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From: "Dick Bollard" <BollardRS@ldschurch.org>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 6:52 AM
 Subject: Mountain View Corridor

We are against the option to build the Mountain View Corridor along 7200 West for three reasons:

1. This would turn 7200 West into a frontage road. We have a lot of small children who live along this street and this option would make it much more dangerous for them.
2. For those of us who live along 7200 West, this option would lower our home values.
3. This option would require the state to spend more money to purchase the homes where the corridor would be built, than the 5800 West option.

Please consider these issues and do not choose the 7200 West option!!!

Thank you.

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From: "John Lewis" <LewisJR@ldschurch.org>
 To: <mountainview@utah.gov>
 Date: Friday - January 11, 2008 3:39 PM
 Subject: comments

I live in North Orem. I am a commuter who goes to Salt Lake everyday. I have family in Saratoga Springs

I am a strong supporter of the Southern Freeway option.

The 2100 North Freeway would be a viable alternative.

I do not believe the Arterials Alternative is acceptable.

The 4800 North suggestion is too far North to offer any real relief for those traveling to Eagle Mountain or Saratoga Springs.

(side comment)
 I also plans should be started to create an alternative freeway around the West side of Utah Lake to join I 15 around the Santaquin area.
 This would offer truckers traveling through a different route. This would free up the I 15 corridor for non-commercial traffic.

John R. Lewis
 1958 North 205 West
 Orem, UT 84057
 801-222-0928
 Lewisjr@ldschurch.org

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January 24, 2008

TeriAnne S. Newell, P.E.
Mountain View Corridor Project Manager
Utah Department of Transportation
c/o Parsons Brinckerhoff
488 East Winchester Street, Suite 400
Murray, UT 84107

Re: Public Comment for Mountain View Corridor

Dear Teri:

Riverton City would like to express its support for the creation of the Mountain View Corridor. We believe that this facility will help serve the regional transportation needs of Utah's fastest growing communities in western Salt Lake County and northern Utah County. Riverton City officials are hopeful that the Mountain View Corridor Environmental Impact Statement and related funding and construction can be expeditiously completed.

Because of the cost and complexity of this project, it seems likely that construction will occur in two or more phases. Whether construction begins in the north as currently planned, or in the south, as proposed by some, it appears that the end of a first phase of construction will occur in Riverton City in the vicinity of 13400 South Street. This is also shown on the Wasatch Front Regional Council 2030 RTP Highway Phasing plan. If the first phase of the Mountain View Corridor were to end at 12600 South Street or 13400 South Street, we are concerned about the possible impacts and the ability of these Riverton City streets to absorb the additional traffic. We hope that this problem can be addressed with future analysis.

Thank you, Teri, for your pioneering work on this project. We look forward to the benefit the Mountain View Corridor will provide to future generations of Utahns.

Cordially,

RIVERTON CITY


Bill Applegarth
Mayor

12830 South 1700 West • P.O. Box 429 • Riverton, Utah 84065 • (801) 254-0704 • Fax (801) 254-1810 • www.rivertoncity.com

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From: Steven Huff <stevenhuff11@yahoo.com>
To: <mountainview@utah.gov>
Date: Saturday - January 19, 2008 8:04 PM
Subject: Mountain View Corridor

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Gentlemen,
My wife and I do NOT agree that your proposed connector at 2100 North is the correct one. We believe that the 4800 North connector is the correct one.
Steven Huff
777 So 2575 W
Lehi, UT 84043

Never miss a thing. Make Yahoo your homepage.

<https://email.udot.utah.gov/gw/webacc?User.context=qwci18Uhdorclk0Gqe&Item.drm=714z20z0...> 1/23/2008

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January 24, 2008

To: Edward Woolford
Federal Highway Administration, Utah Division
2520 West 4700 South Suite, 9A
Salt Lake City, Utah 84118

**Comments for the DRAFT EIS for Mountain View Corridor
Utahns for Better Transportation and Sierra Club
January 24, 2008**

35.29A

Utahns for Better Transportation and Sierra Club are opposed to the Mountain View Corridor alternative preferred by UDOT, which calls for a new north/south freeway at 5800 West. Instead, we favor looking at different scenarios that will implement an immediate robust transit system along 5600 West and give it a chance to succeed. Implementing transit first would shift us toward a more balanced regional transportation system—supporting the wishes of the people—and would reduce traffic rather than continuing the unsustainable pattern of accommodating it. With a more balanced transportation approach, future road capacity requirements could be added in a more sustainable way that would complement this system as development patterns support increased mixed uses. A secondary benefit to this approach would be wiser, more strategic, phased use of public transportation investments given limited available resources. Additional comments have been prepared for us by Smart Mobility, Inc. and are attached to this document.

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First, building a new freeway at 5800 West goes against the will of the people who live and work along the Wasatch Front. In November 2006, they voted overwhelmingly to raise their own taxes (64 percent in favor in Salt Lake County and 69 percent in favor in Utah County) to speed up the implementation of additional TRAX lines in Salt Lake County and complete the commuter rail from Ogden to Provo—a clear demonstration of the public’s commitment to transit. A new freeway also goes against the advice of the Governor’s Blue Ribbon Advisory Council (BRAC) whose report to the Governor in October 2007 supported the development and implementation of an aggressive mass transit strategy.

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Second, the DEIS uses an outdated model (Version 5.0) to measure the performance of the transportation system resulting in “a bias toward new freeway investments,” as well as a biased and result-oriented statement of project purpose and set of decision criteria that tend to predetermine the outcome rather than supporting a full and fair consideration of a wider range of reasonable alternatives. (See *Comments on the Mountain View Corridor DEIS*, by Smart Mobility, Inc.). The newest model (Version 6.0), which is an improvement over Version 5.0, must be used consistently throughout the DEIS to

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determine the most accurate numbers possible, and to comply fully with the requirements of NEPA.

Third, a new north-south freeway will encourage more traffic, resulting in increased air pollution, a growing problem along the Wasatch Front and one that our Governor has determined is one of his top three priorities to address during his term. A new freeway would not support this initiative to clean up our air and, in fact, would do the opposite and make the problem worse. A special concern is the proximity of several schools to the proposed road and the negative health impacts on school children who would breathe dirtier air.

