

TIP 2025-2030 Public Comment List		
Interactive Map Comments - Project Specific		
ID	Comment	Project Location
1	I want to voice my opposition to any EV charging stations. We should be building transit not supporting more car based infrastructure.	Riverton City Electric Vehicle Charging Stations
2	The S Line is amazing and should be expanded all the way to Holladay. Isnt that a great slogan?? The S Line should also be duplicated around the valley.	S-Line Extension
3	Yes, let's keep extending the SLine on the East side!	S-Line Extension
4	I love the S-Line! Use it often, should be extended as far as possible into sugarhouse. With the proposed changes to 2100 S in this area, public transit is more important than ever!	S-Line Extension
5	Extend the S-Line South toward Millcreek and North toward Westminster.	S-Line Extension
6	Please extend the streetcar south into mill creeks new center and north along 1100E/900E. I lived along 1100E for many years and now live along 900E and it would be life changing	S-Line Extension
7	Extending the S-Line would be so great! Building up the ability for it to continue along Highland drive would open up the transit network to so many people! It would also be a great way way to interconnect any future transit plans in the area!	S-Line Extension
8	Adding another frontrunner station down here will just slow down the frontrunner times unless we convert to overhead electrification.	FrontRunner Station at Point of the Mountain
9	Decide if and when FrontRunner will go electric to determine how much refurbishment will be needed.	UTA Locomotive Rebuild
19	The forecasted start year should be earlier. There are plans to use this in providing bus access to Hogle Zoo.	Sunnyside Ave at Crestview Drive Roundabout
11	This is great, but please consider adding better bike infrastructure to Sunnyside Avenue. This area is frequented by tons of cyclists during the warmer months. Bike paths should be separated from cars with physical barriers, especially since cars drive quite fast on Sunnyside. Additionally, the intersection at Foothill is a joke if you're a cyclist heading west on Sunnyside. If you don't believe me, go ride it. The bike traffic is directed to merge into the right car lane after the intersection, which is a horrible idea (it's basically asking for road rage and near passes). Green paint and signs don't make roads safer for cyclists - physical barriers do. There's more than enough cycling traffic in this whole area to justify substantial improvements.	Sunnyside Ave at Crestview Drive Roundabout
12	Hopefully this will be used to give the Trax trains signal priority through the city.	Salt Lake City Traffic Signal Synchronization
13	Please give Trax and BRT signal priority!!	Salt Lake City Traffic Signal Synchronization
14	It seems like there are a lot of stand-alone projects. Is there an overarching digital strategy? Smart infrastructure projects are not standalone, they are all one part of a bigger whole. And that's actually what I specialize in. Digital transformation, smart infrastructure/ smart manufacturing, and connected enterprises. The city needs a Unified Namespace for all smart devices and infrastructure to communicate to one-another.	Salt Lake City Traffic Signal Synchronization
15	89 should be reduced to one lane in each direction under the bridge, with exit only lanes on the northbound and southbound sides to reduce the probability of vehicle collisions. Further, when the bridge is rebuilt it should have priority pedestrian access so students can get to school safely on foot. The current crosswalk on Hwy 89 at 1500 South is a death trap that drivers completely ignore.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
16	The death crosswalk is at 1875 South and 500 west/Hwy 89, pardon. No one is stopping for pedestrians when the avg road speed is 45 mph.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
17	Thank you for protecting and preserving the access and amenities at this trailhead. It is my children's favorite!	Neffs Canyon Trailhead Improvements
18	Assuming this means expanding Green Bike outside of downtown, that would be amazing!	Salt Lake Green Bike Share Expansion
19	I think the implementation of this project should take the Rio Grande Plan into account.	Salt Lake Green Bike Share Expansion
20	Electric bus charging is important in the short term but long term UTA needs to look into where the buses will be going when the Rio Grande Plan is completed.	On Route Electric Bus Charging Infrastructure
21	I think the implementation of this project should take the Rio Grande Plan into account.	On Route Electric Bus Charging Infrastructure
22	Would this allow for smart infrastructure tracking? Like being able to see a realtime location of all the trains busses etc?	UTA - On-Board Technology System
23	If we are going to have a hub here for the future baseball stadium then we need more trax coming into the area and going north/south.	SLC West Intermodal Center
24	Lets enclose some of our Trax stops, its cold in the winter and transferring is hard when the train takes a while. Especially at Central Station. If we moved operations to the Rio Grande Depot with the Rio Grande Plan then we wouldnt need to worry about this.	Transit - New Service
25	electric bus good	On Route Electric Bus Charging Infrastructure
26	Unable to find any details about this besides this vague description. Is this describing the crappy bus shelter? If so, we can do better.	University of Utah Intermodal Center
27	I think the implementation of this project should take the Rio Grande Plan into account.	UTA Locomotive Over Haul
28	I would love the frontrunner double-tracked. As someone who frequently takes it to work, it would be nice	FrontRunner Strategic Double Track
29	Frontrunner should absolutely be double-tracked to allow for higher frequency. I would use it more often if it were more frequent and faster.	FrontRunner Strategic Double Track
30	FrontRunner should be doubletracked and grade separated and the only project that promises to do that through downtown is the Rio Grande Plan. The WFRC should back the Rio Grande Plan as a way to improve the experience of all who are going to use this critical transit link. Additionally, the improved station will make people coming for NRL, NBA, and MLB games more likely to take transit over their car. Make it a reality.	FrontRunner Strategic Double Track
31	Do the Rio Grande Plan	FrontRunner Strategic Double Track
32	Double tracking and electrification of FrontRunner should be a much higher priority than UDOT blowing \$4 Billion on more congestion and degrading air quality north of SLC by widening I15.	FrontRunner Strategic Double Track
33	In addition to the double track projects already planned, FrontRunner should receive some track alignment improvements to increase average speed. Trains must become an adequate replacement for cars especially for snow days.	FrontRunner Strategic Double Track
34	I support this and more investment in frontrunner. It should be double tracked, electrified, and grade separated to ensure its full potential. The only plan that aims to achieve this and much more is the Rio Grande Plan.	FrontRunner Strategic Double Track
35	Double track. With more traffic, the Rio Grande Plan would be ideal for integration of public rail into the city. Please consider this option	FrontRunner Strategic Double Track
36	We need the Pleasant View Front Runner Station reopened. The population is growing here and there is a huge need for transportation for all of those with disabilities. To have it built there and not be able to use it - is a huge disappointment. Hopefully it can be rectified with this project.	FrontRunner Strategic Double Track

37	This should be done as part of the Rio Grande Plan! Yes, it's expensive, but it's the best investment we can make downtown with our tax payer dollars. I would much rather see the Rio grande plan implemented than another I-15 project. Drop the rail lines through downtown SLC underground and restore the Rio grande station to its former glory as a TRAIN STATION. The existing salt lake central has had nearly 20 years to incentivize and spur development and it hasn't done it yet because it lacks imagination, and isn't what the people want. The Rio grande plan has people excited about a project more than they ever have been for a downtown investment and major project, and almost everyone agrees it's a good place to spend the money and that it's a good investment in the future of our city. Do it!!	FrontRunner Strategic Double Track
38	Please consider doing the Rio grande Plan! That would be a huge step in the right direction to double track the front runner, and make it a much better downtown train station experience!	FrontRunner Strategic Double Track
39	I think it would be good to focus most on speed when it comes to FR double tracking. From what I hear from many people who hesitate to ride, it is that FR takes a while to get to its destination. I would say putting the double tracking between Farmington and Draper would be a good right of way for high speed.	FrontRunner Strategic Double Track
40	I think it would be good to focus most on speed when it comes to FR double tracking. From what I hear from many people who hesitate to ride, it is that FR takes a while to get to its destination. I would say putting the double tracking between Farmington and Draper would be a good right of way for high speed.	FrontRunner Strategic Double Track
41	Please consider the Rio Grande Plan. The needs of the future Fronrunner will be best served through Salt Lake by acting now. It is well worth the investment for the long-term benefits it will bring to the community. Additionally, please consider in this double tracking effort how to eliminate more at-grade crossings along the corridor. This will cost more in the short term but will lead to better speed and reliability in the long term. The sections of the Fronrunner route between Draper-American Fork as well as North Temple-Woods Cross feel incredibly slow; double tracking will be fantastic for these areas.	FrontRunner Strategic Double Track
42	I also agree with another comment that improving the Fronrunner route in ways such as this needs to take higher priority than any highway expansion project that touches I-15. Our resources and funding should be focused on expanding public transit infrastructure while simply maintaining car infrastructure. Projects that expand public transit will add a much larger benefit to the community in the long term; there's so much to be gained from it in Utah still! Highway infrastructure, especially I-15, is near maxed out in its most critical areas with the amount of good it can do.	FrontRunner Strategic Double Track
43	I have ridden FrontRunner for the past 12 years, and I love the way that it has connected communities across the Wasatch Front. I am also a resident of Glendale on the west side of Salt Lake City, and I've seen how the freight and FrontRunner tracks divide the city and cut off historically non-white communities from the rest of the city. I am writing to voice my strong support for the Rio Grande Plan, which would route FrontRunner and freight lines through a tunnel along 400 West. The Rio Grande Plan would eliminate numerous dangerous railroad crossings, mitigate disruption from train lines, re-establish the Rio Grande station as a jewel of the city, free up almost 80 acres worth of developable land, and reconnect communities that have been historically disadvantaged and disenfranchised by highway construction, redlining, and lack of public transit. The Rio Grande plan should be priority number one as we attempt to make Salt Lake more equitable, more accessible, and safer for everyone!	FrontRunner Strategic Double Track
44	The FrontRunner has connected communities along the Wasatch Front for over 15 years. I am grateful for the efforts by UTA, UDOT and other authorities to maintain and improve upon the vital service this transit mode offers to Utahns. I, among others, believe this service can be expanded. With an announcement less than two weeks away that would bring the Winter Olympics back to Salt Lake City, I believe it prudent to reinvigorate public transit, FrontRunner included. As others have requested, The Rio Grande Plan, which seeks to reroute trains downtown under 500 West, would drive growth downtown, opening potentially hundreds of currently unusable acres for diverse uses. Additionally, there have been proposals for double-tracking between points as far north as Brigham City and as far south as Payson. I echo these calls for expanded public transportation options. I would go further by adding stops north to Logan and south to St. George and Moab, connecting the state by rail.	FrontRunner Strategic Double Track
45	With the imminent announcement of the Olympics not to mention the continued growth of downtown I believe centralizing a transit hub in the city like many European cities, New York, Denver, etc would really provide our transportation infrastructure a big boon. The Rio Grande plan would allow Salt Lake to see the full benefit of double tracking the Fronrunner. When you increase the speed and add more users connecting those users to downtown is key. Downtown is our hub through which all our state flows. Connecting users to many types of downtown transportation, easy access to the airport and handoff to taxis, buses, trax and integrating them all through a central place so our system isn't so hodgepodgey would give so much to our residents all over the state. It would allow us to truly see benefits from proposed ideas like the Boise>Salt Lake>Vegas rail line connecting us to other large regional cities and opening up exciting opportunities.	FrontRunner Strategic Double Track
46	Cannot support this enough! Front runner js becoming the backbone of the wasatch front. Obviously I'd love an extension down South to St George, but I'm happy with anything. I would obviously love an adjustment to the reconstruction via the Rio Grande plan. I think realigning the tracks to a central hub in ADDITION to double tracking would make front runner even more helpful and essential. That said I cannot support double tracking enough. Increasing capacity is the best solution to mobility and traffic, in my opinion.	FrontRunner Strategic Double Track
47	I believe that Fronrunner extensions to Brigham City and Payson should be expedited along with this project. In addition, UTA numbers show that a vast majority of Fronrunner riders begin or end their journey in Salt Lake City. Salt Lake City's "Central" Station was built at its present location when there were only two Amtrak trains daily arriving in the middle of the night. Now, the station is served by, Fronrunner, TRAX, and Amtrak. It is time that consideration be given to the Rio Grande Plan as a means of creating a more central station downtown. As this double track project increases Fronrunner frequency and as the FRA is studying two new Amtrak routes through Utah, we need a better station. UDOT's Fronrunner plans call for complete grade-separation in the future, there is no better way to grade separate downtown than the Rio Grande Plan.	FrontRunner Strategic Double Track
48	Rio grande or bust right?	FrontRunner Strategic Double Track
49	Double Tracking Fronrunner is a great project and will pave the way for improved connectivity and reliability. Fronrunner should also be extended to Payson before the anticipated 2034 Olympics. But in order to solidify the success of Fronrunner, All parties involved need to get serious about the Rio Grande Plan. Because the downtown Grade Crossings are very close to UP's Roper Yard, they are constantly blocked by stopped freight trains with high speed commuter rail trains going by. With the doubling of Fronrunner trains and inevitable increase of freight traffic, as well as a higher density of people living around these crossings, this problem can't be ignored any longer. It's time to return trains to the Rio Grande Depot.	FrontRunner Strategic Double Track
50	Double tracking not only improves efficiency of the track but attractiveness of the service offered. 30 minute interval train times can lead to long waits many aren't willing to subject themselves to. Double tracking allows for fronrunner to be fully actualized by allowing the service to run more often, one the weekends, and late at night. Those previous benefits of a double track are not possible today due to constraint on funding and operational ability. Please move forward with the double tracking before the Olympics and push for the "Rio Grande Plan" to allow front runner to improve the population even more that it already has.	FrontRunner Strategic Double Track
51	The frequency of all trains makes it hard to ride. We need to do whatever it takes to increase that. Also, with the Olympics coming we need a central station as a hub for our expanding infrastructure. The Rio grande plan accomplishes this including several other goals such as connecting east and west, incorporating historic buildings, opening up green space, and encouraging development. Any front runner expansion should include this as part of scope.	FrontRunner Strategic Double Track

