regional Council Public Information Officer Sam Klemm addressed the American Public Works Association Utah Chapter on the recent Utah State Legislative Session.
306. April 10, 2014—Regional Council staff members Ted Knowlton and Sam Klemm were quoted in an [article](#) on infrastructure needs in Utah Business magazine.
307. April 18, 2014—Regional Council Executive Director was quoted at length in an article published in the Salt Lake Tribune on growth and the Wasatch Choice for 2040 Vision.
308. April 18, 2014—Regional Council Executive Director Andrew Gruber made a presentation on the RTP and the Unified Plan to UTA’s Transit Academy.
309. April 22, 2014—The Deseret News carried a [feature article](#) on growth and the Wasatch Choice 2040 Vision. Regional Council staff members Ted Knowlton and Sam Klemm were quoted in the article.
310. April 27, 2014—The Deseret News published a front page [editorial](#) on sprawl and specifically cited the Wasatch Choice for 2040 Vision and the Wasatch Front Regional Council as models for development.
311. April 30, 2014—Regional Council staff member Sam Klemm participated in the annual UDOT visit to Box Elder County. Mr. Klemm was asked to present the draft RTP to the city and county representatives present.
312. May 1, 2014—The Regional Council helped to financially underwrite and then participate in the Northern Utah Transportation Fair. There were representatives from most of the cities in Davis and Weber Counties along with those from UDOT, UTA and most major transportation projects. The Fair was well attended and covered with a lengthy article in the Salt Lake Tribune.
313. May 9, 2014--Regional Council staff members Sam Klemm, Ali Oliver and Greg Scott met with representatives from the Transit Workers Union to discuss transit needs and the transit union’s concerns.
314. May 12, 2014—WFRC Executive Director Andrew Gruber, UDOT Director Carlos Braceras and UTA General Manager Mike Allegra wrote a guest editorial that was published in the Salt Lake Tribune.

315. May 12, 2014—WFRC staff member Sam Klemm made a presentation on the 2040 Vision and the draft RTP to the Salt Lake County Association of Municipal Councils.
316. May 12, 2014—WFRC staff member Ted Knowlton, Muriel Xochimitl, and Sam Klemm made a presentation on the 2040 Vision and the draft RTP to the Western Growth Coalition.
317. May 13, 2014—WFRC Deputy Director Ted Knowlton was [interviewed](#) on KUER Radio News.
318. May 20, 2014—Regional Council staff members Andrew Gruber, Muriel Xochimitl and Sam Klemm presented the Wasatch Choice for 2040 Vision and the draft 2015-2040 RTP to the members of the Salt Lake County Council.
319. May 22, 2014—The Davis County Clipper published an [article](#) based on a press release sent out on the Local Planning Resource Program. Regional Council Chairman Bret Millburn was quoted in the article.
320. May 25, 2014—The Salt Lake Tribune carried a lengthy Op-Ed by Regional Growth Committee Member Reid Ewing on zoning for transit oriented developments in fulfillment of the Wasatch Choice 2040 Vision and the Regional Council's role in it.
321. May 27, 2014—The Regional Council was specifically mentioned in an [article](#) in the Ogden Standard-Examiner regarding a study funded by a grant from WFRC for a city wide transportation master plan for Ogden City.
322. June 11, 2014—Regional Council staff members Jory Johner and Julia Collins represented WFRC at an open house for the Salt Lake County Trails Masterplan in Sandy City Hall. They displayed the draft bicycle and pedestrian plan as part of the draft RTP and answered questions and took comments from members of the public.
323. June 18, 2014—Regional Council staff members Jory Johner and Julia Collins represented WFRC at an open house for the Salt Lake County Trails Masterplan at the Salt Lake County Government Center. They displayed the draft bicycle and pedestrian plan as part of the draft RTP and answered questions and took comments from members of the public.
324. June 12, 2014—Regional Council staff member Sam Klemm addressed the Salt Lake County Association of Community Councils for the unincorporated area regarding the draft RTP and the 2040 Vision for growth and development. There were several questions and comments, especially with regard to east / west travel and bicycle lanes and planning.