Quality Growth Planning

The integration of transportation and land use planning for population growth in the Greater Wasatch Area has been the subject of numerous public/private partnerships grappling with the complex issues of growth. Indeed, Envision Utah working with elected officials, business representatives and citizen participants, has received national attention for its proactive approach to planning for quality growth.

In the lead up to the 2002 Olympic Winter Games in Salt Lake City, we made significant improvements to our transportation system by beginning to build a regional transit system to provide more viable travel choices and to create a balanced system whereby all modes (walking, biking, transit, cars) have their proper role in our circulation system.

The first conference to address transportation issues along the Wasatch Front was held in March 1995. The Future Moves Conference gathered together transportation experts and community planners, “*To identify transportation options that will keep us moving well into the next century.*” The conference highlighted the problems inherent in trying to accommodate the predictions that vehicle miles traveled will grow faster than population. The question was asked “How can we make transportation investments to allow us to grow as a community and not sacrifice our quality of life?”

In January 2000 Envision Utah published the *Quality Growth Strategy (QGS)*, which laid out six primary goals that need to be addressed if we are to protect our environment and maintain our economic vitality and quality of life as we accommodate anticipated growth. The top two goals based on residents’ concerns about the effects of population growth were “*Enhance air quality*” and “*Increase mobility and transportation choices.*” The other four goals covered critical lands, water, housing and infrastructure. The top transportation strategy to implement the goals of the QGS was to “*Promote the building of a region-wide transit system to make transit more convenient and reliable.*”

A planning effort involving public, private and community stakeholders developed *Wasatch Choices 2040: A Four County Land-Use and Transportation Vision* that identified growth principles and implementation strategies based on integrated land-

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use/transportation planning. Two of the key principles for transportation planning from that effort are to “Develop a balanced multi-modal transportation system” and to “Support actions that reduce growth in per capita vehicle miles of travel.”

In the *Wasatch Choices 2040* process four scenarios were developed to define the configuration and measure the performance of various approaches to growth. The report outlined lessons learned from the scenarios such as:

- *Mixed-use development reduces driving distances and congestion.*
- *Growth near transit opportunities encourages people to ride transit.*
- *People will walk and bike if the trip is short and the design is right.*
- *Transportation choices help determine where growth will occur.*
- *Transit is a key means to reduce congestion during the all-important rush hour.*

In 2003, Envision Utah facilitated the Mountain View Corridor Growth Choices process to run concurrently with Mountain View Corridor Environmental Impact Statement. On March 10, 2004, the various stakeholders endorsed the Mountain View Corridor Vision and each participant signed the *Mountain View Vision Voluntary Agreement* with the following Principle of Agreement:

Balanced Transportation

We desire a balanced transportation system for our future that will involve more transportation choices. The phasing and implementation of transportation investments over the next decade will affect land use development patterns and therefore affect future travel needs and the availability and effectiveness of other viable transportation choices. The sequencing of transportation investments needs to be studied to recommend the most effective and cost efficient way to meet future travel needs, reduce the rate of growth of vehicle miles traveled, improve air quality through a better balance between auto, transit, walk and bike trips, and to recommend the best way to encourage the types of land uses throughout the corridor that will support these improvements.

Mountain View Vision

Vision without action is a daydream. Action without vision is a nightmare.
—Japanese proverb

The Mountain View Vision that grew out of the Growth Choices Study is an important step, if followed, to achieve a balanced transportation system that will protect and enhance our quality of life along the Wasatch Front. The vision sets forth a planning direction that reduces automobile dependence by implementing pedestrian oriented, mixed-use centers and corridors and implementing high capacity transit as part of the transportation system. Key to achieving the vision is the optimal sequencing of

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transportation investments with the goal of reducing the rate of growth of vehicle miles traveled.

We believe that a combination of wise transportation and land use improvements in the western part of Salt Lake County will better accommodate population growth by developing 5600 West as a transit corridor linked to east-west TRAX and bus lines. In addition, we need to improve the efficiency and safety of the arterial road system with possible road capacity additions on existing corridors such as 7200 West and U-111 as western Salt Lake County grows.

This long history of sound planning for the region’s future, with significant participation by a wide range of affected citizens and groups, strongly supports our proposed transit first alternative for the corridor. In addition, NEPA and the CEQ NEPA implementing regulations require that these documents (*Quality Growth Strategy, Wasatch Choices 2040* and *Mountain View Vision*) be considered fully in analyzing full range of alternatives to meet the project purpose and need, and in comparing the impacts of those alternatives on regional growth patterns and quality of life.

Reduction in Vehicle Miles Traveled

In simplified terms, there are two main approaches to transportation planning being practiced in the United States. One approach attempts to accommodate the prediction that vehicle miles traveled in an area will increase faster than population, because that has been the trend in the past. The second approach seeks to reduce the growth of vehicle miles traveled by prioritizing transit investments in the near term and by integrating development patterns that facilitate walk, bike and transit trips.

The importance of planning and development strategies that seek to reduce the growth rate of VMT cannot be overstated. It is the key principle in achieving a number of critical objectives: reducing automobile congestion (especially at the peak travel hours), reducing air pollution from automobiles and reducing greenhouse gas emissions. Secondary benefits include reducing automobile-related water pollution from road runoff, reducing the total cost of public transportation investments over time, and reducing private travel costs (as illustrated in the Smart Mobility Inc. comments). A number of recent studies have indeed focused on reduction of VMT per capita as the main performance measurement for evaluating the effectiveness of transportation systems. In January 2004 the United States Environmental Protection Agency (EPA) released a report *Characteristics and Performance of Regional Transportation Systems* (EPA 213-R-04-001) that compared “conventional” transportation system characteristics to “smart growth” approaches. The initial findings concluded that “[I]t seems that greater connectivity, transit availability, and pedestrian-friendliness are at least partially responsible for superior transportation and environmental performance.”

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A Summary Report, *Integrating Land Use Issues into Transportation Planning: Scenario Planning*, by Keith Bartholomew, assistant professor in the College of Architecture + Planning at the University of Utah, was published in 2005 and funded by the Federal Highway Administration under Cooperative Agreement No. DTFH61-03-H-000134. Bartholomew analyzed 80 land use-transportation scenario planning processes in the United States that sought to evaluate growth outcomes of different land use-transportation strategies. The study showed that, "Within the transportation category, the most often used measure was vehicle miles traveled (VMT)." VMT was by far the top indices used to evaluate scenarios, perhaps because it incorporates a number of important values such as numbers of trips and trip lengths, it is a major input for most air emissions models, and it relates to congestion and delay.