52	This is a great idea! But I also want to see the Rio Grande plan enacted so we have a real central hub like other world class cities I've been to. Trains should run under the city center so people living there don't have to hear them	FrontRunner Strategic Double Track
53	The Rio Grande plan would significantly improve the transit experience to Salt Lake City. In addition, some alignment improvements to increase the speed North of South Jordan station would be nice, as trains seem to slow to a crawl over that elevated section.	FrontRunner Strategic Double Track
54	We need the Rio Grande plan!	FrontRunner Strategic Double Track
55	This would be fantastic! The Rio Grande Plan should also be heavily considered alongside double tracking fronrunner! Improved frequency and ride times would significantly increase ridership and usefulness and with the Rio Grande Plan, having the station even closer downtown and with the train box would help with preventing accidents and easing availability of ridership!	FrontRunner Strategic Double Track
56	This project has my full support. Utah needs more train transit!	FrontRunner Strategic Double Track
57	If this was combined with the Rio Grande Plan then it would create a transit hub for the Salt Lake City that has a thriving entertainment district, a green Main Street, and most importantly be a main contributor to cutting down on emissions and cleaning our air. Doubling Front Runner is already a main priority for the 2034 Olympic Games along with multiple Trax updates that all are covered within the Rio Grande Plan. Through the implementation of the Rio Grande Plan Salt Lake City could be the city that revives the rails of the United States!	FrontRunner Strategic Double Track
58	RIO GRANDE. #bridgefest turned #tunnelfest @UDOT	FrontRunner Strategic Double Track
59	A wider road would be great for the morning commute into the Salt Lake Valley	I-80; EB Auxiliary Lane and SR-36 NB Lane
60	Seems almost criminal to widen the road again when railroad tracks exist for a fronrunner like train to give direct connections to tooe the airport and other small cities that can become bedroom communities to SLC. Plus with the expansion of trackage through downtown with the Rio Grande Plan it would be a no brainer.	I-80; EB Auxiliary Lane and SR-36 NB Lane
61	This expansion is important to improve travel to Salt Lake and will increase safety at this on-ramp by significantly increasing how much distance cars have to merge onto the interstate when joining from SR-36.	I-80; EB Auxiliary Lane and SR-36 NB Lane
62	Thank you for recognizing the congestion we face on our commute!	I-80; EB Auxiliary Lane and SR-36 NB Lane
63	Expanding I15 is a massive mistake that would result in a huge waste of taxpayer dollars and no tangible improvement in congestion in the medium and long run. Induced demand is real. We can't build our way out of congestion. Investing in transit provides a much higher economic return and can improve public health too.	I-15 Reconstruction; Farmington to Salt Lake City
64	This is such an incredible waste of resources and moves the Wasatch front in the wrong direction. Not to mention the cost listed is half of the recent estimates and even the new estimate is likely low. There are diminishing returns for adding lanes and at the outlandish cost to both the taxpayer and the people and businesses that will be replaced make this project indefensible.	I-15 Reconstruction; Farmington to Salt Lake City
65	No! Do not widen I-15.	I-15 Reconstruction; Farmington to Salt Lake City
66	This project is now estimated to be about 4 billion dollars, I firmly oppose this and request we invest it in better projects. Saving three minutes in the next ten years when we will have a better faster alternative (fronrunner) proves that this 4 billion should be put into the rails. So lets invest it in expanding branch lines on front runner or even doing the Rio Grande Plan. Dont waste the money on just one more lane.	I-15 Reconstruction; Farmington to Salt Lake City
67	This wasteful project doesn't do the public any good. That money would be better spent on regional transit options, we don't need to needlessly widen freeways that contribute to pollution and further congestion. No where has freeway widening actually improved congestion, it just gets worse	I-15 Reconstruction; Farmington to Salt Lake City
68	Having seen the "improvements" to further congestion and air pollution to I15 through Utah County after it's widening, this is a waste of \$4B that would be better spent double tracking and electrifying the FrontRunner, as well as further extending Trax, bus, and protected bike lanes.	I-15 Reconstruction; Farmington to Salt Lake City
69	This project seems ill-conceived as proposed. There is no meaningful transit component, dramatic impacts on the surrounding neighborhoods (at least in Salt Lake), no analysis of non-vehicular ways to address the congestion issue. The SLC public has weighed in heavily with no responses (that I'm aware of) from UDOT. Put this off and focus on other projects first.	I-15 Reconstruction; Farmington to Salt Lake City
70	I-15 does not need reconstruction/widening. We need to fund better transit in the SLC area. Starting with fronrunner service.	I-15 Reconstruction; Farmington to Salt Lake City
71	Please no more widening of I-15! It's not going to help in the long term. It's a waste of money. The highway should be maintained, and the long-term solution is to implement more public transit alternatives, like expanding TRAX and Fronrunner, maybe even BRT.	I-15 Reconstruction; Farmington to Salt Lake City
72	Not a fan of the expansion. The money could be used other places like the Rio Grande plan, expanding transit (buses or trains) in each town, which would be better for air quality, traffic, and getting around. No city has ever fixed traffic by adding one more lane, only by buses and trains.	I-15 Reconstruction; Farmington to Salt Lake City
73	I do not agree with or support this plan at all. We should be exploring more reasonable and logical (active transport and transit based) solutions. The cost of this insane for marginal improvement and could much better spent. Ill-conceived waste of resources.	I-15 Reconstruction; Farmington to Salt Lake City
74	The comments here say that this is a waste of resources and taxpayer money, but if this was to be constructed, many residents that reside right next to the highway will lose their homes, and not only that but traffic would get worse during construction and even after construction. More people are going to be moving to the city and the valley and having to expand the highway just for it to need more expansion is just very wasteful long term. Invest in alternate way to travel!	I-15 Reconstruction; Farmington to Salt Lake City
75	Piling on the rest of the comments - this is an incredibly short-sighted waste of taxpayer dollars. Use this money to create a more diverse and accessible array of transportation options for Utah residents from light rail to more frequent bus service. Transfer some of this money to bus driver pay raises so that UTA can staff their routes. Anything but continuously widening the freeway! To call it Sisyphean is an understatement.	I-15 Reconstruction; Farmington to Salt Lake City
76	This would be a fantastic trail that could help increase access to the Bonneville Shoreline Trail and to the foothills. It is also aligned with one of the goals of SLC's Reimagine Nature, which is to rethink golf courses so that more people can benefit from those spaces.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
77	Yes please - more trail connections in public spaces	SLC Emigration Creek Trail; Connor St - Wasatch Dr
78	Please do this. Would love to have more trails in this area.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
79	Believe it or not, this pathway makes an important, safer connection for bicycle commuting to and from the University Main campus, Research Park and the U Hospital and Clinics. It serves commuters along the east bench and in the east Millcreek and Olympus Cove area that use the Parley's Canyon bikeway bridges.	SLC Emigration Creek Trail; Connor St - Wasatch Dr
80	Please reduce lane count. This road is terrible to cross while walking, even with the HAWK signal. Cars go too fast. Needs protected bike lanes as well to connect to Brickyard Plaza.	1300 East; 2100 South to Southern City Boundary
81	This street needs much better pedestrian and bike infrastructure. It is very dangerous and unpleasant to reach the Brickyard while biking or walking. Creating a bike/pedestrian connection between downtown Sugar House and Brick Yard would be very important	1300 East; 2100 South to Southern City Boundary

82	The pedestrian connection between Sugar House park and the retail, residential and office area to the west should be improved. There is one under road crossing, but another surface crossing should be added with tree lined street median to make the area more humane and more people focused than dominated by auto traffic.	1300 East; 2100 South to Southern City Boundary
83	Even though it's not within the scope of phase 1, I would like to explicitly state my opposition to the terrible gondola idea. Please make sure nothing in phase 1 is prepping for that terrible idea that we will never allow to happen.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
84	It is not mentioned here, but I want to say that I am against the Gondola and would prefer a trax comparable cog rail like the private company Stadler already proposed to UDOT. We should do this project because it would allow one seat rides from downtown SLC to the slopes, therefore reducing emissions and pain. Then we can do it in BCC too.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
85	As a frequent rider, thank you for ensuring the future success of the ski bus. I am saddened by the continued unmet demand for buses and believe we can do better to reduce the long lines at the stops by going back to 15-minute intervals. More buses=less car congestion, parking problems and increased safety during winter conditions. Please do not make the citizens (who are carpooling, queuing, and riding the bus as we have asked them to) to wait for an hour plus because there aren't enough buses. The 30-minute interval leaves riders in line because the buses are already full even before the last stop. Imagine the frustration of waiting in line as you are asked to and then the bus never even able to take a single rider from your line. That isn't a line - it is a trick we are playing on our citizens that are doing exactly what we asked them to do. If we can't afford 15-min rotations and the fair wages to attract and pay the additional drivers then we certainly can't afford a gondola.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
86	I am against the Gondola and would prefer a cog rail like the private company Stadler already proposed to UDOT. This could seamlessly integrate into Murray Central Station creating a link between the airport and the slopes. No need for cars.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
87	I am all for a cog railway as a long-term solution for LCC instead of a gondola as some of the other comments noted. It is the smarter solution. In the short term, buses and tolling are a great option. Please consider how to better integrate this into the existing SLC transit network, especially TRAX. In other words, don't just make a parking lot; we can't call it a "mobility pit" if it doesn't provide great access for all transit modes. This will help access to the lovely outdoors become more equitable. Please also consider adding some quality bike parking at the mobility hub and at other places along the route.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
88	The busses are fantastic, and allow for public transit while a rail system could be worked out. All of these would really help to reduce congestion and emissions in the area.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
89	The last 2 years have shown arguments for a gondola contain misinformation. Gondola proponents claim it would provide canyon access during avalanche road closures, but during a 10-day closure 2 years ago, when interlodge conditions were in place 80% of the time, the gondola would have operated only during non interlodge time, per UDOT's EIS. This year, a 1-day road closure also coincided with interlodge, meaning over the last two years the gondola would have offered little benefit for its \$1.4B cost. There are more deserving projects for tax payer dollars. Other UDOT performance claims are being challenged in court. Additionally, 70% of the primary election candidates polled, from both parties, opposed the gondola. One candidate engaged transportation experts outside UDOT's circle who concluded that UDOT's performance & benefit claims are unachievable. The WFRC should abandon this poorly conceived gondola proposal in favor of common sense, less expensive and less intrusive solutions.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
90	It is ridiculous that UDOT is using the lawsuit challenging the gondola ROD EIS as a reason NOT to move forward with the congestion alleviation solutions that were funded by \$150 million before the lawsuits happened. There is not a connection between these 2 things. The decision to improve busses, tolling, mobility hubs, etc was made regardless of the gondola or the EIS. Everyone is screaming for WFRC and UDOT to FIX the ski bus issue in LCC by putting in more busses and expanding the connections throughout the valley. This is tax payer money sitting unused. Tax payers use LCC year round. Do your job. Spend the money this year and fix the problem. Stop stalling.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
91	I find it inconsistent for WFRC to indicate Wasatch Blvd will be widened to 5 lanes in the phase 1 (2023-2032) when the UDOT ROD identified widening to be 4 -lanes during that period, and the 5th lane in 2050, once demand dictated. I support WFRC's approach of phasing the projects, specifically related to the UDOT ROD for LCC. However, I support establishing metrics for determining whether it is even warranted to move off phase 1, or, rather, that phase 1 satisfies the need for safety, reliability, and mobility desired. Despite looking at the "details," I could not identify what is meant by "LCC Road Operations." It that were to include stationing a snowplow up canyon, with an operator, that makes sense and would facilitate snow removal. If it were to include enforcing traction laws, that would be a good thing. Similarly, should UDOT encourage the legislature to adopt a new season-long traction control. Adopt low cost, simple solutions, first, then evaluate their effectiveness- now.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
92	Please keep LCC as majestic as it is. It is its natural beauty that currently predominates, not infrastructure. Deseret News just highlighted 45% people 16 and older, want wildlife, not infrastructure. Encourage UDOT to work on Phase 1 of the LCC ROD, enhancing bus service, tolling at the mouth, a mobility hub. Alta does not need nor would it be benefited by a bus stop on SR210, leave bus drop off & pick up in the Wildcat and Albion lots, where they are remote and safer, from vehicles traveling on the highway. Evaluate SR210 after the remote avalanche control systems are installed and consider installing others in areas of danger, if consistent with wilderness considerations. Restore bus service from Midvale and Sandy, whether public or private. Encourage carpooling with priority access for HOV 8+ people and buses. Thanks to UDOT for all their efforts to improve the roadway now; ice boxes, gutters, RACS. Help them by enforcing traction laws and eliminating unsafe roadside parking.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
93	Thank you to UDOT for keeping LCC as beautiful and free flowing as it is, summer, fall, winter and spring. WFRC, please support those efforts by encouraging implementation now of short-term, low cost solutions for traffic congestion rather than supporting the expensive, special-interest supported Gondola at tax-payer expenses. Prioritize peak period priority to HOV's, enact seasonal traction device laws, enable merge metering, encourage carpooling and variable-rate tolling with permit parking to facilitate mass transit ridership, including schedules for workers. Work with entities to implement low-cost, near-term improvements, and evaluate their effectiveness prior to investing in large, expensive permanent infrastructure.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
94	I hope that UDOT will use the funds from the legislature to build a mobility hub at the gravel pit, and increase bus service in BCC and LCC, plus provide tolling equipment. Due to safety concerns, a bus stop on the highway, particularly in Alta, is unwise and unsafe due to potential avalanche paths above the proposed site. The bus stop in Alta, needs to remain in the parking areas, away from the avalanches. We believe the legislature also provided funding to facilitate traction enforcement for the Cottonwood Canyons, which would improve safety, mobility and reliability. Variable tolling at the mouth of the two canyons can spread traffic away from peak days/periods, as can encouraging carpooling and HOV priority period access. Please encourage low-cost, proven solutions now, particularly those not needing approval in an environmental analysis prior to being implemented. Gondola B is a costly piece of infrastructure, not a good solution.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub

95	Wasatch Choice Vision, which guides the WFRC, emphasizes 'fiscally-responsible communities & infrastructure.' This project, with its cost to \$1.4B—nearly \$1K per UT household—contradicts that goal. Allocating such a large sum, almost equivalent to UDOT's \$1.8B annual budget, for a project benefiting only 1 canyon & 2 ski resorts, is not fiscally responsible. As more Utahns learn about it, they question if this project is driven by something other than congestion and closures. Public reaction to recent proposed tax increases should cause officials to reconsider questionable projects. This should especially be relevant where public funding appears to venture into private sector businesses. As the WFRC learned for itself: Few projects have fielded as much opposition as this one. That opposition grows. Pick a random group of 100 Utahns. Tell them they have \$1B that can only be used for Utah transportation. It is doubtful that they would agree to use it on a gondola in LCC.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
96	Lack of progress on this project questions the commitment & competency of key players. UTA reduced ski bus service for the past 2 years, increasing canyon congestion with more vehicles. UTA's excuse of not finding drivers for 3 years is unacceptable. In 1/2023, UT Legislature allocated \$150M to improve bus svc, tolling, a mobility hub, & LCC/BCC resort stops. UDOT proposed their LCC ROD in 7/2023, months after the Legislature's action, which did not mention the LCC Project, its EIS, or the yet-to-be-released RoD. When the LCC EIS was challenged in Court, UDOT halted its LCC Project, including any improved busing. However, the lawsuit does not prevent restoring bus svc to pre-2021 levels or adding buses or tolling, as no EIS is required for these actions. If a mobility hub in BCC requires an EIS, UDOT's LCC EIS is inadequate, as it excludes BCC. No legal basis prevents UDOT from improving transportation in LCC/BCC as mandated by the \$150M appropriation and legislative intent.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
97	UDOT has publicly and formally stated its intention to build a gondola in Phase 3 even if Phases 1 and 2 provide adequate relief of traffic congestion in the canyons. After Phase 1 improvements, several years of traffic assessment are required to determine whether Phase 2 improvements are still justified by traffic congestion in the Canyons. Similarly, before building a \$500M-1B gondola in Phase 3, a pause of several years and an assessment of traffic conditions should be mandated after Phase 2 is completed. WFRC should lead these assessments with input from UDOT and citizen organizations. UDOT should not lead the assessments because it has already stated its intention to build the gondola in Phase 3, regardless of the need after Phases 1 and 2. Failure to reassess the need for Phase 3 after Phase 1 and 2 improvements would represent a violation of the public's trust in WFRC to responsibly spend their tax dollars only when transportation projects are truly needed.	Cottonwood Canyons Enhanced Bus, Tolling, and Hub
98	More pedestrian infrastructure and bike trails would be tremendous here. The pedestrian and bike infrastructure significantly degrades or disappears altogether once one goes from SLC to Millcreek on this street and adjacent ones.	2000 East; 3300 South to Atkin Ave
99	A BRT between the U and Davis County would be a tremendous opportunity for U of Utah students and downtown workers living in Davis County. The U is a commuter school and the more transit options to access it, the better for students, faculty, and staff	Davis-SLC Connector - Corridor Based BRT
100	Instead of making this a BRT it really should be a Trax line, more people in the suburbs prefer to use rail compared to buses. Plus it will allow for more headways and integration with the existing downtown Trax trains.	Davis-SLC Connector - Corridor Based BRT
101	Part of the problem with the current 455 is the frequency and lack of late busses. BRT or a potential light rail option has to fix those problems. Space is not a concern, there is plenty of road width to use for BRT on Orchard drive from NSL to 500 S.	Davis-SLC Connector - Corridor Based BRT
102	While a worthwhile project that should be started soon, the approach seems misguided. Instead, why not look at a streetcar that connects South Davis County through the north end of downtown to the U, connecting at the Medical Center and TRAX line. I know this was evaluated years ago, but times have changed, the growth has been dramatic, and this would be a friendlier, stronger life-cycle alternative that would better strengthen the regional transit system. I know that some of the S. Davis County had concerns, but they reflected a lack of understanding of how streetcar/rail works. We saw the same kind of reactions before the first TRAX line; the moment it opened everyone wanted it and more. Please use some foresight and wise investment.	Davis-SLC Connector - Corridor Based BRT
103	I agree with the comments below that a light rail TRAX line should be studied as a viable alternative. Light rail is just going to be better for the communities involved in the long term. Some form of BRT could be a nice, adaptable intermediate step. I agree that Davis county absolutely needs more public transit access.	Davis-SLC Connector - Corridor Based BRT
104	Make this a TRAX Line, there are enough people in Davis county, or there will be by the time such a rail line would be completed.	Davis-SLC Connector - Corridor Based BRT
105	Let's get this going. While these projects happen allocate money to bury power lines.	Davis-SLC Connector - Corridor Based BRT
106	This should be some kind of rail transit	Davis-SLC Connector - Corridor Based BRT
107	The Parleys Trail is a major east-west bike commuting corridor and the gap should be closed. It also serves the Sugar House businesses	Parleys Trail Gap In Sugar House (Salt Lake City)
108	This should be a Trax line not a BRT line. If you make it Trax it will expand the network and give reliable transit connections to Davis county. There is a stigma against buses so build light rail instead.	Davis/ Salt Lake Connector Design
109	State Street and 1st Ave needs a pedestrian crossing for the high density residential to the east and a major city religious and employment destination to the west.	Davis/ Salt Lake Connector Design
110	Agree with both previous comments. Light rail offers a lot of benefits in the long term over BRT, even though the price up front is larger.	Davis/ Salt Lake Connector Design
111	I would like to third the previous comments. There is a major need for accessible light rail north of downtown. I would be more than happy to see public funding going towards projects that create new infrastructure and reinvest in our communities.	Davis/ Salt Lake Connector Design
112	The airport link to the U of U is a critical connection that is long overdue. I am glad to see this on here as a planned project. I think that it should go down the 400 W alignment as it would allow for less turns, faster headways, and it would eventually allow connections to the new central station at the Rio Grande Depot. Additionally, the current central station is simply not used by anyone over North Temple so bypassing it is better since it will pass north temple anyway if the Rio Grande plan doesnt get done. Therefore it will still have a frontrunner connection at the better station of the two downtown stations.	TechLink TRAX; SL International Airport - U of U
113	This project should be expedited (before 2030) to coordinate with new Entertainment District improvements and serve a longtime need.	TechLink TRAX; SL International Airport - U of U
114	Active transportation improvements and a street car line on 700 East would provide much better ridership counts than tech link.	TechLink TRAX; SL International Airport - U of U
115	The tech link corridor is long overdue and should be expedited. Future consideration should be made to allow for the possible expansion of the service beyond the university and south along foothill blvd toward parleys and the cottonwoods. Downtown, the 4th west alignment is the only logical option, utilizing the Rio grande depot as the new central train station for the city. Bypass the existing SL central station as a connection with frontrunner already exists at the north temple bridge station. Stop treating SL central station like it has a future. Rio grande is better for the city and better for all people who use transit. It is also far more likely to encourage additional transit users. Perception is everything and if people feel like they're taking the train to a grande downtown station, they'll be more likely to use transit. Give them that and give the city something to be proud of	TechLink TRAX; SL International Airport - U of U
116	As stations are going to be reworked, please improve access for pedestrians and bikes. When it comes to any part of the project addressing Research Park, this needs to be carefully considered, since that area is woefully car dependent. It could likely benefit from TRAX access, but I guess I'm skeptical about how much benefit it could have in such a spread-out area with a bunch of simply commuter-style riders (really hard peaks in ridership during the commute in and out, with relatively little other activity). Perhaps other TRAX expansions with better ridership projections should be given priority instead.	TechLink TRAX; SL International Airport - U of U