325. June 16, 2014—Regional Council staff members Andrew Gruber, Muriel Xochimitl and Sam Klemm met with U.S. Congressman Jason Chaffetz and members of his staff to discuss the draft RTP and federal transportation issues.
326. June 25, 2015—Regional Council staff members Ned Hacker and Sam Klemm represented the Regional Council at an open house sponsored by UTA for the Ogden streetcar proposal. There were 65 members of the public in attendance. The interactive map of the Draft RTP was displayed and was used to answer numerous questions from the public.
327. June 27, 2014—The Salt Lake Tribune published a lengthy [article](#) on the draft TIP that will be released for public comment tomorrow.
328. June 27, 2014—Regional Council staff members Andrew Gruber, Muriel Xochimitl and Sam Klemm met with U.S. Senator Mike Lee regarding the draft RTP and the update for MAP-21.
329. June 30, 2014—The e-mailed notice for the draft TIP and RTP amendment number 5 was forwarded by the Salt Lake County Diversity e-mail list to 4,000 recipients and posted on the Davis and Weber County websites.
330. July 9, 2014—The Regional Council sponsored an open house for the draft TIP and a draft amendment to the RTP. Attendance was moderate. However, news crews from Channels 2 and 4 did come to the meeting and Channel 2 did an interview which was broadcast.
331. July 23, 2014—Regional Council staffers Wayne Bennion and Muriel Xochimitl presented the draft RTP to the Davis Chamber of Commerce. Representatives from other chambers of commerce across northern Utah were also present. There were numerous elected officials present as well including the State Legislature and county and city officials.
332. July 29, 2014—Regional Council staff member Sam Klemm addressed the Box Elder Chamber of Commerce Legislative Committee regarding the draft RTP.
333. July 30-31, 2014—The Regional Council sponsored a booth at the Utah Native American Summit which was well attended by Native American groups from across the State. Displays at the booth included the draft RTP and information on the Unified Plan and the draft TIP.
334. September 3, 2014—Regional Council staff member Sam Klemm participated in a meeting of the city planners from Box Elder County. There were several questions about the draft RTP.

335. September 3, 2014—Regional Council staff member Julia Collins presented the Wasatch Choice for 2040 Vision to the Annual Sustainability Retreat for Juan Diego High School.
336. September 9, 2014—Sam Klemm represented the Regional Council at an open house for the State Street/I-80 EIS. Mr. Klemm displayed the RTP and answered questions from the public.
337. September 10, 2014—WFRC Executive Director Andrew Gruber made a presentation to a session of the Utah League of Cities and Towns on Active Transportation. Regional Council Deputy Director Ted Knowlton made a presentation on fiscal sustainability in another session of the Conference.
338. September 11, 2014—Salt Lake County Mayor Ben McAdams and WFRC Deputy Director Ted Knowlton made a presentation to the ULCT Annual Conference on the Wasatch Choice For 2040 Toolbox.
339. September 11, 2014—Regional Council Executive Director Andrew Gruber gave a formal presentation on the Regional Council and the draft RTP to the Utah State Highway Commission.
340. September 12, 2014—The Regional Council was specifically referenced in a lengthy article in the Salt Lake Tribune on the recently announced TIGER Grant for the Pioneer Corridor. Regional Council Executive Director Andrew Gruber was quoted twice in the article.
341. September 10-13, 2014—Regional Council staff participated in booths on the Wasatch Choice for 2040 Vision and the Draft RTP at the annual conference of the Utah League of Cities and Towns.
342. September 17, 2014—The Regional Council was specifically referenced in an article and story on KSCG-TV regarding the TIGER Grant for the Pioneer Corridor Study.
343. September 18, 2014—Regional Council staff members Julia Collins and Sam Klemm met with the planning staff representatives for Box Elder County, Brigham City and Perry City to discuss their priorities for bicycle path and trail development.
344. September 19, 2014—Regional Council staff member Sam Klemm participated in the opening celebration for the S-Line Greenway and bicycle path which is a critical extension of the Parley's Trail for Salt Lake City and South Salt Lake City.
345. September 24, 2014—Regional Council staff member Calli New represented WFRC at an open house for Centerville City.