The Mountain View Vision called for more transportation choices, reducing the rate of growth of vehicle miles traveled and improving air quality. The preferred alternative proposed in the DEIS does not meet these objectives. Equally important, the DEIS fails to fulfill the most important requirement of NEPA because it fails to consider seriously alternatives that would achieve the main project purpose of improving regional mobility by reducing VMTs rather than the traditional, futile efforts to meet growing VMT with additional road capacity.

Sequencing and Integration

In a time of change, the order in which we develop transportation infrastructure will affect the overall outcomes and performance of our transportation system. The November 2006 vote of Salt Lake County voters was a clear demonstration of the public's commitment to transit. The public has embraced the idea that convenient, reliable transit can play a key role in reducing peak hour traffic and providing more viable transportation choices. Although additional light and commuter rail development was in the Long Range Transportation Plan for development by 2030, the 2006 vote was about moving the transit development up to 2015.

Envision Utah is seen as a national leader in promoting integrated land use-transportation planning. As noted above, scenario planning efforts to analyze the differing effects of prioritizing transit investments over new freeway construction is being practiced around the United States with promising outcomes for reducing VMT.

The MVC Sequencing Analysis performed by Parsons Brinkerhoff fails to meet the basic purpose of exploring the longer term effects on future land use patterns and travel behaviors of alternative transportation strategies. Because the model is not appropriately sensitive to land use patterns and transit development, potential transit demand was under predicted. We requested to UDOT that an expert panel or Delphi process be engaged to deal with the modeling deficiencies, but received no response to our request of February 14, 2007.

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Transit First

The development of transit systems to help balance our transportation system for the future is a key strategy in automobile congestion mitigation and improving air quality. Some communities around the United States have adopted a transit first policy to address the negative effects of increasing auto-dependence in their communities. Although all metropolitan areas have unique characteristics and geographical configurations, lessons learned from one can help others deal with similar problems of growth. San Francisco, California, for example, has a *Transit-First Policy* as part of its municipal code (San Francisco City Charter, Article XVI, Section 16.102) Its adoption was proposed by the San Francisco Planning and Urban Research Association (SPUR) a respected business and citizen agency acknowledging that "were it not for the transit-first policy, the city would have followed the path of so many other cities, widening roads, narrowing sidewalks, demolishing downtown buildings and then filling the spaces with parking garages." In advocating for the transit-first policy SPUR sought to "Fund transportation projects based on performance measures or criteria which consistently increase the share of non-automobile trips, improves air quality and reduce average vehicle miles traveled per capita."

Another example of a transit first commitment is Portland, Oregon, which decided years ago to build a light rail system, abandon several freeway projects and encourage smart growth and mixed-use development. As a result Portland has a national reputation of livability with transit ridership growing 20 percent faster than the rate of vehicle miles traveled. Other cities such as Dallas, Texas, have also prioritized rail transit in their growth plans and have seen the market respond with savvy developers proactively planning and developing projects in station areas.

The proper sequencing and prioritization of transit development is also the key land use-transportation strategy from the Blue Ribbon Advisory Council (BRAC) on Climate Change *Report to Governor Jon M. Huntsman, Jr.* October 3, 2007. The number one Transportation-Land Use Option proposed by the BRAC is TL-1 – Develop and Implement Aggressive Mass Transit Strategy that "has the potential to significantly reduce GHG (green house gases) and provide important co-benefits ... such as improving air quality and congestion mitigation." It notes that "Public support of the 2006 transit initiatives was high." The number two Transportation-Land Use Option proposed is TL-2 - Quality Growth Program which would "help reduce GHG emissions through a reduction in vehicle miles traveled." The DEIS must consider the ability of a full range of reasonable alternative transportation strategies to meet this key statewide planning goal. Moreover, recent court decisions have indicated that agencies are now obligated to consider the climate change implications of their decisions under NEPA and other statutes.

The rationale for investing in transit first was noted in the U.S. 10th Circuit Court of Appeals Decision on the Legacy Parkway, September 16, 2002 in which it stated the

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Agencies “simply did not take a hard look at whether public transit could alleviate the immediacy of the need for the I-15 expansion or Legacy Parkway construction.”

Concerns about air quality and the increasing cost and decreasing potential availability of gasoline support the public call to implement a regional transit system as quickly as is feasible. As was noted in *The New York Times*, April 22, 2007 in a *National Perspectives* article *A Rail Line Drives Development in Utah*, “The existing and planned rail stations offer developers dozens of opportunities to design and build transit-focused home and business districts at the center of the Salt Lake Valley’s towns and cities.” In other words, transit investments lead development patterns which in turn affect trip demand and available travel choices.

There have been numerous other local newspaper articles highlighting the fact that in Murray, South Salt Lake, Farmington and elsewhere transit-oriented development zones are providing “synergy” with rail development. The developer of the Station Park development at the Farmington commuter rail station stated that, “At some point we’ll hit a tipping point and it will be more convenient and cost-effective to take the train” (*Salt Lake Tribune*, December 27, 2007 *The Right Track*).

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The implementation of a high-capacity transit corridor on 5600 West before a new freeway is built will provide significant benefits to the Mountain View Corridor study area and the region in general. If we are true to our objective of a balanced transportation system that seeks to reduce VMT, a transit first alternative is reasonable and preferable. At a minimum, to comply fully with NEPA, one or more transit first alternatives must be considered fully and compared to the current preferred highway-dominated alternative using a range of relevant decision criteria (described in the Smart Mobility, Inc. comments).

35.29D

The DEIS screening analysis rejected transit first alternatives out of hand by arguing that they would result in unacceptable congestion on some roadway segments at some times of the day. This analysis was flawed for several reasons. First, as noted elsewhere and in the Smart Mobility, Inc. comments, the analysis was based on an outdated model that did not properly capture expected future demand (and the nature of and rate of growth in demand), as well as the ability of new, well-designed transit to meet that demand. Second, the analysis considered only alternatives that were not designed properly to maximize the effectiveness of a transit first strategy.