117	I think that the tech link should be extended to emigration canyon. It would be attractive to those looking to bike emigration canyon (would be unique in Utah and nation to have rails go right up to recreation). Those who are at the retirement homes in the area may appreciate it, as would Hogle Zoo goers or NHMU.	TechLink TRAX; SL International Airport - U of U
118	The airport station should also be improved! People waiting for TRAX should be able to wait in comfortable conditions (ideally indoors). It's a bad look for SLC to make our visitors stand in the cold or heat when they choose to take transit.	TechLink TRAX; SL International Airport - U of U
119	The outlined routing could be implemented August Change day 2025. The rolling stock exists, the training system exists, the employees could be onboarded in a year, the tracks exist and are in active use. The route does not share use with Freight rail and thus could run when no other trains do, i.e. between 12:30AM and 4:30AM. Such Line could run every 30 minutes, every day, all day. Salt Lake City is ready for 24/7/365 transit service, especially as plans are in the works for a revitalized downtown, and it could be implemented before the end of 2025. Eventually, the routing would make more sense continuing down 400W past Pioneer Park, running on new rail south of 200 South and East along 400 South until rejoining the current TRAX lines at 400 South and Main Street. Such routing would implement well with the proposed Rio Grande Plan, which would be located a block to the west.	TechLink TRAX; SL International Airport - U of U
120	Why is this project only scheduled to begin in 2030? Oh, yeah, it's a project that will improve transportation on the West Side. Another six years of walking and dodging cars for the old and infirm at the two low-income apartment complexes in the path of this project should be good for getting people to use UTA more! I guess I'll continue driving my truck, since it's better for me than braving the elements and dodging traffic coming down 2200 West at my age! Could you at least get a crossing light on W North Temple at 2200 West, so that older folks and those in wheelchairs can cross safely? I would walk over to the TRAX station more often if I knew I could get across 2200 West safely. AND DON'T TELL ME TO WALK OUT OF MY WAY TO CROSS AT THE LIGHTS!!! I'll continue to drive my truck! **** the dirty air! I live at the airport where the air is dirty 24/7/365!	TechLink TRAX; SL International Airport - U of U
121	I just realized that NOTHING is planned for W North Temple to improve transportation for the old and infirm at the Point low-income housing. Not even a bus...except for the express busses, of course! Kindly disregard my earlier comments.	TechLink TRAX; SL International Airport - U of U
122	I 100% support the TechLink project and I am excited about the possibility of the Orange Line and it running 24/7, the new Red Line alignment through Granary, and the Blue/Green airport terminus swap. These improvements will be a gamechanger for the system and should be prioritized. My only other comment is regarding the alignments: I think Alternative 3, the one where the Orange Line turns north from 400S at 400W and bypasses the present central station, is the best one. It will make airport trips faster without sacrificing any utility (FR transfers can be made at N. Temple) and will result in less wear and tear on the trainsets. It will also integrate well with the Rio Grande Plan since transfers to the new central station could then be made at a stop positioned west or northwest of Pioneer Park. The Rio Grande Plan has so many other benefits and is the missing piece of SLC infrastructure!	TechLink TRAX; SL International Airport - U of U
123	Why doesn't the airport have a terminal connected? We spend 4 billion on a new airport- it should be connected to trax. Also need to have some way to offer a rapid train directly to downtown. I tried it once from the airport to SH and it took me like an hour.	TechLink TRAX; SL International Airport - U of U
124	I support this project but I think it should look at an alternative that engages the Rio Grande Depot through downtown in conjunction with the Rio Grande plan.	TechLink TRAX; SL International Airport - U of U
125	This is a fantastic project, and hitting the granary district and extended running times will be an amazing boon to the system, especially with access to the airport. I think the 3rd alternative alignment should be taken. It fits with the Rio Grande station and makes for a faster and more direct route.	TechLink TRAX; SL International Airport - U of U
126	Most of the proposed TechLink changes are great, but I wanted to reemphasize that the proposed relocation of the Stadium station to be on 500 S would be a terrible idea. It would significantly worsen the usefulness of Trax for people who need it to access the lower parts of campus like Presidents' Circle. Otherwise, it's a great plan and I agree with the comments that say it should be expedited!	TechLink TRAX; SL International Airport - U of U
127	This project is now estimated to be about 4 billion dollars, I firmly oppose this and request we invest it in better projects. Saving three minutes in the next ten years when we will have a better faster alternative (frontrunner) proves that this 4 billion should be put into the rails. So lets invest it in expanding branch lines on front runner or even doing the Rio Grande Plan. Dont waste the money on just one more lane.	I-15; Farmington to Salt Lake City EIS
128	Utah taxpayers shouldn't be subsidizing the choices of people to live far away from job centers. Investments in FrontRunner, Trax, and housing closer to job centers are far better uses of the tax dollar than racking up debt to build more road and reduce the quality of life for everyone who lives near I-15. We don't need or want more noise and air pollution.	I-15; Farmington to Salt Lake City EIS
129	I feel that expanding the freeway in this area is a band-aid solution to the increased need for public transportation intercity across the Wasatch front	I-15; Farmington to Salt Lake City EIS
130	Please no more widening of I-15! It's not going to help in the long term. It's a waste of money. The highway should be maintained, and the long-term solution is to implement more public transit alternatives, like expanding TRAX and Frontrunner, maybe even BRT.	I-15; Farmington to Salt Lake City EIS
131	Expanding I-15 is a terrible use of funds and more considerations should be given to the Rio Grande project. Focus should be on adding more public transportation options.	I-15; Farmington to Salt Lake City EIS
132	The Reconnecting Communities Study is not just about the freeway. That is a significant barrier, but the railroad tracks are somewhat of a more significant barrier because they are not grade separated and the freight trains block crossings. By 2030 we are looking at the possibility of 800 crossing activations EVERY DAY. That is a significant barrier that needs to be taken care of. Luckily there is already a great plan that has been studied by the city and has broad community support. The Rio Grande Plan is currently the only project that is proven to ease the East/West divide. The WFRC needs to back this plan and make it a high priority. Sit down with the citizen volunteers working the make it a reality. It will transform out city and state and get us ready for the Olympics, MLB, and NHL.	Salt Lake City's Reconnecting Communities Study
133	Yes!!!! The city needs to be reconnected. The Rio Grande Plan will assist in this. Please integrate the plan into your future transportation plans. Mass transit is critical. An entry gate of world class is needed to further use of mass transit.	Salt Lake City's Reconnecting Communities Study
134	The Rio grande plan would go a VERY long way toward making the goals of this project reality. Reconnecting the communities is vitally important to the long term health of our city. Eliminating so many at grade rail crossings will do wonders for connectivity, and will generate massive amounts of opportunity for all in this region. I would love to see the freeway also buried eventually, but the Rio grande plan can be done NOW. If we're quick about it, we can even get it done in time for the Olympics. Let's get our head in the game and put the money into the Rio grande project!	Salt Lake City's Reconnecting Communities Study
135	The Rio Grande Plan is the single most effective project to reconnect the east and west divide! The barren train tracks represent a huge barrier quite literally blocking access 400+ times a day with train crossing events. This would completely transform and reconnect SLC and the greater wasatch front! With a crown jewel transit depot. And burying the tracks in an underground train box under 500W! Rio Grande Plan for the win!	Salt Lake City's Reconnecting Communities Study
136	Agree with all comments regarding the Rio Grande Plan. You can't talk about healing the East/West divide without talking about the large amount of unnecessary railroad tracks and the at-grade rail crossings. The plan addresses these and other issues really well.	Salt Lake City's Reconnecting Communities Study

137	I'm elated to see that Salt Lake City is finally taking the East-West divide seriously by studying ways to reconnect the city. As a resident of Glendale, I'm aware of the drastic impact that highway construction, public transportation deserts, and historic redlining have played on my community, and I welcome bold initiatives that will bridge that divide and repair long-lasting harms that have disadvantaged and disenfranchised west side residents. In particular, I want to express my strong support for the Rio Grande Plan, which would seek to expand public transportation access and eliminate dangerous and inconvenient railroad crossings by burying the tracks and reestablishing the Rio Grande station as a central transportation hub. I attended the TIP info session yesterday at Salt Lake Central, and there were probably 20 people there, all in support of the Rio Grande Plan. I would urge you to strongly consider making the Rio Grande Plan top priority for further investigation/funding	Salt Lake City's Reconnecting Communities Study
138	TL/DR - I support the Rio grande plan. It connects the city, and I OPENS valuable land downtown instead of taking it away. It would create a beautiful wonderful transportation hub. It's affordable. It's good for the Olympics and our city's future.	Salt Lake City's Reconnecting Communities Study
139	The only project with the potential to ease the East-West divide is the Rio Grande Plan. Utah is willing to make generational investments, this is a great opportunity for one that would make other states envy Utah. SLC's engineering analysis identifies increased land value outpacing any comparable freeway project, without demolishing a single residential unit.	Salt Lake City's Reconnecting Communities Study
140	Please consider the Rio Grande Plan, it would go a long way towards reconnecting and strengthening our community here!	Salt Lake City's Reconnecting Communities Study
141	Burying the train tracks through downtown would vastly improve the east-west connection, provide safer crossings, and open up additional land for usage. The Rio Grande plan provides a opportunity to do all of this and make downtown more accessible and more vibrant!	Salt Lake City's Reconnecting Communities Study
142	Burying the rail downtown would do wonders for city safety and ease of connectivity downtown! The Rio Grande Plan would significantly help with the east-west divide and free up a ton of at the moment unused land in the heart of the city. Getting rid of dangerous at grade rail crossings would prevent terrible accidents, aid in connecting disenfranchised communities, and help with traffic. Placing the central rail hub closer to many downtown attractions would be a great bonus, too (especially for the Olympics)! Please consider the Rio Grande Plan for this, the recent screening analysis gives even more details and it takes care of so many of the issues this study is trying to solve!	Salt Lake City's Reconnecting Communities Study
143	A streetcar from the airport to the capital along this right of way would be a game changer. Plus direct connections from the trax/frontrunner to the LDS Conference center into the avenues.	North Temple Active Transportation Project
144	This BRT really should be streetcar or full trax, once again suburbanites dont like buses so making it a train is more appealing to them. Plus connecting that to frontrunner allows more people to want to use it. In addition it could run all the way out to the Olympic village for a needed connection for the Olympics in 2034.	Midvalley Connector BRT; Atherton DR to 2700 W
145	Dont let UDOT already choose a Gondola like they did for LCC. This should be a cog rail that integrates with our great trax network.	Big Cottonwood Canyon Environmental Study
146	Should be a rail system here to service all this area has to offer. More lanes does not fix traffic. Lets learn from LCC and do it right from the beginning.	Big Cottonwood Canyon Environmental Study
147	I agree with all the comments that have been posted. No gondola in BCC. Consider incorporating rail.	Big Cottonwood Canyon Environmental Study
148	There should be more protection from rockfall in a few places. Places that come to mind are by the mouth of the canyon and by Circle All peak but there may be more. Also there should be a railing by the S-curves to prevent cars sliding into the river.	Big Cottonwood Canyon Environmental Study
149	It would be great if there were a rail service here! It would significantly help with congestion and, especially connected to the rest of the transit system, allow for easier access without the need for so many people to drive up the canyon. I agree with the other commenters that a rail would be better than a gondola.	Big Cottonwood Canyon Environmental Study
150	Just like how I-15 has Frontrunner there should be another rail based transit option to run along side this freeway.	MVC; Old Bing Hwy to Porter Rockwell
151	I like the comment of having a rail based alternative along this corridor. A second multi-use path along the entirety of the corridor would also be appreciated.	MVC; Old Bing Hwy to Porter Rockwell
152	Agree with all the comments that there should be some form of rail out here. Mountain View Corridor should be much safer than it is, but before talking about any capacity needs, priority should be given to substantial public transit, not expanding MVC.	MVC; Old Bing Hwy to Porter Rockwell
153	A direct transit line from WVC to the airport not tied to downtown would give significant advantages to the area. Plus running it down to the west side of the valley will give many others access to transit.	Bangerter Highway Corridor - Environmental
154	The Freeway does not need to be widened, we need better alternatives like the frontrunner and branches off it to smaller cities and towns along its right of way. Induced demand is real. Dont add one more lane to 'fix' traffic.	I-15 NB; I-215 to 600 South
155	I absolutely reject this plan! Do NOT increase I-15. This will only increase traffic and pollution throughout the valley. It will destroy historic neighborhoods and local businesses. I say NO to I-15 expansion!	I-15 NB; I-215 to 600 South
156	These bike lanes need to be protected. 700S is too heavily used by vehicular traffic to be safe for paint which by the way, paint is not infrastructure.	700 East (SR-71); 2100 South to 1300 South
157	This expansion is important for improving evening commute times and will have minimal impact on residences and businesses along this stretch.	SR-36 SB; Sunset Ln to Stansbury Pkwy
158	Along with improving traffic flows, this should reduce idling. It is needed.	SR-36 SB; Sunset Ln to Stansbury Pkwy
159	100% behind this action!!! Honestly it should continue through downtown to the other side.	300 W; 400 S to 2100 S - Separated Bike Lanes
160	Yes, the more separated bike trails the better! Look at the success of the 9 Line! It is fabulous! Fill the city with more bike lanes!	300 W; 400 S to 2100 S - Separated Bike Lanes
161	1300 South is currently a traffic sewer for I-15 auto access. However, it is a busy pedestrian area as folks using transit walk to Walmart. This area should be improved for active transportation, more street trees, and the three creeks buried below 1300 South should be Daylit to improve the area.	300 W; 400 S to 2100 S - Separated Bike Lanes
162	The new bike path is great, but the intersections, like with 1300 S, are not safe. We need to figure out how to make path intersections with busy roads much safer! Safety is more important than one dedicated turn lane. Give more space for bikes/peds, plus intersection protection, at the intersections!	300 W; 400 S to 2100 S - Separated Bike Lanes
163	I love the protected bike infrastructure. This needs to be expanded into a whole network of protected bike paths across the entire city. When designing intersections, please take a look at how cities in Europe have successfully implemented them, especially Copenhagen, Amsterdam, etc. If we're serious about bikes in SLC, we should do it the best way we can.	300 W; 400 S to 2100 S - Separated Bike Lanes
164	If this does happen it should connect to Blue line Trax and not have another station here.	Point of the Mountain Transit Environmental Study
165	Please connect this with the rest of the SLC TRAX network.	Point of the Mountain Transit Environmental Study
166	TRAX Line or Bust.	Point of the Mountain Transit Environmental Study
167	The ROW is already there for a Blue Line extension to Lehi. Build that first! Then you can build your spur to the POM project. Building a new LRT line that only serves The Point and Utah County doesn't really make sense. I also want to say that right now I oppose the idea of a new FrontRunner station at The Point. Unless the site master plan is revised to position more density near the tracks, it does not make sense to build a new station because it will not be much more proximal to the dense uses than the current Draper station. Slowing the FrontRunner down is unnecessary if riders still have to transfer to get where they are going.	Point of the Mountain Transit Environmental Study

