

#	Process Key: 1 Generic Comment 2 Comment Accepted 3 Comment Not Accepted 4 Stage 2 - Further Review (internal) 5 Stage 3 - Further Review (external)	Category Key: 6 Land Use 7 Bike/Walk 8 Transit 9 Highway	Comment Received Via	Date	Comment #	Comment	WFRC Response
1	2	9	Pleasant View Small Area Meeting	1/27/2014	1	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	2	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	3	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	4	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	5	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	6	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	7	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	1	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	2	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	3	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	4	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	5	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	6	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	7	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	8	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	9	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.
17	2	7	Roy Small Area Meeting	1/28/2014	10	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.

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18	2	7	Roy Small Area Meeting	1/28/2014	11	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	12	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	13	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	14	Operational improvements are needed on 3300 South in West Haven from Midland Drive to 4700 West	WFRC Concurr. The project will be added to the draft Plan.
22	2	9	Roy Small Area Meeting	1/28/2014	15	Operational improvements are needed on 2550 South from I-15 to 4700 West.	WFRC Concurr. The project will be added to the draft Plan.
23	3	9	Roy Small Area Meeting	1/28/2014	16	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	17	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	18	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	19	The interchange at Pioneer Road and I-15 needs to be a SPUI with a link to 1900 West.	WFRC Concurr. The project will be added to the draft Plan.
27	3	9	Roy Small Area Meeting	1/28/2014	20	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	21	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	22	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	23	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	24	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	25	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	26	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	27	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	1	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.
36	2	7	Salt Lake Small Area Meeting	1/30/2014	2	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.

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37	2	7	Salt Lake Small Area Meeting	1/30/2014	3	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	4	"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	5	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	6	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	7	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	8	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	9	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	10	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	11	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	12	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	13	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	14	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	15	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	16	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	17	"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.
52	1	6	Salt Lake Small Area Meeting	1/30/2014	18	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.

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53	1	8	Bountiful Small Area Meeting	2/3/2014	1	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	2	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	3	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	4	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	5	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	6	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	7	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	8	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	9	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	10	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	11	Centerville identified the new upgrade, blue circle as a potential chokepoint.	WFRC Concurr. An overpass at Porter Lane will be added to the draft RTP.
64	4	7	Bountiful Small Area Meeting	2/3/2014	12	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	13	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	14	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	15	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	16	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	17	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	18	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	19	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	20	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	1	Add transit along the future extension of Highland Drive.	Projected ridership does not warrant a major transit investment along this corridor.
74	2	8	Sandy Small Area Meeting	2/4/2014	2	Extend BRT segment at 10400 South east of State Street (instead of Enhanced Bus) to connect to Trax stop	WFRC Concurr. The segment will be added to the map.

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75	2	8	Sandy Small Area Meeting	2/4/2014	3	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	4	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	5	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	6	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	7	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	8	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	9	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	10	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	11	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	12	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	13	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	14	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	15	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	16	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	17	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	18	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	19	Transit connections to ski resorts well supported	Thank you for the comment.
92	1	7	Sandy Small Area Meeting	2/4/2014	20	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.

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93	1	7	Sandy Small Area Meeting	2/4/2014	21	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	22	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	23	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	24	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	25	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	26	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	27	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	28	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	29	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	30	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	31	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	1	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	2	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	3	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	4	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	5	The cost of transit service is difficult for the low income community	WFRC will pass this comment on to UTA.
109	1	8	Ogden Small Area Meeting	2/6/2014	6	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	7	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.

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111	1	8	Ogden Small Area Meeting	2/6/2014	8	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	9	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	10	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	11	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	12	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	13	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	14	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	15	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	16	Roy lacks walkability.	Thanks for the comment.
120	1	9	Ogden Small Area Meeting	2/6/2014	17	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	18	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	19	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	20	Southeastern Ogden City – Tie in Skyline to the 2 new construction projects already id'ed in map	The alignment will be corrected on the map and the project list.
124	2	9	Ogden Small Area Meeting	2/6/2014	21	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	22	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.
126	2	9	Ogden Small Area Meeting	2/6/2014	23	Riverdale City – Suggested 5600 South extension heading eastward – Mike Eggett	WFRC Concurr. 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	24	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	25	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	26	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.

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130	3	9	Ogden Small Area Meeting	2/6/2014	27	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	28	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	29	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	30	“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	31	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	32	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	33	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	1	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	2	Transit and freeway access are good.	UDOT, UTA and WFRC appreciate the acknowledgement
139	1	9	Farmington Small Area Meeting	2/10/2014	3	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	4	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	5	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	6	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	7	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	8	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	9	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	10	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.
147	1	7	Farmington Small Area Meeting	2/10/2014	11	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	12	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	13	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	14	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	15	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.