Building a freeway first will increase VMT and result in auto-dependent development patterns that will make balance more difficult. As noted in the attached *Comments on the Mountain View Corridor*, Smart Mobility, Inc., Jan 23, 2008, “In fact, the construction of the freeway would lead to increased decentralization of land use, causing higher future VMT, and higher costs, air pollution, and greenhouse gas emissions.”

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Air Quality

(1) VMT Growth worsening air quality.

The proposed Mountain View Corridor 6-8 lane freeway is currently sequenced decades before any planned 5600 West transit construction (WFRC Long Range Transportation Plan 2007). This scenario will inevitably increase the growth rate of VMT and commit the area to an automobile-dependent growth pattern, which will exacerbate the Wasatch Front’s existing and future air pollution problems.

The Mountain View Vision’s fourth principle – Balanced Transportation -- states: “We desire a balanced transportation system for our future that will involve more transportation choices. The phasing and implementation of transportation investments *over the next decade* will affect the land use development patterns and therefore affect future travel needs and the availability and effectiveness of other viable transportation choices.”

The current transportation investments presented in the MVC DEIS and WFRC’s long-range transportation plan (6-8 lane freeway and absent any 5600 West transit construction through 2030) are completely inconsistent with the Mountain View Vision goals and will adversely affect the success of air quality improving objectives of the Mountain View Vision.

In addition, during winter months the Wasatch Front’s valleys suffer severe high-pressure inversions that trap harmful pollutants close to the ground at breathing level. It is not uncommon during wintertime to have several weeks where the Department of Air Quality determines the air is unhealthy to breathe. During these periods, the state issues “voluntary no-drive days” in an effort to take measures to reduce the main air polluting culprit, automobile travel. This process asks people to voluntarily reduce vehicle use and shift to transit alternatives in an effort to protect citizens’ health. The current sequencing scenario presented in the MVC DEIS and WFRC’s long range transportation plan will present this area with little or no access to nearby transit that will greatly exacerbate Utah’s inversion pollution problem, and render the goal of “no drive” days difficult to achieve. Similar results would also apply to summertime ozone management. A transit first scenario that reduces VMT growth would help manage this problem.

(2) Concentrated air pollution impacts near the proposed MVC freeway.

Several recent peer-reviewed scientific studies have demonstrated very strong correlations of severe health problems associated with people living near high-volume roads (freeways). The Mountain View Corridor will place several homes, schools, parks, and businesses dangerously near the proposed freeway and place thousands of people (especially children) at risk from freeway proximate, air pollution health problems. Prominent risks of the preferred 5800 West MVC alignment include impacts to Hunter High School and Hillside Elementary School, which will be in direct contact with the 4100 South/MVC interchange. In addition, Whittier Elementary School is less than 200 yards from the 3500 South/MVC interchange and Hunter Jr. High School is within 500 meters of the 5800 West alignment. Hunter Park will also be directly adjacent to a MVC

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interchange. Compounding this problem, the MVC DEIS (Community Impacts table 6.4-3) has identified 24 Salt Lake County schools and a senior center within ½ mile of the MVC freeway. Some of these increased health problems include cancer (including leukemia), asthma, respiratory illness, premature and low weight births, heart disease, and stroke. (*A selection of these peer reviewed studies are included below)

Children living with in 500 meters of a freeway showed substantial lung development deficiencies.

Researchers in southern California followed school children for 8 years (grades 4-12) and demonstrated strong evidence that living near freeways hindered lung development. (Attached)

Gaudeman (2007) *The Lancet*, DOI:10.1016/S0140-6736(07)60037-3

Cancer risks are higher next to freeways.

The Multiple Air Toxics Exposure Study III (MATES-III) - A follow-up study to MATES II commissioned by California's South Coast Air Quality Management District demonstrates strong links between cancer and freeway mobile source pollution even with the addition of cleaner fuels. This study has the most recent and updated monitoring data on freeway induced, carcinogenic air toxins.

South Coast Air Quality Management District (2008)
<http://www.aqmd.gov/prdas/matesIII/matesIII.html>

Children living near busy roads more likely to develop leukemia, cancer.

A 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia.

Pearson, Wachtel, Robert L. Pearson, and Kristie Ebie (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. *Journal of Air and Waste Management Association* 50:175-180.

People living near freeways are exposed to 25 times higher rates of ultra-fine particulates.

A southern California study determined that ultra-fine particulates were up to 25 times higher out to 300 meters before stabilizing back to normal concentrations.

Zhu, Yifang, William C. Hinds; Kim Seongheon; Si Shen; Constantinos Sioutas. Concentration and size distribution of ultrafine particles near a major highway. *Journal of the Air and Waste Management Association*. September 2002. And, Study of ultrafine particles near a major highway with heavy-duty diesel traffic. *Atmospheric Environment*. 36(2002), 4323-4335.

[*Note: A new academic study led by UCLA researchers has revealed that the smallest particles (ultra-fine) from vehicle emissions may be the most damaging components of air pollution in triggering plaque buildup in the arteries, which can lead to heart attack and stroke. University of California, Los Angeles (2008, January 21). How Ultrafine Particles In Air Pollution May Cause Heart Disease. *ScienceDaily*. Retrieved January 21, 2008]

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Pregnant women who live near high traffic areas more likely to have premature and low birth weight babies.

Researchers observed an approximately 10-20 percent increase in the risk of premature birth and low birth weight for infants born to women living near high traffic areas in Los Angeles County.

Wilhelm, Michelle and Beate Ritz. (2002). Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996. *Environmental Health Perspectives*. doi: 10.1289/ehp.5688

Proximity of a child's residence to major roads linked to hospital admissions for asthma.

A study in Birmingham, United Kingdom, determined that living near major roads was associated with the risk of hospital admission for asthma in children younger than five years of age. The area of residence and traffic flow patterns were compared for children admitted to the hospital for asthma, children admitted for non-respiratory reasons, and a random sample of children from the community. Children admitted with an asthma diagnosis were significantly more likely to live in an area with high traffic flow (more than 24,000 vehicles/ 24 hrs) located along the nearest segment of main road.

Edwards, J; S Walters, et al. (1994). Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom. *Archives of Environmental Health*. 49(4): 223-7.

A School's Proximity to Highways Associated with Asthma Prevalence.