168	Adding a Frontrunner Station at POM is a lame idea and will significantly increase travel time.	Point of the Mountain Transit Environmental Study
169	We dont need to preserve a highway, we should however use this right of way for a new trax line from the point of the mountain station west.	BANGERTER HWY CORRIDOR PRESERVATION
170	Missed opportunity to add bike infrastructure to this project.	BANGERTER HWY CORRIDOR PRESERVATION
171	Also consider a roundabout at River Park Drive and 1050 W. It is becoming very challenging to get out of the Target parking lot.	SR-60; Round-About at Ritter Drive, Riverdale
172	Much needed.	I-84/ US-89 Interchange Reconstruction
173	Configure with proposed bus route 400 in mind. Possibly floating bus stops that can make it easier to get wheelchairs from sidewalk to bus.	Bicycle Lanes up Capitol Hill
174	Suggest making this a protected bike lane because the street up by the capital gets very very crowded.	Bicycle Lanes up Capitol Hill
175	Please implement physical barriers between the bike path and the car traffic.	Bicycle Lanes up Capitol Hill
176	Review fiber connections so things like UTOPIA could come to Mountain Green, like was done with Morgan and UDOT.	I-84; Mt Green Interchange (Env. Study)
177	I am surprised that there is not mention of a Frontrunner expansion up to Brigham City and then to Logan. I think that is a big missed opportunity for expanding a freeway again.	I-15; SR-13 to SR-240 Passing Lanes
178	This should be another rail corridor in addition to a highway.	MVC; AQ MONITOR AND FILTERS
179	Safe and convenient multi-use trails on both sides of the highways please.	MVC; AQ MONITOR AND FILTERS
180	NIH studies have linked air pollution to blood clots. These fossil fuel polluting freeways are very bad for health of those near them. https://www.nih.gov/news-events/nih-research-matters/air-pollution-may-heighten-risk-deep-vein-blood-clots	MVC; AQ MONITOR AND FILTERS
181	I agree that there should be more public transit out here, including TRAX. Mountain View Corridor should be less "stroad" and more "road" (look it up if you don't know what it means); it's not safe enough.	MVC; AQ MONITOR AND FILTERS
182	We need to have a frontrunner branch line down to Eagle Mountain and Saratoga Springs. The people there commute to the city and need reliable transportation into SLC. It could be heavy rail that goes all the way to the Rio Grande Depot or maybe just a Trax line that brings them to the Lehi FrontRunner Station.	MVC; AQ MONITOR AND FILTERS
183	MVC is extremely dangerous as it stands, and needs to quickly be converted to a controlled-access highway if that is to happen. At the same time, there needs to be some alternative transit options in this area, as it is near a transit desert besides along the Red line.	MVC; AQ MONITOR AND FILTERS
184	Just a random person with a comment but I feel like this 4 lane highway takes too much space with so much potential that could be placed in the middle of it, if the plan was to place a bigger highway in between these roads than I feel like that would be ridiculous because most of the connections to this highway is mostly suburban subdivisions and most times I don't see that much traffic compared to Bangerter and I215/I15 - I suggest what the comments say and add like alternate travel methods like the TRAX or something like that.	MVC; AQ MONITOR AND FILTERS
185	This would be better if we put back the rail line to Park City. Perfect for the Olympics.	I-80 Bridge Deck Replacements and Rehabilitation
186	Foothill Drive, as a gateway to Salt Lake City, is in need of aesthetic improvements and active transportation improvements. It has the same sad pedestrian sidewalks next to fast traffic and ugly wood light poles and harsh noise and speeds. Street trees and an improved ped environment should be prioritized and the road shoulder used for a more humane corridor.	I-80 Bridge Deck Replacements and Rehabilitation
187	I agree with the comments that have been made so far. Having a form of rail connecting Salt Lake and Park City would be incredible in the long term. Foothill Drive is in dire need of better bike and pedestrian infrastructure. The bike infrastructure should be separated from the road with a physical barrier; it's not uncommon for people to drive upwards of 55 mph on Foothill. It's insane to think that someone would want to bike next to that with nothing but a painted line for protection. There's tons of people who bike in this area who would benefit.	I-80 Bridge Deck Replacements and Rehabilitation
188	I also agree with the other comments. A rail connection between Salt Lake and Park city would be great, especially for the Olympics. Foothill Drive also needs significant improvements to pedestrian and cyclist safety. Separated bike lanes would do wonders here - it does not feel safe at all to be on the sidewalks.	I-80 Bridge Deck Replacements and Rehabilitation
189	Add protected bike lanes here.	700 North; 2200 West to Redwood Rd (1700 West)
190	Add protected bike lanes here.	600/700 N Active Transportation Improvements
191	Don't add protected bike lanes here. They are on every West to East street adjacent and will cause more accidents.	600/700 N Active Transportation Improvements
192	Do add protected bike lanes here, along with other traffic calming infrastructure to slow speeds and prevent deaths.	600/700 N Active Transportation Improvements
193	This corridor desperately needs protected bike lanes	600/700 N Active Transportation Improvements
194	No need to expand this. With Legacy and I-15 we have about 10 lanes of freeway.	Legacy Parkway Project - *ROW*
195	Agree with previous comment, please no expansion of the existing Legacy highway.	Legacy Parkway Project - *ROW*
196	This should get turned into a trax line in the long run that eventually goes up to Snow Basin as a cog rail.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
197	I assume this will be extended further to the east and west to make it a continuous bike lane rather than a 2 mile disconnected segment?	Riverton - 13400 So Bike Lanes; 2700 W to 3200 W
198	Does this mean that 126th and 134th will be getting protected bike lanes to make this a safe biking connection between the two? As well as a safe crossing at 132nd of course	Phase I Welby Jacob Canal Ped/ Bike Trail
199	Hopefully this will have two multiuse paths and not just one that UDOT projects think they can get away with.	SR-111; Herriman Pkwy to 11800 S
200	Any chance the sidewalks will also be widened to match the width of the surrounding trail system	Riverfront Parkway; 11050 S to 11400 S, Widen
201	Even after UDOT's own study showing that most injuries and deaths happen at intersections when a bike lane is installed, it appears UDOT has no interest in making safely designed intersections for bicyclists, and continues to implement uncomfortable and unsafe intersection design	SR-209 (9000 S); Redwood Rd to State St.
202	Being a residential road adjacent to Redwood road, this should implement traffic calming measures, protected bike lanes, and multiple crossing for pedestrians.	1300 West; 9000 South to 7800 South
203	It will need traffic calming, protected bike lanes, and multiple crossings for nearby housing units	700 West; 3300 South to 3900 South
204	This street desperately needs more pedestrian and cyclist infrastructure with all the new density going in.	Center Street Sidewalk; US-89 to Orchard Drive NSL
205	A sidewalk would be nice, but the bigger issue is the parking for pickup at the school. Could the road be widened as part of this project to provide better flow during pickup?	Center Street Sidewalk; US-89 to Orchard Drive NSL
206	Wide unused shoulders along State Street is a perfect space for protected bike lanes	I-80 and State Street Interchange R/W
207	This area also needs improved bike infrastructure including better intersection design and traffic signal sensors for bicycles at Cottonwood and Vine, as well as dedicated bike lanes down Vine.	Midvalley Connector; Operations
208	Why not just extend the Green Line to Murray then it is a one ride from west valley to the frontrunner which I am sure is the goal here. It would also allow an extension into Taylorsville to the south. Dont expand BRT expand Trax and watch more people take it.	Midvalley Connector; Operations

209	This road desperately needs wide multi-use sidewalks on both sides of the street before someone gets hit walking on the shoulder from the lack of a sidewalk	Traffic Signal Priority/Preemption
210	Traffic calming, protected bike lanes, and multiple safe crosswalks are needed.	1300 W; 6400 S to 4800 S - Active Transportation
211	Strongly support this project, please move up the start year if possible. Some sections here are pretty narrow with no shoulder to ride in, so please make sure it's a consistent, safe design throughout, preferably completely separated from cars.	1300 W; 6400 S to 4800 S - Active Transportation
212	This will need safe and convenient crossings at intersections	Utah Lake Distribution Canal Trail So. Segment
213	A trail rail through here would be great	TRAX Rail Trail Design
214	A trail along the Red line here would be awesome but it should be longer heading all the way to daybreak and back into the city to connect with other trails on the east side.	TRAX Rail Trail Design
215	A pedestrian crossing needs to be seriously considered in Willard. There is an elementary school on Center St on the West side of the highway, and with new businesses opening on the East side of the highway, a crosswalk needs to be considered for the safety and protection of crossing pedestrians. This would be a perfect time to add in a HAWK light crossing.	US-89; SR-126 to Perry
216	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly. It is an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.	TSP/ Preemption Equipment for Transit Vehicles
217	Would love to see more transit around here, especially light rail or streetcar.	TSP/ Preemption Equipment for Transit Vehicles
218	Please add some transit in this area. Additionally, some good bike infrastructure would be much appreciated. Make sure the transit line connects places intuitively, especially that someone could commute from areas other than just West Valley, like downtown, etc. TRAX would be awesome.	TSP/ Preemption Equipment for Transit Vehicles
219	More transit infrastructure in this corridor would be fantastic! Better pedestrian and bike infrastructure as well as any trax connections/lines would be great here	TSP/ Preemption Equipment for Transit Vehicles
220	Is this going to be a frequent or regular bus service? Or maybe even a tram?! If so, I highly recommend. The Magna area in particular has been struggling with one cycle with high waiting times for quite some time now.	TSP/ Preemption Equipment for Transit Vehicles
221	700 East is an ideal location for a street car extension to connect to both the University and CBD. This corridor needs to be more humane and active transportation friendly. It is an ideal corridor for the large amount of folks that work at the CBD and University and it extends straight south past I-215.	TSP/ Preemption for Transit, Freight, & Snow Plows
222	Agree with the previous comment. The wide roadway of 700 E could be well served with a TRAX/streetcar line.	TSP/ Preemption for Transit, Freight, & Snow Plows
223	Also want to endorse the comments in support of a streetcar/trax line through 700 East.	TSP/ Preemption for Transit, Freight, & Snow Plows
224	This is a popular path for kids biking or walking to school. Thanks for keeping them safe!	S Birch Drive; Upland Drive to 3900 South
225	Again there is no need to invest into this old system for 'capacity' we need solutions that will reduce the amount of cars on the road and expanding transit is the way to do this, not expanding the freeway again.	I-15 NB; Bangeter Hwy to 9000 S
226	This project will be good. Also, it is time to study a possible extension of Highland Drive over Dimple Dell Park. It could really help disperse and circulate growing traffic on 9800, Sego Lily, Dimple Dell Road, and Wasatch Blvd, as well as 1300 East.	Cottonwood Canyon Variable Message Signs
227	Wont need to update these signs if you put in a cog rail, everyone will be on the train.	Cottonwood Canyon Variable Message Signs
228	Ideally bury the train tracks and follow the Rio Grande Plan to reconnect the city and integrate the racial divide created by the rails and freeway system.	400 S Viaduct Multi-use Trail
229	I love the bike path. This will be a good stop-gap to increase accessibility; that is until the Rio grande plan, buries the train tracks under 500w and the 400s viaduct becomes completely not needed!	400 S Viaduct Multi-use Trail
230	Great idea. I agree with what the other comments say about the Rio Grande Plan.	400 S Viaduct Multi-use Trail
231	Yes, but burying the tracks and implementing the Rio Grande plan is more ideal	400 S Viaduct Multi-use Trail
232	No need to continue to expand this extra freeway. Just expand out the front runner to the area and invest in transit not cars.	SR-177; 1800 N to 5600 S SES
233	Imagine how much better it would be if there was a greenline alternative that went up redwood road to the airport. It would probably have better ridership since it is a direct A to B ride rather than going through the city like it does now. It would also give us an alternative to 215.	Redwood Road 4100 South to 5400 South
234	Please, especially when considering safety, talk about the high volume of cyclists that use Emigration Canyon for recreation. The bike infrastructure should be safer in this canyon than it currently is. Contact between bikes & cars should be minimized with physical barriers when possible. Also consider using traffic calming tactics like narrower lanes, speed bumps (or something similar) etc.	5655 Emigration Cyn to 9698 Emigration Cyn
235	Please do what is needed to maintain the road. Some sections of I-215 can get rough. That being said, please hold off on expanding the car infrastructure. There is a lack of good public transit in this area and it should take priority.	I-215; SR-201 to North Temple
236	We love to see it.	First/ Last Mile POM Active Transportation Study
237	Please no widening! Prioritize public transit and other alternatives first.	Legay Highway ROW markers and Record of Survey
238	This road is wide enough to get a trax style cog rail down it and connect back to the main backbone of FrontRunner or trax as Stadler proposed already to UDOT. It is a failure of the state agency if they do not take advantage of this private/public partnership to build cog rails to our mountains for less money than a gondola. Do the right thing, build the cog rail!	Cottonwood Canyons Transit & Roadway Corridor
239	Please bring back the express buses that previously served this area. The commute to the U from this area has significantly worsened with the removal of these buses	Cottonwood Canyons Transit & Roadway Corridor
240	Having great public transit here would be fantastic! A rail system for the area, especially connected to the rest of the network would see so much use and help reduce congestion a ton! Other commenters have mentioned a cog rail system, I agree that this would work great!	Cottonwood Canyons Transit & Roadway Corridor
241	It makes perfect sense to create a new transit route along this collector road. I caution using the term BRT. A bus route with enhanced bus stops and 1 in 10 miles with dedicated bus lanes does not qualify as BRT. To create a legitimate BRT, follow the model of UVX: articulated busses with more doors for loading and unloading running in lanes solely dedicated to Bus along the duration of 5600 West between the TRAX Red Line in the south and the International Center in the North.	SR-172; 5600 WEST BUS RAPID TRANSIT (BRT)
242	This is a great project! The biggest remaining issue I see is getting a connection to 300 E. Biking from east to west across the Trax tracks is an issue. 1300 and 1700 are both scary. Maybe a little eminent domain and a pedestrian/bike bridge/tunnel along Harris Ave? Or better infrastructure on 1700 s to connect to this? Thanks!	Kensington East-West Neighborhood Byway
243	Can you take a look at 900 e just north of 39th south? I bike this road every day from Salt Lake to Sandy and overall it's decent aside from two spots where the bike lane disappears for a block or pinches down. The stretch just north of 3900 is always full of parked cars on both sides and is the most dangerous on the whole road.	900 East; 3900 S to 4500 S, Safety/ Recon, Millcre
244	Review options for the future of UT-201 from 3200 W to Redwood Road to help with merging bottlenecks at I-215. Should this bridge be planned with future collector road in mind?	SR-201 over 3200 W Bridge Rehabilitation (0C 709)