346. October 1, 2014—The Wasatch Front Regional Council was listed as a bike friendly business in [an article](#) in Salt Lake Magazine.
347. October 1, 2014—Regional Council Deputy Director Ted Knowlton spoke on regional planning to the American Planning Association’s western conference.
348. October 2, 2014—Regional Council staff member Julia Collins presented at the American Planning Association western conference on how to plan for growth relative to Millennials and their housing and transportation choices.
349. October 5, 2014—The Provo Daily Herald carried an [AP story](#) on commuting habits in Utah compared to other areas in the Country. Regional Council Executive Director Andrew Gruber was quoted at length in the article.
350. October 6, 2014—Regional Council staff member Greg Scott presented a seminar on Complete Streets to the Ogden City staff.
351. October 7, 2014—Regional Council staff members Ben Wuthrich and Ned Hacker made a presentation on the draft RTP, the current Unified Plan and the TIP process to the Utah Chapter of the American Society of Civil Engineers at their monthly meeting. There were 55 members in attendance.
352. October 9, 2014—Regional Council staff member Sam Klemm participated in an open house for the Porter Rockwell Boulevard EIS. Mr. Klemm displayed the draft, financially unconstrained RTP and answered questions from members of the public. Attendance was moderate.
353. October 22, 2014—Regional Council staff member represented the Council at an open house sponsored by the Mountainland Association of Governments. Mr. Klemm displayed the draft RTP and answered questions from members of the public.
354. October 23, 2014—The Regional Council co-sponsored the annual Wasatch Choice for 2040 Consortium meeting held at the Salt Palace. Noted national urban development expert Chris Leinberger was the keynote speaker. Several of the cities gave reports on their development efforts in fulfillment of the Wasatch Choice for 2040 Vision. There were approximately 450 attendees.
355. October 23, 2014— Regional Council staff member represented WFRC at the Salt Lake County Diversity Dinner at which ethnic diversity within the community was celebrated.
356. October 24, 2014—Regional Council staff member Justin Morgan represented WFRC at the annual Life Membership Dinner of the NAACP.

357. October 28-30, 2014—The Regional Council sponsored a booth at the annual UDOT Engineers Conference. The interactive map of the draft RTP and brochures for the current RTP and the Unified Plan were also made available. Representatives from MAG and maps for their draft RTP were also present in the booth.
358. November 4, 2014—Regional Council staff members Ted Knowlton and Julia Collins spoke with representatives from the Denver Regional Council of Governments regarding the Wasatch Choice For 2040 Vision for growth and the RTP.
359. November 5, 2014—Regional Council staff member Julia Collins discussed the Local Planning Resource Program and the RTP with representatives from the Des Moines Area Metropolitan Planning Organization.
360. November 11, 2014—The Wasatch Front Regional Council was specifically mentioned in a [KSL news story](#) on the Mountain Accord study of the Wasatch Mountains and transportation issues therein.
361. November 12, 2014—The transportation advocacy group Transportation For America (T4America) published a lengthy [article](#) on transportation development along the Wasatch Front and what is going right in planning and development. Regional Council Executive Director Andrew Gruber was quoted in the article.
362. November 18, 2014—The Salt Lake Tribune published an [article](#) on the Utah Transportation Coalition news conference. WFRC Chairman, Bret Millburn spoke at the news conference and was quoted in the article.
363. November 19, 2014—The Ogden Standard-Examiner carried an [article](#) on the Utah Transportation Coalition news conference. WFRC Chairman, Bret Millburn spoke at the news conference and was quoted extensively in the article.
364. November 20, 2014—Regional Council Executive Director Andrew Gruber addressed the Utah Chapter of the Urban Land Institute on growth trends and transportation needs along the Wasatch Front.
365. November 21, 2014—The Salt Lake Tribune carried an [article](#) on the presentation noted in the previous entry and quoted Director Gruber twice.
366. November 21, 2014—Former Lt. Governor Greg Bell published an [op-ed](#) in the Deseret News calling for an increase in the gasoline tax. In doing so he specifically referenced WFRC's Regional Transportation Plan twice by name.
367. December 3, 2014—Regional Council staff member Sam Klemm represented WFRC at an open house for the I-80/State Street Interchange reconstruction project. Mr. Klemm

displayed the draft interactive RTP map and answered questions from members of the public.