A study of 1,498 children in 13 schools in the Province of South Holland found a positive relationship between school proximity to highways and asthma occurrence.

Van Vliet, P., M. Knappe, et al. (1997). Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research*. 74(2): 122-32.

Truck traffic linked to childhood asthma hospitalizations

A study in Erie County, New York (excluding the city of Buffalo) found that children living in neighborhoods with heavy truck traffic within 220 yards of their homes had increased risks of asthma hospitalization. The study examined hospital admission for asthma amongst children ages 0-14, and residential proximity to roads with heavy traffic.

Lin, Shao; Jean Pierre Munsie; Syni-An Hwang; Edward Fitzgerald; and Michael R. Cayo; (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. *Environmental Research*, Section A, Vol. 88, pp. 73-81.

With the location of UDOT's 5800 West preferred alignment near schools and homes, and in addition to the numerous studies of scientific evidence supporting severe harm to people and school children near freeways, we consider this a "significant impact" to public health.

There are several known quantitative factors involving these concentrated freeway air pollution health impacts such as, projected traffic volumes, speeds, populations, distances from schools and homes etc. We believe that this significant public health threat requires an in-depth quantitative analysis and risk assessment. Given the serious potential

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impacts to health documented in the above-cited studies, the DEIS treatment of localized air toxics and other air pollution impacts on schools and other locations is cursory and unacceptable. NEPA requires that all reasonably foreseeable impacts of project alternatives be evaluated and disclosed fully, so that the decision agencies, other affected decision makers, and the public at large can make fully informed choices. Contrary to the assertion in the DEIS, sound methods are available to evaluate and to disclose these impacts, and to compare them to the impacts of transit first alternatives described above. NEPA therefore requires that these analyses and effects be performed and disclosed fully.

35.12.3A

(3) New standards for PM2.5.
It is anticipated by WFRM that Salt Lake and Utah Counties will fail to meet the new PM2.5 requirements during the next MPO transportation planning cycle when the new standards go into effect. The MVC and its future vehicle traffic should be accountable under the new PM2.5 standard to determine if the MVC will generate future violations.

35.6.1A

Nuisances to the public

The proposed MVC's impacts as a 6-8 lane freeway will create many nuisances and hardships to the surrounding communities. Hundreds of homes will be demolished and families uprooted. The remaining homes and populations left behind will have their property values and quality of life diminished. Established communities will be divided by the gigantic swath of a freeway and their children's schools will be next to the interchanges. Residents will suffer negative sight and noise impacts and will be placed at great new risk of severe health problems from concentrated air pollution generated by the MVC freeway. A transit first approach on a completed 5600 West and dispersing new road capacity increases on smaller roadway facilities would lessen these impacts.

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Right-of-way / Footprint

All MVC alternatives will affect valuable wetlands, farmlands, schools, parks, and historic properties. The CWA section 404 and 4f guidelines require that narrower footprints that would reduce these impacts should be considered. A transit first approach on a completed 5600 West that would reduce VMT growth and the amount of road capacity needed in these sensitive areas should be considered. In addition, the redesign of the Legacy Parkway in Davis County utilized roadway meandering and a smaller road footprint to avoid wetland impacts.

35.15.4C

2100 North Alternative Utah County

Although this alignment has less wetland impacts than the Southern Freeway alternative, we believe there is a better alternative transportation option for northern Utah County.

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35.2.9A

The alternative proposed by Citizens Organized for Smarter Transportation (COST) and Lehi City utilizes mixed-use arterials, transit and maximizes the effectiveness of Frontrunner Commuter Rail. The analysis prepared by COST and Lehi City of their alternative demonstrates better performance on effective transportation, community impacts, noise impacts, wetland impacts, and farmland impacts than the 2100 North Alternative. In addition, the COST/Lehi City proposal is better accepted by the citizens of Lehi who are most directly affected by the MVC in Utah County.

35.2.6C

Southern Freeway Alternative Utah County

The Southern Freeway Alternative in Utah County should be abandoned from further consideration.

Section 404 of the Clean Water Act provides that no discharge of dredged or fill material may be permitted if a practicable alternative exists that is less damaging to the aquatic environment. The Southern Freeway Option of the Mountain View Corridor would in fact inflict many direct and indirect damages to the aquatic environment of Utah Lake and its supportive wetland ecosystem. There are other practicable alternatives inside the MVC DEIS and in the COST/Lehi City proposal to the Southern Freeway Option that do not impair and damage the hydrology and wildlife habitat of Utah Lake.

Wetlands are among the most productive ecosystems in the world and rival the best agriculture lands and the wetlands surrounding Utah Lake are no exception to this. These wetlands provide vital habitat for our fish and wildlife resources in the state. The wetland ecosystem surrounding Utah Lake acts as a very important breeding area and stopover for many migratory birds of the Pacific Flyway. There are more than 226 species of birds that depend upon these wetlands. Aside from the many avian species there are more than 16 species of reptiles and amphibians, 18 species of fish, and more than 49 mammalian species that are known to use and depend upon the wetland surrounding the lake.

Having a large roadway in close proximity to wetlands, streams, and a lake can greatly alter wetland hydrology, decrease water quality, increase road kill, pose a risk to threatened species, fragment and isolate animal populations, and introduce toxins into the soil and in turn the surrounding plants. The Southern Freeway Option would introduce all of these negatives in an already fragile ecosystem, which could be disastrous and possibly catastrophic to the system.

Besides the biological importance of the lake and wetlands there is also a cultural and historical importance of great value. Utah Lake and the surrounding wetlands have provided a vital source of food, resources, and gathering places for people in the valley for thousands of years. Out of respect and reverence to those who lived in this valley for thousands of years and thrived along the shores of the lake and wetlands we should preserve and protect not destroy and pollute the very system that has sustained thousands

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of generations of people in this valley. The wetlands surrounding Utah Lake are an integral part of our natural heritage and play a vital role in our environment.

We appreciate this opportunity to comment on such important transportation decisions that will affect the future quality of life in Utah.

Respectfully submitted,

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Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

Articles

W James Gauderman, Hito Vora, Bob McConnell, Kristi Berhane, Frank Gilliland, Duncan Thomas, Fred Lurmann, Edward Avol, Nino Kavic, Michael Jerrett, John Peters

Summary

Background Whether local exposure to major roadways adversely affects lung-function growth during the period of rapid lung development that takes place between 10 and 18 years of age is unknown. This study investigated the association between residential exposure to traffic and 8-year lung-function growth.