245	Be sure to get assurance that Holladay City will enforce No Parking in the bike lanes or please don't fund the project. Otherwise, the bike lanes just become additional street parking. We need bike lanes, not more on street parking.	2700 East; Morningside Drive to 4500 South
246	A safe biking trail from Canal Street to the JRT is a much-needed connection. I would probably ride to Murray Central if this connection was good. Either side of the road is fine with me, but I'd personally like it on the south side.	5400 South; 1300 West to Millrace Park
247	The bike lane drops off here, so if we're adding lanes to the intersection, please ensure that the bike lane is included in the design. (I ride this on my regular commute, so it would make a big difference to me, thank you!)	Winchester and 700 West
248	Due to high traffic speeds, please consider separated bike infrastructure (e.g., grade separated bike path) for this area. This is a prime area to connect to businesses and recreation opportunities near the mouth of BCC. Please prioritize the safety of those walking and rolling.	Fort Union Blvd; Phippen Drive to 3160 East
249	I am looking forward to more separated, safe bike and walk infrastructure in Cottonwood Heights. I love to get around on my bike to access businesses, but it often simply is not safe to do so. Please ensure this separated trail allows for access to businesses and is not only a recreation trail.	Highland Drive Protected Trail
250	Please do not add any lanes in this area. More lanes induce more traffic and will make the area worse.	Bengal Blvd; Highland Drive to 2160 East
251	The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat more difficult to bring a bike.	Fort Street; Pioneer Road to 13200 South
252	The bike lane here heads to nowhere. The two (?) foot wide bike lane crossing under the freeway is insanely scary and obviously dangerous. Improving bike connectivity from the Draper Frontrunner station to the rest of Draper would improve transit usage in this area, especially because the high-floor trains running on the Blue line make it somewhat more difficult to bring a bike.	Lone Peak Parkway; 12650 South to 12300 South
253	Please implement the 2A/2B bus routing soon, most of the work is done and it would benefit many people's commute to the U.	East Downtown 200 So Transit Hub (400 E to 300 E)

TIP 2025-2030 Public Comment List
Interactive Map Comments - General Form

ID	Comment
1	The WFRC needs to back the Rio Grande Plan it helps bridge so many things in our city between the east and west sides. It anchors all transit in a single central station downtown. It will reduce air pollution and make the riding experience of frontrunner and Amtrak more welcoming unlike our terrible central station. We need to make good investments not bad ones and the Rio Grande Plan is an investment out children will be thanking us for. It shouldve been done 20 years ago but the next best time to do it is RIGHT NOW.
2	Suggestions: 1. buses (no private vehicles) during ski season in Big and Little Cottonwood canyons (similar to Zion National Park). 2. improved bike lanes in Sugarhouse to University of Utah. Currently there is no route that gets to the University of Utah and Medical Center without either going significantly out of the way, or riding on Foothill without a dedicated bike lane. 3. provide rail line to St. George.
3	There is not as much around the Falcon Hill development as was previously shown. Wondering how transit and pedestrian access will be improved in this area. Also, there needs to be an east west bus route in Layton. Something that could cover Clearfield Station to WSU-Davis to UT-193 to US-89 to Oak Hills to Layton Station.
4	Please prioritize and implement the Rio Grande Plan.
5	I would like to see the so-called "Rio grande plan" instituted. It is a much better location for the central station.
6	Please support the Rio Grande Plan!
7	I think the Rio Grande Plan should be a central feature of the WFRC's transportation plan. So much of our regional transit future leans on FrontRunner. Frequency increase will strain the existing corridor even more as its at-grade nature will introduce more conflicts between pedestrians, cars, and trains. Not to mention the frequent traffic and pedestrian disruption of freight rail to SLC downtown's area. With Amtrak looking to expand rail service to and through SLC, including trains that will operate during daylight hours, having the historic trains station be the gateway to the city would be a huge improvement over the rail-yard that passengers are currently dumped into when exiting the train. I've heard people say "is this it"? when exiting the train, which is something we should absolutely remedy.
8	I support the rio grande plan
9	I wanted to leave a comment expressing deep interest in a development plan called the "Rio Grande Plan". Please view their website with full details here: https://riograndeplansaltlakecity.org/ I remember before the Salt Lake Olympics in 2002 a great deal of effort was put into making improvements to the highway system. I remember that these infrastructure projects really had a benefit in getting people around, especially with the added traffic that came before, during, and after the Olympics. Salt Lake is likely to host the games again, and this time I think the answer is passenger rail. Widening roads can only do so much--the most efficient way to truly move people around truly is well-planned and developed passenger rail, including projects like the Rio Grande plan. I'm excited and optimistic to see plans like this which will place people transit right at the heart of our communities. I urge you to please seriously consider and implement the Rio Grande plan.
19	I support the Rio grande plan and think you should follow through with it
11	I strongly encourage researching the rio grande plan. We could free us tons of development space and make use of an important historical building. The rio grande would be an excellent first entrance to our city, especially for the upcoming Olympics.
12	The Rio Grand is a great plan that will surely fix the transportation issues. I struggle with the nightmare of parking at the U so this would be amazing
13	Please support the rio grand project! It would be great for the city!
14	Salt Lake City needs a grand rail station to welcome travelers. The Rio Grande Plan is a must.
15	The Rio Grande plan is an exceptional idea to modernize and update the Salt Lake transportation system as well as surrounding areas. I actively seek out alternative methods of transportation to a car, and am consistently disappointed at how closed the whole valley is to pedestrians and bikers. The Frontrunner and Trax stations are also, very limited in their scope and a widely connected rail network would increase their use and benefit to more Utahns.
16	Prioritize the Rio Grande Plan!
17	I endorse the Rio Grand plan and agree that it would benefit our state and community greatly
18	I support the citizen backed Rio Grande plan. Uniting both sides of SLC should have happened a long time ago, now is the time to make it right!
19	I'm a professor in the University of Utah's College of Architecture and Planning, and I would like to express my strong support for the Rio Grande Plan. As a homeowner on the west side, I recognize how profoundly the plan could help my community, and how much it could do to lessen the impact of historical divisions that have disadvantaged and disenfranchised residents on the west side. The Rio Grande Plan is forward-thinking and metropolitan in ways that none of the other plans are, and it promises a richer and more vibrant downtown, with the beautiful and historic Rio Grande Station at its heart. Especially as conversations continue around developing the North Temple corridor and the Smith Entertainment District, it becomes increasingly important that we have a well-planned, safe, accessible, and efficient hub to carry people throughout our beautiful city. I am strongly in favor of the Rio Grande Plan going forward.
20	This STIP is so highway oriented, continuing and increasing the imbalanced modal split for the region. A couple of needed transit improvements: 1) Bring rail to the SE corridor of the SL Valley along 9400 South to the mouth of Little Cottonwood Canyon. 2) Look at extending transit service along the east side of the SL Valley from the U to the Cottonwood Canyons. Foothill is a disaster, and transit service sucks. While I know the traditional numbers don't support an east bench rail line, the reality is very different when it is looked at from a regional perspective and avoiding air pollution, traffic congestion, the carbon footprint and completing a regional transportation system that also serves the Canyons and beyond. Show some foresight.
21	The RIO GRAND PLAN!! Revitalize downtown and put that old building to good use! Huge opportunity!
22	I really think the Rio Grande plan shows some promising ways to improve our city. Having traveled to large cities across Europe that run central transit hubs, I believe it opens up so many opportunities to residents and tourists. Mass transit will open up and see more users, people will find new ways to move around our great city that haven't been options before. Commercial space will be able to grow in an area that's dried up and had difficulty developing the last few years Not to mention that nothing makes our cities safer than putting good members of the public on our streets. I also believe it is a great way to acknowledge the historic railyards that existed in Salt Lake City while building our city for the future. What an awesome opportunity we have now to embrace the past and build a better future.
23	Please support the rio grande plan, bring more reliable rail transportation to the salt lake valley and Provo and Davis county

24	Please consider the Rio grande plan as a part of the change and innovations coming to downtown. A thoughtful and inclusive approach to integrating spaces in our city that create natural cultural and financial barriers. Rather please think about how to shift the separation into opportunities for the community to expand together, to shift pollutants and traffic congestion into a more healthy path, and potentially show preference to the helpful outcome of city residents rather than fat cat investors and their friends on the legislature
25	Please support the Rio Grande Plan. Without it, the Salt Lake County, Utah County, and Davis County cannot sustain long-term infrastructure. Thank you.
26	The Rio Grande Plan should be the number 1 priority with the massive growth of the region and the continual tourism traffic. Salt Lake will continue to be the engine of the region and people need and want better access to downtown. A nice train station at the revamped Rio Grande is a great entrance and experience into the city for people throughout the region and beyond. The additional capacity for more trains and fewer surface crossings will save more people more time. The wheels need to get moving for this to happen by the Olympics. 2nd, Better and more cycling lanes, our wide streets should a safe place for multiple forms of transportation, not just emphasis vehicle speed and car throughput. They're are plenty of ways to implement low-cost protected cycling lanes. 3rd, Increase quality of service to the canyons during the winter season, low relative cost and potential high reward. The traffic up the canyons is ridiculous during the ski season. I would be more inclined to take the bus if it wasn't already full 10 stops before the park-n-ride. More frequency of buses, especially canyon buses during ski season.
27	Rio grand plan!
28	I would love to see something akin to the Rio Grande Plan, and not a widening of I-15. Connecting people through public transport is always a win.
29	RIO GRANDE PLAN
30	Please support the Rio Grande Plan. It is the only plan that is a multi-pronged solution for freight and passenger rail without disrupting roadways that also creates a mixed-use urban landscape. This will alleviate housing costs, accessibility to goods and services in the immediate area, and accessibility to goods and services throughout the Wasatch front by making transit options other than cars available to residents.
31	The Rio Grande Plan is nothing short of inspired. It would be good for business, good for residents, and good for Utah's image when the Olympics come to town and beyond. It is rare when a true win/win/win comes along, and I hope that we have the courage to act now and make it happen. Bridging the east/west divide, opening up tons of space for retail, commercial, housing, and recreation, and restoring a beautiful landmark might be the single greatest investment in Salt Lake's present and future.
32	Please prioritize improving transit in the Wasatch front such as adding shelters to bus stops for protection from heat and prioritize improving rail transportation in downtown Salt Lake City. The Salt Lake Central station was supposed to be temporary but it's been there for a long time, it is not a comfortable or completely accessible experience riding Amtrak or FrontRunner from there.
33	I like the Rio Grande plan and leaning into public transportation.
34	Make the Rio grande plan happen. Scrap I-15 scrap the gondola. Pay ur drivers a liveable wage.
35	It's ridiculous that trains can block traffic in Salt Lake City! We need the Rio Grande Plan and better transit for people!
36	I would love to see the Rio Grande Plan, restore service to the Rio Grande Depot and eliminate dangerous and divisive rail road crossings driving the east from west. And opening up more than 50 acres for new development in the Depot District!
37	I believed that the Rio Grande Plan is one of the best investments Utah can make for its public transportation in the next 5 years. This plan allows for growth, accessibility to downtown, and will bring new vitality to that area.
38	Please prioritize the rio grande plan as it encompasses many of the transportation goals of our city
39	I think the city and state need to think ahead to train transit growth. I strongly support the Rio Grande Plan. If we show we care about mass transit by upgrading our entry to the capital city through the historic Rio Grande Station, people will use it more and have pride in the state and city. Plus reconnecting the east and west sides by burying the train tracks can only help. And free up land for development. Please support the Rio Grande Plan.
40	Focus on the Rio Grande Plan
41	Please move forward with the Rio Grande Plan!!!
42	The top priority should be implementing the Rio Grande plan in conjunction with grade separating, dual tracking, and electrifying frontrunner.
43	Make the Rio Grande Plan happen!!!
44	Rio Grande Plan!
45	I'm in support of the Rio grand plan!
46	How can we make the Rio Grand project a reality since our city so desperately needs it?! I would love for it to become a reality for Utah as it provides so many benefits.
47	I'd love to see improvements made to public transportation around the densely populated areas of Utah. Specifically making public transportation more reliable and accessible to those who live outside of downtown Salt Lake City, such as expanding the trax system to Woods Cross or Farmington.
48	The Rio Grande Plan is super important to improving the east west divide, as well as improving our downtowns access to passenger trains! I took the amtrak in 2023 and the current station feels sketchy and unsafe. please give it some thought and let's make it happen!
49	Look at the Rio Grande Plan
50	I'm all for the Plan
51	RIO GRANDE PLAN
52	You guys should really include the Rio Grande Plan in your regional transportation plan. Start out with the studying of it obviously, but include it! It'll be a great project for the entire region and make both transit and car travel better, by separating frontrunner downtown from cars, reducing delays for both parties, as well as ensuring safety for everyone, and opening up land to make downtown SLC a better place to be, with a more central station that gives everyone a better experience, increasing ridership, and therefore decreasing car traffic. Just because it's a citizen proposal and have been studied sparsely by the city, doesn't mean it's not a project worthy of attention from the WFRC or the state and federal governments.
53	I am a somewhat recent rider of the front runner. I took it once to the airport and found it works quite well. I then started to ride it into work and downtown for events. I am writing to say that the Rio Grande plan is something I believe could benefit Salt Lake for decades. It will help to connect the city and provide space for much needed development. Thank you.