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152	1	8	Farmington Small Area Meeting	2/10/2014	16	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	17	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	18	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	19	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	20	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	21	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	22	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	23	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	24	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	25	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	26	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	27	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	28	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.
165	1	7	Farmington Small Area Meeting	2/10/2014	29	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	30	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	31	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	32	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	33	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.

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170	3	8	Farmington Small Area Meeting	2/10/2014	34	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	1	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	2	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	3	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	4	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	5	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	6	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 IUTA
177	1	8	Riverton Small Area Meeting	2/12/2014	7	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	8	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 IUTA
179	3	9	Riverton Small Area Meeting	2/12/2014	9	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	10	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	11	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.
182	1	7	Riverton Small Area Meeting	2/12/2014	12	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	13	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	14	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	15	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.

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186	2	9	Riverton Small Area Meeting	2/12/2014	16	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	17	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	18	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	19	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	20	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	21	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	22	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	23	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	24	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	25	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	26	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	27	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	28	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.
199	4	7	Riverton Small Area Meeting	2/12/2014	29	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	30	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	31	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.

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202	2	7	Riverton Small Area Meeting	2/12/2014	32	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	33	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	34	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	1	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	2	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	4	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	5	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	6	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	7	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	8	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	9	We are going in the right direction with walkability.	Thank you for the comment.
214	2	8	Murray Small Area Meeting	2/13/2014	10	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	11	Ft. Union may require more intense BRT or light rail.	WFRC has added a BRT Project the full length of Fort Union Boulevard.
216	3	8	Murray Small Area Meeting	2/13/2014	12	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	13	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	14	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	15	Remove the center street and I-15 new construction red dot.	WFRC concurs. The correction to the map will be made.

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220	2	9	Murray Small Area Meeting	2/13/2014	16	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	1	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	2	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	3	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	4	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	5	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	6	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 LITA
227	1	9	Brigham Small Area Meeting	2/19/2014	7	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	8	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	9	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	10	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	11	Brigham City has a good grid system designated for bicyclists.	WFRC appreciates the leadership of the city on this issue.
232	1	7	Brigham Small Area Meeting	2/19/2014	12	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	13	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	14	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	15	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	16	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.

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237	2	9	Brigham Small Area Meeting	2/19/2014	17	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	18	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	19	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	20	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	21	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	22	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	23	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	24	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	25	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	26	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.
247	2	9	Brigham Small Area Meeting	2/19/2014	27	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	1	East - West commutes are a problem	Keypad
249	1	9	West Jordan Small Area Meeting	2/25/2014	2	West side – South Connection issue	Keypad
250	1	9	West Jordan Small Area Meeting	2/25/2014	3	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	4	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 IUTA
252	1	9	West Jordan Small Area Meeting	2/25/2014	5	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	6	East – West connections are tough – difficult to go east	Keypad

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254	2	9	West Jordan Small Area Meeting	2/25/2014	7	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	8	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	9	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	10	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	11	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	12	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	13	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	14	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	15	More money is needed to enhance trail connections.	WFRC concurs.
263	1	9	West Jordan Small Area Meeting	2/25/2014	16	Taylorville – most of the roads have been dedicated to autos.	WFRC concurs.
264	1	7	West Jordan Small Area Meeting	2/25/2014	17	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	18	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	19	We must improve walkability to improve air quality.	WFRC concurs.
267	1	9	West Jordan Small Area Meeting	2/25/2014	20	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	21	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	22	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.

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270	2	9	West Jordan Small Area Meeting	2/25/2014	23	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	24	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	25	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	26	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	27	Section of MVC in West Jordan at 9000 South already completed	The draft RTP reflects a full freeway level of service at buildout.
275	3	8	West Jordan Small Area Meeting	2/25/2014	28	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	29	West Jordan Hwy B Map has comments on the pacmans 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	30	West Jordan Hwy A Map has a comment regarding south central West Jordan pacman	These changes are done and will be reflected in the final socioeconomic forecasts.
278	3	8	West Jordan Small Area Meeting	2/25/2014	31	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	1	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.
280	2	9	Email Comments	1/7/14-3/11/14	2	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	3	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	4	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	5	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	6	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	7	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	8	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	9	Extend 150 East southward through Harrisville to Wall Avenue.	150 East from 2550 South to Larsen Lane has been added to the RTP.

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288	3	8	Email Comments	1/7/14-3/11/14	10	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	11	The connection between 5600 South in Roy and 1050 West in Riverdale through the Falcon Hill Project is badly needed.	WFRC Concurr. 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	12	(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	13	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	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	15	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	16	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	17	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	18	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	19	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.
298	3	9	Email Comments	1/7/14-3/11/14	20	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	21	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	22	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	-	1	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	-	2	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	-	3	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	-	4	Gordon Avenue from Fairfield Ave to 1700 East in Layton change from widening to operational.	WFRC to leave as widening.