Methods In this prospective study, 3677 children (mean age 10 years [SD 0.44]) participated from 12 southern California communities that represent a wide range in regional air quality. Children were followed up for 8 years, with yearly lung-function measurements recorded. For each child, we identified several indicators of residential exposure to traffic from large roads. Regression analysis was used to establish whether 8-year growth in lung function was associated with local traffic exposure, and whether local traffic effects were independent of regional air quality.

Findings Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV₁, -81 mL, p=0.01 [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMEF, -127 mL/s, p=0.03 [-243 to -11]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Pronounced deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.6% for FEV₁ (p=0.013, relative to >1500 m [95% CI 94.6-99.4]) and 93.4% for MMEF (p=0.006 [95% CI 89.1-97.7]).

Interpretation Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.

Introduction

Both cross-sectional¹ and longitudinal^{2,3} studies have shown that lung function in children is adversely affected by exposure to urban, regional air pollution. Evidence has emerged that local exposure to traffic is related to adverse respiratory effects in children, including increased rates of asthma and other respiratory diseases.⁴⁻⁸ Cross-sectional studies in Europe have shown that deficits in lung function are related to residential exposure to traffic.⁹⁻¹⁴ However, does traffic exposure have an adverse effect on lung-function development in children? The answer to this question is important in view of the extent of traffic exposure in urban environments and the established relation between diminished lung function in adulthood and morbidity and mortality.¹⁵⁻¹⁷

We investigated the association between residential exposure to traffic and 8-year lung-function development on the basis of cohort data from the Children's Health Study. We also studied the joint effects of local traffic exposure and regional air quality on children's lung development.

Methods

Participants

The Children's Health Study recruited two cohorts of fourth-grade children (mean age 10 years [SD 0.44], one in 1993 (cohort 1, n=1718) and the other in 1996 (cohort 2, n=1959). All children were recruited from schools in

12 southern California communities as part of an investigation into the long-term effects of air pollution on children's respiratory health.¹⁸⁻²⁰ A consistent protocol was used in all communities to identify schools, and all students targeted for study were invited to participate.²¹ Overall, 82% (3677) of available students agreed to participate. Pulmonary-function data were obtained yearly by trained field technicians, who travelled to study schools to undertake maximum effort spirometry on the children, using the same equipment and testing protocol throughout the study period. Details of the testing protocol have been previously reported.²² Children in both cohorts were followed up for 8 years.

A baseline questionnaire, completed at study entry by each child's parent or legal guardian, was used to obtain information on race, Hispanic ethnic origin, parental income and education, history of doctor-diagnosed asthma, in-utero exposure to maternal smoking, and household exposure to gas stoves, peis, and environmental tobacco smoke.²³ A yearly questionnaire, with similar structure to that of the baseline questionnaire, was used to update information on asthma status, personal smoking, and exposure to environmental tobacco smoke. For statistical modelling, a three-category socioeconomic status variable was created on the basis of total household income and education of the parent or guardian who completed the questionnaire. High socioeconomic status (23% of children, n=823) was defined as a parental

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See also Comment on page 13
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author had full access to all the data in the study and had full responsibility for the decision to submit for publication.

Results

An average of 6.2 pulmonary function tests were done per child. There were equal proportions of male and female participants (webtable 1). Most children were of non-Hispanic white or Hispanic ethnic origin. 440 (12%) children lived within 500 m of a freeway, with most of these children residing in six of the 12 communities (webtable 2 and webfigure). Model-based estimates of pollution from a freeway were skewed toward either high or low values within most study communities.

8-year growth in FVC, FEV₁, and MMEF averaged 1512 mL, 1316 mL, and 1402 mL/s, respectively, in girls, and 2808 mL, 2406 mL, and 2476 mL/s, respectively, in boys. Closer residential distance to a freeway was associated with reduced growth in lung function (table 1). In children who lived within 500 m of a freeway, 8-year growth was significantly reduced compared with those who lived at least 1500 m from a freeway. Large deficits in FEV₁ and MMEF growth were also estimated for the two highest-exposure quartiles of model-based pollution from a freeway, although neither deficit was statistically significant. Indicators of traffic from non-freeway roads, including both distance and model-based pollution estimates, were not associated with reduced growth.

The association between FEV₁ growth and distance to a freeway was significant in various sensitivity analyses (table 2). Compared with the results shown in table 1 (base model), distance-effect estimates were larger with additional adjustment for socioeconomic status. Further investigation showed that low socioeconomic status was associated with increased traffic exposure, with mean residential distance to freeways of 1.8 km (SD 1.32), 2.0 km (1.65), and 2.5 km (1.91) for low, middle, and high groups respectively. However, socioeconomic status was not significantly associated with FEV₁ growth, and therefore adjustment for this variable induced only a modest change. Adjustment for indoor sources of air pollution including gas stoves, pets, and exposure to environmental tobacco smoke also resulted in little change in the estimated freeway-distance effects.

Significant distance effects were seen in the subset of children who reported never having had asthma, and in the subset of children who reported no active tobacco smoking. The relation between FEV₁ growth and distance was noticeably larger in boys than in girls, although a test of effect modification by sex was non-significant (p=0.10). Only six of the 12 communities had substantial numbers of children living within 500 m of a freeway. The estimated effects of freeway distance on lung development were more pronounced in these six higher-traffic communities than in the other communities. There was no significant evidence of heterogeneity in the local distance effects in these six communities (data not shown). Furthermore,