368. December 10, 2014—The Regional Council was recognized by the national advocacy group Transportation For America as being an innovative metropolitan planning organization and held up as an example in the publication [“The Innovative MPO.”](#)
369. December 16, 2014—The Regional Council sent out a newsletter to its general mailing list of approximately 3,200 recipients including members of the Council, other local elected officials, city and county staff members, members of the Legislature and other interested stakeholders and members of the public.
370. January 7, 2015—Regional Council staff member Ned Hacker represented WFRC at an open house sponsored by UDOT on the reconstruction of the I-15 interchange at 10600 South. Approximately 50 members of the public were in attendance. Mr. Hacker displayed the draft RTP and took comments thereon.
371. January 9, 2015—The Regional Council ran a legal notice in the Salt Lake Tribune, Deseret News and the Ogden Standard-Examiner announcing the public comment period for the Draft 2015-2040 RTP which will run from January 12, 2015 through February 20, 2015. A copy of the notice has been retained as addendum 15.
372. January 12, 2015—The Salt Lake Tribune published a [lengthy article](#) on the draft Regional Transportation Plan. There were quotes with the article from WFRC staff members Andrew Gruber, Jory Johner and Muriel Xochimitl.
373. January 12, 2015—The Regional Council sponsored a small area meeting in Pleasant View City Hall for city and county leaders and staff from Box Elder and northern Weber Counties to review the draft 2015-2040 RTP. The meeting was well attended and numerous comments were made regarding various projects on the RTP.
374. January 14, 2015—The Regional Council sponsored a small area meeting in Ogden City Hall for city and county leaders and staff from eastern Weber County to review the draft 2015-2040 RTP. The meeting was well attended and numerous comments were made regarding various projects on the RTP.
375. January 14, 2015—Fox 13 News carried a widely circulated [story](#) regarding the draft RTP. Regional Council Executive Director Andrew Gruber was interviewed in the news clip.
376. January 15, 2015—WFRC Deputy Director Ted Knowlton and Shawn Seager the Mountainland Association of Governments addressed the Urban Land Institute on the draft update to the RTP. The presentation was covered in articles in Utah Business Magazine found [here](#) and Salt Lake City Magazine found [here](#).

377. January 21, 2015-- The Regional Council sponsored a small area meeting in Riverton City Hall for city and county leaders and staff from southwestern Salt Lake County to review the draft 2015-2040 RTP. The meeting was well attended and numerous comments were made regarding various projects on the RTP.
378. January 21, 2015--Regional Council staff member Jory Johner presented the draft RTP to the PRI, FLR and SLR development companies.
379. January 26, 2015—The Ogden Standard-Examiner carried an [article](#) detailing a visioning process undertaken by Layton City and adding the fact that it had been funded by a grant from WFRC through the Local Planning and Resource Program.
380. January 26, 2015—The Deseret News carried an [article](#) announcing the draft RTP open house for the Salt Lake area.
381. January 26, 2015—The Regional Council sponsored a small area meeting for local officials and planners from northern Salt Lake County. It was well attended and there were numerous comments.
382. January 26, 2015—The Regional Council sponsored an open house for the draft RTP in West Valley City Hall. Attendance was moderate. Questions and comments from the members of the public focused on transit and bicycle issues.
383. January 28, 2015-- The Regional Council sponsored a small area meeting for local officials and planners from northern Davis County. It was well attended and there were numerous comments.
384. January 30, 2015—Mayor JoAnne Seghini of Midvale wrote a lengthy [op-ed](#) in the Deseret News citing the air quality benefits of implementing the Unified Plan and specifically referenced WFRC as doing the research documenting those benefits.
385. February 2, 2015—The Regional Council sponsored a small area meeting in Bountiful City Hall for city and county leaders and staff from southern Davis County to review the draft 2015-2040 RTP. The meeting was well attended and numerous comments were made regarding various projects on the RTP.
386. February 3, 2014--Regional Council staff member Jory Johner presented the draft RTP to the University of Utah Traffic Lab.
387. February 4, 2015—The Regional Council sponsored a small area meeting in Ogden City Hall for city and county leaders and staff from southeastern Salt Lake County to review the

draft 2015-2040 RTP. The meeting was well attended and numerous comments were made regarding various projects on the RTP.