54	Please please prioritize the Rio Grande plan to open up so many opportunities for downtown SLC from housing, to walkable plazas, to better commercial opportunities, for a modest investment especially when compared to planned investments in widening highways. Very few cities have the benefit of this untapped development potential and SLC should jump at the opportunity to build downtown into a walkable, livable place! Even though I live in the south valley this would make commuting up so much faster and reliable and I would possibly considering moving if the new development lives up to what's proposed.
55	The Riogrande
56	There's no better infrastructure investment for the growth and well-being of the Wasatch Front and Utah's future as a whole than the Rio Grande plan.
57	As someone who has lived in Reno and is moving to Salt Lake for work, I fully support the Rio Grande Plan. Why would the city be against uniting the east and west sides of salt lake, especially if there are goals is to increase tourism and traffic over these next ten years. A more united salt lake is a better salt lake!
58	The Salt Lake and Utah valleys need to rely on better forms of public transportation or risk increased air pollution. The Rio Grande plan is the only initiative taking northern Utah's future seriously and sustainably.
59	Please consider the Rio Grande Plan!
60	I support the rio grande plan as a cyclist, motorist, and resident of salt lake city.
61	Please consider the Rio Grande plan!
62	This plan will help Slc be even more bike and walking friendly! The Rio Grande is too beautiful of a historic landmark to not be utilized once again
63	The scale of thinking we need for SLC is the Rio Grande Plan. No more widening of I-15!
64	MORE TRAINS IN UTAH
65	Commuting anywhere near the tracks is a nightmare! The Rio Grande Plan is the best solution—pedestrian friendly, accommodates increased foot and vehicle traffic for major events, and adds value to the area generally. Commuter trains are a crucial part of solving the congestion and pollution issue, and giving them a place to go without blocking traffic will only do more to increase traffic flow!
66	The Rio Grande plan is a great opportunity to reinvest in downtown Salt Lake City and eliminate the east west divide! Great idea!
67	I couldn't make it to the meeting today, but I wanted to express my support for the renovation of the Rio Grande Depot as a usable train station, as well as the plan put forth by the grassroots movement Rio
68	Please consider the Rio Grande Plan, as a lifelong westsider, we believe it's imperative to heal the east/west divide of SLC. This is an opportunity to really propel SLC and the state of Utah forward on a path to advance our public transportation with a central hub worth visiting!
69	Choose Rio Grande!
70	I want the RioGrande plan to move forward!
71	Please support the Rio grande plan
72	As a resident of the west side, I strongly support the Rio Grande Plan. It would benefit me and all of my neighbors who commute across the tracks every day. It is a forward looking plan that is far more practical and innovative than (god-forbid) widening I-15. I love the idea of actually opening up acres of real estate for housing and local businesses, rather than taking away people's homes and furthering the east/west divide and negative perceptions of the west side. I wish I could have made it in person to make public comments and hoping to speak for many neighbors and friends who didn't see the opportunity to comment. Thanks!
73	please prioritize the Rio Grande plan! It's the future of our city. Considering all the growth that will be happening in the next few years, compounded with all the growth that we've seen in the past few years, we need a much more robust public transit system. We need a system that does a better job of connecting the west side of the valley. We need our own rail lines that aren't shared with Union Pacific so that we can have increased service. I would happily see a tax increase to make this happen. As a UTA rider (rode the S line and Red line today!) I believe this plan to be the right step in increasing transportation infrastructure, and would push for NOT creating wider roadways. Please consider implementing the Rio Grande Plan!
74	We agree with the Rio Grand Plan. Utahs transportation system would be given the proper implementation needed to be a global city.
75	Please support the Rio Grand Plan. As a west side homeowner the train that divides the city in half, and continually blocks west sides from heading to work, or heading by home, is the most racist thing about this city's current landscape.
76	I just want to say that as a citizen of Salt Lake, my biggest transportation priorities are walkability/car free living ability. More freeway lanes and wider roads wouldn't help me, but better transit would. Things like front runner double track are wonderful, and trax extensions. My biggest comment is how great for our city I believe the Rio grande plan is. I think it's good for transit, traffic, and just perfect for our city. Having a central transit hub that's pleasant and historical. I don't want i15 widened, it already eats so much city. The costs would be better for us if they were used for something like the Rio grande plan.
77	The East-West divide is identified by SLC Transportation as the largest transportation issue facing Utah's capital city. Yet very little is included in the TIP to address this issue. The only real means to ease this divide, the Rio Grande Plan, is a generational opportunity to transform downtown and improve the movement of cars, bikes, pedestrians, and trains. Projects like this should be considered for funding at the same level as freeway projects. SLC Transportation has already conducted an engineering feasibility study for this grade separation. WFRC should include this project in the TIP as it provides benefits to all of Utah.
78	please add the Rio Grande project in your plans!
79	Please consider Rio Grande Proposal in your next project
80	Rio Grande Plan! Helps fix the east-west divide that plagues our city and helps us become a better stop for passenger trains! Help us become a destination!
81	Due to increased traffic from new businesses bounded by Minuteman Drive, Bangerter Highway and Southfork Drive, we desperately need a traffic signal at the junction between Southfork Drive and Bangerter Highway in Draper. Turning north from Southfork Drive onto Bangerter Highway has become seriously dangerous especially due to the lack of gaps in traffic coupled with the high approach of traffic on Bangerter Highway both north and southbound. This would help improve the safety of school bus pick up and drop offs too. This lack of a traffic signal has resulted in creating rat runs through the diagonal cutoff between the Memory Care Center and the Church, leading to an even more hazardous exit onto Bangerter Highway northbound. With even more new business developments planned for the future, plus the increased traffic from Boondocks where people now exit with newly available alcoholic beverages inside them, this Southfork eastbound to Bangerter Highways has become increasingly more dangerous over time.
82	Utah's Unified Transportation Plan 2023-2050 shows a new shared use path on Redwood Road from about 3100 South all the way to 13800 South. Please add this project to the map.
83	The Rio Grande plan needs to undergo further study to evaluate the potential costs & benefits. I think it is a highly promising plan that is very exciting. Other cities have implemented similar things to great success.

84	There is a need to get FrontRunner train service from Ogden up to Brigham City. The current bus option is inadequate and inconvenient. Train service would greatly improve the situation and there are many people who would use it.
85	I would like to pass along my support for the Rio Grande Plan. It would significantly improve public transit within the region, create significantly more housing, and bring economic prosperity to Utah.
86	Dear WFRC, You have a project that goes by the code T-S-26. Right now it's not included as high priority within the next 20 years. I'd like you to put this project in priority above other projects that just connect single family neighbourhoods to the transit network. This project is to build a transit connection between the South Jordan Frontrunner station and the Sandy Civic Center station. The reason why this project should be higher priority is because the Utah NHL hockey team is planning on using land at the current south town mall for their practice facility. All of this zone is at what is known as "the Cairns region". If we prioritize T-S-26 we can better facilitate transit oriented development and use this opportunity to build out the Cairns region without the use of a car. This project is more urgent than initially thought because SEG is likely to start redeveloping in the next few years. The Cairns region is an opportunity to build affordable housing. I'd like you to prioritize other projects like the Rio Grande plan, the point development, and other transit projects that will enable residents to live car-free or car-light. Although I'm not against single family homes, Single Family homes are all far too expensive and should now be considered "luxury units". The rest of us in Utah that aren't doctors need a place to live. We should still keep single family neighbourhoods as desired for those that are already living in Single Family homes and those the high earners that want to live in one, but we need to make transit oriented developments for nurses, engineers, teachers, computer programmers, social workers, and smaller business owners to live in. T-S-26 will enable the Cairns region to be an affordable housing zone when most Single Family homes are only affordable by those who make more than \$150k a year. Please also support the Rio Grande plan as it will reduce delays in the entire train network.
87	I love the focus on transit, especially in preparation for the 2034 Olympics! Personally, I'd love to see the Rio Grande plan implemented. It would give the wasatch front such a stronger foundation to connect communities and have a climate-prepared future. Thanks!
88	Please Adopt the full plan of Rio Grande to benefit Salt Lake City & Utah. We need better transit and the Rio Grande Plan is essential. I fully support the plan & have spoken to many others who agree.
89	Any plans on extending the UTA On Demand service? I think it would be well utilized in the Magna area where transit routes are currently lacking.
90	I'd like to voice my support for the Rio Grande Plan. Revitalizing the RG station will benefit all Utahns and residents along the Wasatch Front. Having a rail transit hub will allow for more train routes across the Wasatch front and across the state. Giving more opportunities for people to ride trains instead of driving which will reduce highway traffic demand. request the WFRC include the RGP in their 5 year master plan.
91	I want the rio grande plan! Fund all the transit!
92	We desperately need the Rio Grande Plan. It's an excellent solution to Salt Lake City's needs.
93	If there's anything that happens, I'd really like to see the Rio Grande Plan citizen proposal be implemented. This would really help the Salt Lake community, and it would help daily commuters like me feel more safe. There are so many benefits to the Rio Grande Plan, and I would love to see more action to implement it!
94	Please enact the Rio Grande Plan. Salt Lake City should have a robust public transit system and should not be divided east/west by the tracks. With the poor air quality and increasing traffic, we should prioritize other forms of transit rather than highway expansion and other car centric ideas. People want walkable neighborhoods that are served by frequent public transit & protected bike lanes.
95	Dear Wasatch Front Regional Council Short-Range Planning Team, Thank you for the opportunity to comment on the Draft 2025-2030 Transportation Improvement Program (TIP). Save Our Canyons is a local 501(c)3 nonprofit dedicated to protecting the beauty and wildness of the Wasatch Mountains, and has been invested in finding solutions to the transportation issues confronting our canyons for over 50 years. We greatly appreciate the work you do and share many of the same visions you have for the future of the Wasatch Front, especially as it pertains to fostering accessibility to natural spaces and providing convenient and affordable transportation options. The following comments discuss two specific projects identified in the TIP, as well as process-based recommendations to improve outcomes and communication with stakeholders and the public. As the Utah Department of Transportation (UDOT) undertakes multiple transportation improvements in two of the most heavily trafficked canyons in the Wasatch Front, Little and Big Cottonwood Canyons (LCC and BCC, respectively), Save Our Canyons remains focused on ensuring equitable access and implementation of the "Cottonwood Canyons Enhanced Bus, Tolling, and Hub" project, valued at \$176,800,000, and the "Big Cottonwood Canyon Environmental Study" project valued at \$2,000,000 dollars. We support all implementation of funding for enhanced bus service and the necessary accompanying infrastructure in both Big and Little Cottonwood Canyons. We also support the implementation of congestion-based tolling, as long as any tolling is accompanied by more frequent bus service at low or no cost precedes tolling in order to avoid pricing visitors out of the canyons. In addition, as congestion-based tolling is implemented in one canyon, it is critical that short-range planning accommodates for the interconnected relationship between transportation and visitorship in either canyon. For example, if tolling is introduced in one canyon before the other, it is logical to assume that visitorship will increase for nearby canyons without a toll, toward a cheaper option. Staggered implementation of tolling in one canyon could lead to overuse, and short range planning should accommodate for this reality by implementing any congestion-based tolling in both BCC and LCC simultaneously. Since the Legislature has allocated \$100 million from one-time General Funding and \$50 million from the Cottonwood Canyons Transportation Investment Fund for enhanced bussing and tolling, it's crucial that this funding is used solely for projects already ID'd in the TIP. The \$150 million, along with an additional \$42 million from the previously approved Recreational Hot Spots Program, must be used only for implementation of projects ID'd in phases 1 and 2 of the LCC EIS process, such as enhanced bussing, tolling and the mobility hub. We encourage WFRC to support implementation of these projects, with metrics for successful implementation stated prior to their construction, so that data and goals can be established and achieved prior to inclusion or implementation of more costly, irreversible transportation projects in the same project area ID'd in the RTP. During its May 2023 meeting, the Wasatch Front Regional Council adopted the 2023-2050 Regional Transportation Plan with the following statement of intent: "WFRC supports prioritizing of Phases 1 and 2 and implementation and evaluation of Phases 1 and 2 before advancing to Phase 3." Although well-intentioned, the statement fails to identify any metrics that might demonstrate what a successful Phase 1 and 2 look like. As we build out Phase 1 implementation in the TIP, it is critical to define these metrics so we can set the projects up for success, whether it be through design elements or the necessary capital. For example, metrics for success related to bussing could include a reduction in the total number of cars which travel on SR-210 during peak travel periods in the winter, compared to averages from previous years. Metrics for success related to tolling could include a measurement of the average number of people in a given car traveling on SR-210, compared to the average occupancy of a car in previous years. The community also deserves to know those metrics for the sake of accountability and transparency. <i>(comment continued on next page)</i>