	FVC (mL) difference (95% CI)	FEV ₁ (mL) difference (95% CI)	MMEF (mL/sec) difference (95% CI)
Freeway distance*			
<500 m	-81 (-131 to -31)	-81 (-143 to -18)	-127 (-243 to -11)
500-1000 m	-31 (-83 to 21)	-41 (-99 to 17)	-35 (-142 to 73)
1000-1500 m	-19 (-84 to 46)	-13 (-83 to 56)	-94 (-204 to 14)
Model-based pollution from freeway†			
4th quartile (high)	-66 (-186 to 54)	-69 (-179 to 42)	-147 (-352 to 58)
3rd quartile	-61 (-151 to 29)	-78 (-161 to 5)	-144 (-298 to 50)
2nd quartile	-27 (-90 to 36)	-27 (-80 to 26)	-27 (-144 to 71)
Non-freeway distance			
<75 m	5 (-63 to 72)	-35 (-97 to 27)	-66 (-181 to 49)
75-150 m	4 (-59 to 68)	22 (-37 to 80)	35 (-74 to 144)
150-300 m	-10 (-63 to 42)	-8 (-56 to 40)	-16 (-105 to 73)
Model-based pollution from non-freeway†			
4th quartile (high)	13 (-70 to 96)	31 (-74 to 80)	21 (-40 to 144)
3rd quartile	42 (-27 to 111)	16 (-47 to 80)	-23 (-141 to 95)
2nd quartile	6 (-54 to 66)	2 (-53 to 57)	11 (-91 to 113)

*Difference in 8-year lung function growth relative to children living at least 1500 m from a freeway. †Difference in 8-year lung function growth relative to children in the first (lowest) quartile of exposure. ‡Difference in 8-year lung function growth relative to children living at least 300 m from a non-freeway road.

Table 2: Association between 8-year lung-function growth and several indicators of residential traffic exposure

	Freeway distance (m)			
	<500	p	500-1500	p
Base model*	-81	0.002	-41	0.165
Additional covariates				
Race-socioeconomic status	-92	0.005	-50	0.092
Race-gas stove in the home	-86	0.008	-42	0.166
Race-pets in the home	-80	0.013	-41	0.165
Race-in utero exposure to maternal smoking	-83	0.011	-33	0.269
Race-second hand smoke exposure	-86	0.008	-41	0.163
Subgroups				
Non-asthmatics only	-83	0.025	-70	0.042
Non-smokers only	-99	0.006	-59	0.154
Boys only	-158	0.003	-54	0.164
Girls only	-12	0.756	-39	0.154
Six communities with closest freeway proximity†	-125	0.003	-56	0.101
Deleting observations after a residence change‡	-86	0.030	-73	0.042

*Base model results are the same as those in table 1. All models include adjustment for the covariates listed in the Methods section. Values are the difference in 8-year FEV₁ growth relative to those living >1500 m from a freeway. †Including only children from the six communities with the largest number of children living near a freeway (Inglewood, Hawthorne, Alhambra, San Dimas, Long Beach, and Santa Maria). ‡Excluding any pulmonary function tests recorded after a participant left his or her baseline address.

Table 2: Sensitivity analysis of freeway-distance effects on 8-year FEV₁ growth

around 34% (1267) of children moved from their baseline residence during follow-up but remained in one of the 12 study communities and thus continued to participate. If we omitted post-move lung-function measurements from the analysis, the estimated effects of freeway-distance on FEV₁ growth were more pronounced.

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in children. We did not find any evidence that traffic effects varied depending on background air quality, which suggests that even in an area with low regional pollution, children living near a major roadway are at increased risk of health effects. Our results also suggest that children who live close to a freeway in a high pollution area experience a combination of adverse developmental effects because of both local and regional pollution.

We noted a larger freeway effect in boys than in girls, although the difference between sexes was not significant. By contrast, a cross-sectional European study²⁷ reported larger traffic effects on lung function in girls than in boys.²⁷ Several factors could explain this discrepancy in sex-specific effects between studies, from differences in specific air pollution mixtures and underlying population susceptibilities, to the general difficulty of comparisons between longitudinal and cross-sectional study effect estimates. In general, however, both studies show that lung function in children is adversely affected by exposure to traffic.

The concentrations of several pollutants are raised near major freeways. Daytime concentrations of black carbon, ultrafine particulate, and other exhaust pollutants have been reported to be high, but decline exponentially, within 500 m of a freeway.^{28,29} Although night-time concentrations of ultrafine particulate remain above background concentrations for distances greater than 500 m from a freeway.²⁸ Some studies have reported increased traffic pollution, particularly nitrogen dioxide, at distances over 1000 m from a freeway.^{30,31} Elemental carbon, an indicator of pollution from diesel exhaust, varies with nearby high-traffic roads^{32,33} but can also be transported across large distances.³⁴ Diesel exhaust is one of the primary contributors to particulate-matter concentrations in those communities most affected by traffic.³⁵ A pollutant such as elemental carbon could explain our reported health effects both locally and regionally.

Both regional ambient and ultrafine particulate matter present in high concentration in close proximity to roadways can elicit oxidative and nitrosative stress in the airways, which results in inflammation.^{36,37} Kulkarni and co-workers³⁸ reported that traffic-related particulate matter was correlated with the amount of carbon in the airway macrophages of children, which in turn was associated with reductions in FEV₁, MMEF, and FVC. Chronic airway inflammation could produce our reported deficits in MMEF and FEV₁. Additional research is needed to identify the specific traffic pollutants that bring about health effects, and to elucidate the contribution of each pollutant to regional and local associations.

A strength of this study was the long-term, prospective follow-up of two large cohorts of children, with exposure and outcome data obtained consistently. However, as in any epidemiological study, our results could be confounded by one or more other factors related to both traffic and lung-function growth. Our results were robust

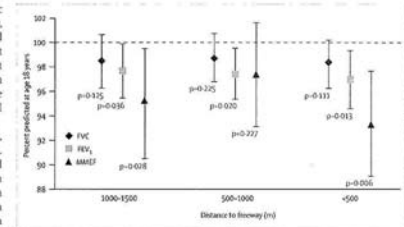


Figure 2: Percent predicted lung function at age 18 years versus residential distance from a freeway. The horizontal line at 100% corresponds to the reference group, children living >1500 m from a freeway.

to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted around an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analysed the subset of children who were followed up for the full 8-year duration of the study and also noted significant traffic-effect estimates, which make participant loss an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2).

We have shown that residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near to busy roadways, with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits.

Contributors
W J Gauderman, R McConnell, F Gilliland, E Avol, J Peters, M Jervatt, and N Kaulitz participated in the writing of the manuscript. W J Gauderman, H Vora, K Birmaher, D Thomas, and F Lurmann participated in the analysis of the data. All named authors took part in the interpretation of results, and approved the final version of the manuscript.