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305	3	9	Further Consideration Projects	-	5	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	-	6	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	-	7	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	-	8	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	-	9	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	-	10	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	-	11	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	-	12	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	-	13	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	-	14	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	1	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	2	Annexation Plan along Redwood and 500 South (Land Use)	These changes are done and will be reflected in the final socioeconomic forecasts.
317	1	8	West Bountiful City	4/1/2014	3	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	4	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	5	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	6	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	7	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	8	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	9	Various comments on the Priority Bicycle Map to both proposed and existing. (Active Transportation)	All trail and bicycle planning will be coordinated with UCATS.

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324	2	6	West Bountiful City	4/1/2014	10	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	1	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	2	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	3	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	1	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	2	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	3	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	4	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.
332	3	8	West Valley City	2/2/2014	5	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	6	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	7	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	8	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.

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336	2	9	West Valley City	2/2/2014	9	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	10	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	11	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	12	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	1	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	2	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	3	Trolley to Parley's Way - cut corner to Sugar House Park. Milton Brasselton.	SLC Council adopted an approach that is different from recommended approach.
343	3	8	Salt Lake Small Area Meeting	1/30/2014	4	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		1	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		2	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		3	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.

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347	2	9	Plain City		4	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		5	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		6	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		1	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		1	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.
352	3	9	RDCC Meeting		2	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	1	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	2	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	3	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	4	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	5	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.

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359	2	8	UDOT R-1	5/2/2014	6	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	7	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	8	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	9	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	1	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.
364	2	9	Layton City	5/2/2014	2	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.

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365	1	9	UDOT R-2	5/13/2014	1	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)</p> <p>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	2	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	3	Project S-96 needs to be shown on the Map.	WFRC will make this change.
368	2	8	UDOT R-2	5/13/2014	4	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 Concur. The Transit Project list will be updated for phasing to ensure consistency.
369	2	8	UDOT R-2	5/13/2014	5	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	6	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
371	3	9	UDOT R-2	5/13/2014	7	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

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372	2	9	UDOT R-2	5/13/2014	8	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	1	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	2	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	3	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	4	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	5	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	6	Commuter bus service would still be useful in some areas. "Trains are not for everybody."	The Preferred RTP transit network add a significant about 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	7	"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	8	"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	9	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	10	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	11	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	12	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	13	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	14	UTA's management structure is very top heavy.	This is beyond the scope of the WFRC.
387	1	8	Transit Workers Union	5/9/2014	15	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	16	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	17	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.

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390	1	8	Transit Workers Union	5/9/2014	18	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	19	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	20	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	1	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	2	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	3	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	4	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	5	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.
398	2	8	West Valley City	5/12/2014	6	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.

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399	2	6, 7, 8	Regional Water Distribution Agencies Meeting	4/17/2014	1	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	2	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	3	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	4	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	5	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	1	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	2	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	3	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	4	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	5	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	6	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.
410	1	8	Utahns for Better Transportation Group Meeting	4/29/2014	7	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	8	The sequencing of highway and transit investments will affect mode share.	Thank you for your comment.

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413	1	7, 8, 9	Utahns for Better Transportation Group Meeting	4/29/2014	10	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	11	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	12	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	13	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	14	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	1	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	1	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	2	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	3	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	4	How is WFRC coordinating with MAG on connection at the Salt Lake County/Utah County border?	WFRC coordinates closely with MAG on modeling, landuse, and projects. There is also close coordination with all MPOs, UDOT, and UTA in the Unified Transportation Plan.
423	2	9	North Ogden City	5/14/2014	1	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.

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424	3	9	Taylorsville City	11/21/2013	1	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	1	Show current FrontRunner Stations on future maps	WFRC Concur. The Stations will be shown.
426	2	8	UTA	5/21/2014	2	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	3	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	4	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	5	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	6	Add an Enhanced Bus project on Parkway Boulevard.	WFRC Concur. The Enhanced Bus will be added.
431	2	8	UTA	5/21/2014	7	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	8	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	9	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	10	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	11	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	12	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	13	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	14	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	1	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	2	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	3	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.
442	2	8	South Jordan City	5/27/2014	4	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	5	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.

#	Process Key: 1 Generic Comment 2 Comment Accepted 3 Comment Not Accepted 4 Stage 2 - Further Review (internal) 5 Stage 3 - Further Review (external)	Category Key: 6 Land Use 7 Bike/Walk 8 Transit 9 Highway	Comment Received Via	Date	Comment #	Comment	WFRC Response
444	3	9	South Jordan City	5/27/2014	6	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	7	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	8	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	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	9	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	1	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	2	Projects W-1 and W-2 (two new roads to connect Skyline Dr in N 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	3	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.
451	1	9	Public Lands Policy Coordination Office Letter	5/28/2014	4	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	1	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