388. February 5, 2015—Regional Council staff members hosted a meeting with the Utahns for Better Transportation coalition of environmental groups. The members of the coalition had numerous questions regarding the draft RTP.
389. February 9, 2015—The Regional Council sponsored a small area meeting in Roy for the south Weber/North Davis cities and counties to present and seek comment on the draft RTP. The meeting was well attended with numerous comments.
390. February 9, 2015—The Regional Council sponsored an open house in Roy City for members of the public to review and comment on the draft RTP. Attendance was moderate.
391. February 10, 2015—Regional Council staff member Sam Klemm addressed the Salt Lake County Association of Municipal Councils on the draft 2015-2040 RTP. There were several questions on individual projects.
392. February 11, 2015—Regional Council staff member Sam Klemm presented the draft 2015-2040 RTP to the Executive Committee of Chamber West, an umbrella group representing chambers of commerce on the west side of Salt Lake County.
393. February 12, 2014--Regional Council staff member Jory Johner presented the draft RTP to the FFKR architectural firm.
394. February 12, 2015—Regional Council Executive Director Andrew Gruber testified before the Senate Transportation and Public Utilities Committee in support of a gasoline tax increase bill. The hearing was covered by FOX-13 News which [showed](#) Director Gruber testifying before the Committee.
395. February 24, 2015—Regional Council Executive Director Andrew Gruber was quoted in an [article](#) in the Ogden Standard-Examiner on the condition of infrastructure around the State. A similar [article](#) including the quotes was published in the Salt Lake Tribune.
396. March 3, 2015—Regional Council Executive Director Andrew Gruber addressed a news conference that unveiled the TRIP study on the economic value of constructing the top 25 infrastructure projects in the State. These projects included many highway and public transit projects. The newspaper articles quoting Director Gruber ran in the [Deseret News](#) and the [Ogden Standard-Examiner](#).
397. March 6, 2015—Regional Council staff member Ned Hacker gave an update on the draft RTP to the University of Utah Traffic and Transportation Committee. The Committee

consists of representatives from UDOT, UTA, U of U, Salt Lake City and several community councils around the University campus.

398. March 15, 2015—Regional Council Executive Director was referenced by name in a [review](#) of the success of House Bill 362 in the Deseret News, the transportation funding initiative that was passed by the Legislature. Regional Council staff members Gruber, Xochimitl and Klemm were deeply involved in providing background information and advice on language for the bill that was ultimately successful.
399. March 24, 2015--Regional Council staff members Greg Scott and Murie Xochimitl and G.J. Labonty from UTA met with representatives from the UTA Transit Riders Union to discuss their priorities and concerns regarding the draft RTP. The representatives shared several comments which were added to the comment summary for the draft RTP.
400. March 30, 2015—The Utah Daily Chronicle published a lengthy [article](#) on the public comment section of the Wasatch Front Regional Council meeting where the draft RTP was up for consideration for release for a second general public comment period.
401. The Deseret News carried a [letter to the editor](#) that specifically referenced the draft RTP, noted that it is out for public comment and called for additional transit investment.
402. April 7, 2015--Regional Council Executive Director Andrew Gruber presented the Wasatch Choice for 2040 Vision to the Denver Regional Council of Governments.
403. April 7, 2015--The Salt Lake Tribune, Deseret News and Ogden Standard-Examiner carried legal notices announcing the second comment period for the draft RTP. Copies of the legal notice have been retained as addendum 16.
404. April 8-10, 2015--The Regional Council sponsored a booth at the Utah League of Cities and Towns mid-year conference in St. George. The booth was staffed by representatives from WFRC and UDOT.
405. April 22, 2015--The Regional Council was featured in a national webcast presented by Transportation for America. WFRC Deputy Director Ted Knowlton focused on the nexus of land use and transportation planning and the Regional Council's efforts to assist the cities in land use decisions that will facilitate better transportation outcomes.
406. April 29, 2015--Regional Council staff member Sam Klemm attended the annual UDOT meeting in Box Elder County for area elected officials, city planners and city engineers. Mr. Klemm was given time to introduce the Regional Council and the draft RTP.
407. April 30, 2015--Regional Council staff members Ben Wuthrich and Sam Klemm attended the annual UDOT meeting in Salt Lake County for area elected officials, city planners and

city engineers. Mr. Klemm was given time to introduce the Regional Council and the draft RTP and TIP.