95 cont.	<p>Throughout implementation of transportation improvement projects along the Wasatch Front, it is imperative that planning authorities take the following steps to ensure accountability and transparency for the best environmental outcomes of any project: 1. Collaborative, Stakeholder-Driven Environmental Review Processes Conduct Thorough National Environmental Policy Act (NEPA) Analysis: Before starting any project, conduct detailed environmental impact assessments to identify sensitive areas, native plant species, and wildlife habitats. In UDOT's EIS of proposed transportation solutions in LCC, state agencies did not, to the degree the public expects, include a thorough analysis of reasonably foreseeable direct and indirect environmental impacts of selected alternatives. In UDOT's upcoming environmental review of proposed transportation solutions in BCC, the following suggestions should be incorporated to allow for thorough analysis and best practices to minimize environmental impacts and improve accountability and transparency. Prior to including any projects currently on WFRC's RTP in future Transportation Improvement Plans, we recommend that each project should undergo a more rigorous environmental review process with multiple opportunities for the public to review and comment on individual projects. Involve Experts: Collaborate with ecologists, botanists, and wildlife experts to understand the specific environmental context and potential impacts of any project. Cumulative Impact Analysis: Evaluate not only the direct impacts but also the cumulative effects of multiple projects on the ecosystem over time. Collaborative Planning: Work with recreational groups, conservationists, and public land agencies to develop plans that balance transportation needs with conservation and recreation. 2. Wildlife Protection and Habitat Connectivity Wildlife Corridors: Design and incorporate wildlife corridors and crossing structures such as overpasses and underpasses to maintain habitat connectivity and reduce wildlife-vehicle collisions. Avoid Critical Habitats: Route transportation projects away from critical habitats and breeding grounds for sensitive species whenever possible. Monitoring and Mitigation: Establish monitoring programs to track wildlife movements and the effectiveness of mitigation measures, adjusting strategies as needed. 3. Access to Public Lands and Recreation throughout construction Trailhead Access: Ensure that transportation improvements include access points to trailheads and recreational areas, with sufficient parking and facilities. Integrated Trail Networks: Integrate transportation planning with existing trail networks to provide safe, equitable and convenient access for hikers, cyclists, and backcountry users. Seasonal Considerations: Consider seasonal variations in recreational use and wildlife activity to minimize conflicts and disruptions. 4. Monitoring and Adaptive Management Long-term Monitoring: Establish long-term monitoring programs to assess the environmental and social impacts of transportation projects over time. Create metrics for success related to projects funded by the CCTIF, such as the suggested metrics to measure efficacy of Phase 1 of UDOT's LCC phased implementation plan. Adaptive Management: Use monitoring data to inform adaptive management strategies, allowing for adjustments in project design and implementation to better meet conservation and access goals. By implementing these best practices, transportation improvement projects along the Wasatch Front can achieve a balance between infrastructure development, environmental stewardship, and recreational access. Engaging with local stakeholders, leveraging innovative technologies, and prioritizing ecological preservation of wildlife habitats are essential steps in creating sustainable and resilient transportation systems that can accommodate the increasing population along the Wasatch Front. Collaboration with organizations like Save Our Canyons and adherence to these principles can help ensure that future projects not only meet transportation needs but also protect and enhance the natural beauty and ecological integrity of the Wasatch Mountains. Thank you again for the thoughtful work you put into drafting the 2024-2029 TIP and for the opportunity to comment. We would enjoy the occasion to meet with WFRC staff to collaborate and further explore any of the concepts we discussed in our comments.</p>
96	<p>Rio Grande Plan is a MUST build for our transportation needs as a city and along the Wasatch front. The people want it because we need it!</p>
97	<p>One of the messages given to both UDOT and WFRC during their respective public comment periods was that less expensive, less invasive solutions should be tried prior to committing to a gondola. BCC ski areas voluntarily implemented reserved parking and this action greatly decreased congestion without massive infrastructure construction. Traction enforcement should be implemented /funded by the existing Canyon Transportation Fund. A reliable ski bus service provider should be found to operate the pre 2022 canyon routes at 10-15 minute intervals to replace UTA. These efforts should be tried BEFORE massive infrastructure installation is attempted. WFRC passed a resolution to review progress/improvements made at the end of Phases 1 & 2 before proceeding to the next Phase. Separately UDOT has refused to provide success metrics that, if achieved, would negate need for gondola construction. WFRC should stiffen its Resolution by adding realistic metrics that, if met, would make the gondola unnecessary . Further more WFRC should be an active participant in accessing the effectiveness of Phase 1 & 2 and determining if phase 3 is necessary .</p>
98	<p>The proposed TIP plan is a great step towards a more sustainable Wasatch and better public transit in the area. This plan is nice to see as a low-impact alternative to the high-impact Gondola.</p>
99	<p>I urge the WFRC to consider the Rio Grande Plan as a part of the long-term transit and land-use strategy for Salt Lake City and the greater Wasatch Front. Even if you ignore that 1) the Plan would increase efficiency across the entire Fronrunner system by eliminating delay-causing conflicts, 2) the Plan would bring the central node of the Wasatch Front's passenger rail network to walking distance of the most desirable downtown destinations, and 3) the Plan would reactive a historic and beautiful state property as Salt Lake's jewel rail depot, it CANNOT be ignored that the Plan is the only serious proposal to reunite the east-west divide of the city. PERIOD. It is not a west-side art project, or a new bus line that will be delayed by stopped freight trains, or a city council initiative to talk about our feelings. The Rio Grande Plan is the ONLY proposal of any substance or weight that help heal the physical divide between the east and west halves of the city that goes on to create a cultural, social, and economic divide as well. The rails HAVE to be grade-separated to stop people from being locked inside halves of their own city. Stop being so shy. Stop pretending that this project doesn't exist. Stop dancing around the necessity that this has to happen. Rip off the bandaid and let's get to work, so that we can tap into federal and Olympic funding sources and finish this amazing project before 2034. Ogden and Provo are both gearing up to be significant participants in the upcoming Winter Olympics, and there will be hundreds of thousands of visitors that WILL be taking Fronrunner to and from these cities from Salt Lake. Are you really, actually going to have tourists from countries with real transit infrastructure make the trek out to a semi-deserted rail yard and stand on a concrete island waiting for a commuter train that's been delayed an hour because it hit a pedestrian at an at-grade crossing? This situation has the potential to be extremely embarrassing. The entire world will have its eyes on Salt Lake and the Wasatch Front in ten years. Let's present something that will impress them, both technically and aesthetically. Let's not be embarrassing, let's be ECSTATIC. Build the Rio Grande Plan!</p>
100	<p>We encourage low-cost, common sense, proven solutions to traffic congestion, followed by evaluations of effectiveness. While the population in Utah, and particularly in the Salt Lake Valley continues to grow, funneling people and vehicles, whether, cars, buses, trains, or gondolas, only works to the extent that movement is to a location that can safely and sustainably accommodate the people and vehicles. Some roads and tracks are one-way, box-end. To the extent the transportation service is to those areas, planning merely for mobility, without taking into consideration whether the "box" can accommodate those people and vehicles is unwise. While there are many roadways in the Wasatch Front which lead to public lands, even those lands are finite and can not efficiently or effectively have an unlimited number of people nor vehicles. Each stadium, parking lot, movie theater, restaurant, and church, has an occupancy limit. The same is true of our roads, rails, canyons, and lakes. Let's move away from "build-it and they will come." Utah has much natural beauty. It is that beauty that draws us outdoors, and draws more and more visitors to the state. While the mandate of UDOT and WFRC may be no more than simply moving people, it is vitally important to consider the destination, what the effects might be "there" of whatever transportation plan is envisioned. The authority of that resource, has to be given central weight, as well as the finances to achieve the desired movement, particularly when the funds come at the expense of every Utah taxpayer.</p>
101	<p>Building the gondola is too drastic a move for LCC. We ought to try all low-cost low-impact methods before resorting to the gondola. Also, there is no reason for Utah taxpayer to pay for such a feature that benefits special interest. It is unfair. The ski resorts and La Caille owners should pay for it. As for a bus depot, I don't understand why it is at Highland or Gravel Pit. Why not set one up at La Caille so it take less time for the bus to arrive at Alta/Snowbird?</p>

TIP 2025-2030 Public Comment List

Open House Comments - July 9, 2024 in Salt Lake City & July 16, 2024 in Ogden

ID	Comment
1	Please seek funding for the RIO Grande plan
2	No I-15 expansion
3	Happy to see a streetcar extension connecting Sugar House to the Red Line
4	Salt Lake Central is in the wrong place. If the desire is to have people from outside SLC walk, bike and use public transportation within SLC, and it should be, Frontrunner is the best way to get people in and out. Most people are not going to take the train if the station is a concrete slab separated from downtown by vacant lots.
5	I came to voice my support for the Rio Grande Plan. I think it's an excellent plan that warrants further attention and analysis.
6	The Rio Grand Plan !!! Let's make it happen !
7	Please get behind the Rio Grande Plan ! Projects big and small are important, but we need larger action in our core. Aligning SLC's transit around it will put our state's best foot forward. The UTA TechLink orange line should absolutely go through the Rio Grande Depot. I am also a big fan of the conversions to roundabouts where possible.
8	I want the Rio Grande Plan . . . Pro Rio Grande Plan
9	Physically being here at SL Central, the East-West divide is extremely stark and impossible to ignore. The rails split our city apart, financially, culturally, and physically, and this problem, which will get worse over time with increased freight and Frontrunner activations has to be addressed. The Rio Grande Plan is the only serious infrastructure solution that has been proposed to connect the East-West of the City. And it also brings with it the streamlining of rail transit in SLC and Utah, and reactivates our historic station as a crown jewel for our city and state. Bury the rails, build the Rio Grande Plan !!
10	Is anyone looking at public transit like Frontrunner going to St George or on to Las Vegas?
11	When will the Frontrunner offer full service on Sundays?
12	Utah does a good job on their roadways especially if you travel outside of Utah
13	The westside highways need significant work, the roads are falling apart, especially on I-215
14	The Bus Drivers for UTA are amazing, especially on the 410 Bus
15	UTA does a great job providing access between counties along the Wasatch Front
16	Please coordinate the development of the Ogden Canyon trail with the local citizens
17	When will they extend the Frontrunner further north?
18	Frontrunner needs to go to Pleasant View. It actually needs to go to Brigham City.
19	UTA needs to extend their free trolley route or offer additional free routes.