408. May 3, 2015--The Regional Council was specifically referenced and WFRC Executive Director Andrew Gruber was quoted at length in an [article](#) in the Nashville Tennessean newspaper on how Nashville, Tennessee can implement a transit system similar to that of the Wasatch Front
409. May 6, 2015--The Regional Council in general and Executive Director Andrew Gruber were recognized and thanked in a letter from the Jordan River Commission for their assistance in furthering the cause of active transportation and the Jordan River Trail in the recent legislative session. A copy has been retained as addendum 17.
410. May 29, 2015--KUER Radio News covered the adoption of the 2015-2040 RTP. The news clip can be found [here](#).
411. June 1, 2015--Regional Council Executive Director presented the adopted RTP to the Weber County Council of Governments.
412. June 2, 2015--The Deseret News published a lengthy [article](#) on the adoption of the 2015-2040 RTP with quotes from WFRC Chairman Tom Dolan and Executive Director Andrew Gruber.
413. June 4, 2015--Regional Council Executive Director presented the adopted RTP to the Salt Lake County Council of Governments.
414. June 5, 2015--The Salt Lake Tribune published a lengthy [article](#) on the adoption of the 2015-2040 RTP with quotes from Executive Director Andrew Gruber and staff member Jory Johner.
415. June 15, 2015--The Davis County Clipper covered the adoption of the new RTP in an [article](#) that included quotes from WFRC Chairman Tom Dolan and Executive Director Andrew Gruber.
416. June 17, 2015--Regional Council Executive Director presented the adopted RTP to the Davis County Council of Governments.



WASATCH FRONT REGIONAL COUNCIL

PUBLIC INVOLVEMENT REPORT



MEETINGS & OPEN HOUSES

- 36 small area meetings for city and county leaders and staff to view and comment on the draft RTP in its various stages of development.
- 9 Regional Council sponsored open houses across four counties.
- Participation in 26 open houses sponsored by other agencies.
- 6 Wasatch Choice for 2040 Consortium meetings with thousands of attendees.



FAIR & CONFERENCE BOOTHS

- WFRC sponsored booths at 11 conferences or fairs over the past four years.



PRESENTATIONS

- 7 presentations to national conferences.
- 22 presentations to environmental justice groups.
- 29 presentations to city and/or county councils or boards.
- 7 presentations to University or high school classes.
- 27 presentations to special interest groups.
- 19 presentations to chambers of commerce.
- 30 presentations to legislative committees and congressional representatives.
- 9 presentations to other government agencies including those for natural resources.



NEWS MEDIA & PUBLICATIONS

- 116 news articles in which WFRC was directly referenced and/or staff quoted.
 - 14 radio and/or TV news clips in which WFRC was the focus.
 - Statewide Unified Transportation Plan.
 - 2011-2040 Regional Transportation Plan brochure.
 - 7 WFRC newsletters.
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SOCIAL MEDIA

- As of June 2015, WFRC has 365 followers on Twitter, an increase of 157% in followers since November of 2014.
- As of June 2015, WFRC has accrued 258 followers on Facebook, with post reach as high as 500+ people.
- WFRC now has an Instagram account



WEBSITE

- The WFRC website was completely revamped.
- The website enjoyed many thousands of hits over four years and 1500+ visits to the interactive and static RTP maps in recent months.



POLLS & SURVEYS

- 2 polls on transportation issues including one with over 900 respondents.



PERFORMANCE AUDIT

- A formal audit of WFRC public involvement efforts was completed by an outside consultant which included dozens of interviews of key stakeholders and a focus group.



DOCUMENTATION OF PUBLIC COMMENTS AND EVENTS

- Over a thousand comments were carefully documented, summarized and responded to over the course of the four year development process for the RTP and are available [here](#).
 - A detailed record of all the public involvement events noted above was kept and is available [here](#).
-