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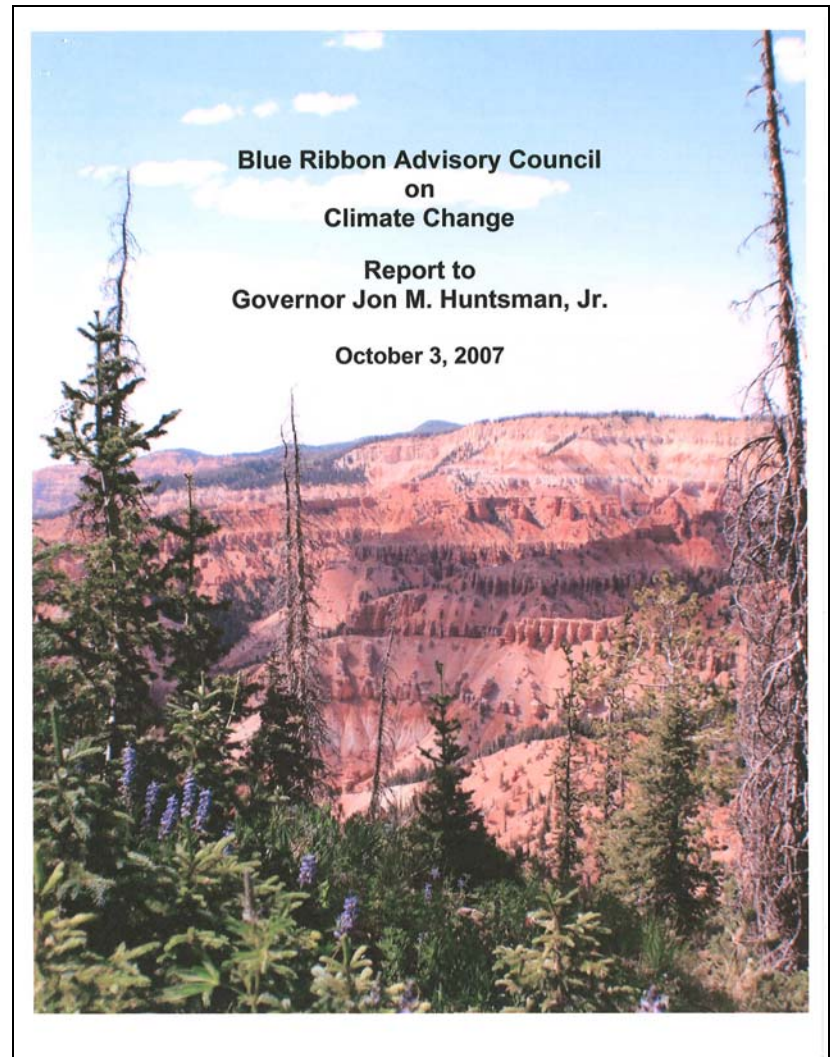
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VIII. Transportation-Land Use Options

The second largest source of Utah's gross GHG emissions is the transportation sector, accounting for 25 percent in 2005.¹

Options include:

TL-1: Develop and Implement Aggressive Mass Transit Strategy 2
 TL-2: Quality Growth Program 3
 TL-4: Trip Reduction, Rideshare, Vanpool, and Telecommuting 4
 TL-6: "Buy Local" Program 5
 TL-7: Promote Low –Carbon Fuels and Vehicle Technologies 6
 TL-8: State Fleet Lead By Example 7
 TL-9: Clean Car Program 8
 TL-10: Idle-Reduction Program 10
 TL-11: Vehicle Speed Reduction 12
 TL-13: Education Program 13
 TL-14: Explore Funding Options for Suite of Options 14
 TL-15: Develop Congestion Pricing Programs 15
 TL Options by Goals 16
 TL Options by Priority 17
 TL Options by Vote 17
 TL Public Comments 18

- Bill Tibbits, Anti- Hunger Committee
- Jerry Costley, Disabled Rights Action Committee
- Response by Senator Greg Bell
- Dr. Richard Kanner, University of Utah Hospital
- Jim Holtkamp for Questar

¹ Greenhouse Gas Inventory and Reference Case Projections, 1990-2020; Center for Climate Strategies, February 2007 http://www.deq.utah.gov/BRAC_Climate/docs/Final_Utah_GHG_I&F_Report_3-29-07.pdf

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TL-1 – Develop and Implement Aggressive Mass Transit Strategy

Benefit/Cost of Reducing CO₂e:

New Mexico: 13.4 MMt between 2007-2020; 1.3% of 2020 emissions; \$0 cost or net savings
 N. Carolina: 31.3 MMt between 2007-2020; 1.1% of 2020 emissions; \$0 cost or net savings

Assessment: High Priority. Bin B. 19 out of 22 votes.

This policy option has the potential to significantly reduce GHG emissions and provide important co-benefits, but will require a concerted, long-term effort to implement.

Mass transit is included in long-range planning for the Wasatch Front. However the plans should be more aggressive and need to be fully-integrated and supported with adequate funding. Transit also offers important co-benefits such as improving air quality and congestion mitigation. Public support of the 2006 transit initiatives was high.

This is a long-term strategy needs to be developed in conjunction with quality growth land-use planning principles. To ensure success, mass transit options need to be convenient, reliable, and affordable. The strategy should consider the following program options:

- Methods for expanding government programs such as the UTA Eco-pass
- Educating the general public about transit options
- State and local incentives for increased utilization of mass transit.
- Optimized fares and enhanced subsidies are needed to encourage an optimal ridership rate; a detailed analysis should be undertaken to determine the optimum rates for daily fare and monthly passes.²
- The State could assist with obtaining rights-of-way, park and ride lots, and traffic signal priority.
- Options that compliment mass transit, including shared ownership vehicles (e.g. Zipcars/Freedom cars), bike carriers, and pedestrian-friendly city planning, should be evaluated in long range plans.

² Current fare rates can create barriers to transit ridership. For example, it costs \$12.00 for a family of four to take a round trip downtown by bus, remaining cheaper to drive an automobile. Approximately 16 percent of UTA operating expenses come from passengers fares.

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TL-2 - Quality Growth Program

Benefit/Cost of Reducing CO₂e:

Arizona: 26.7 MMt between 2007-2020; 2.4% of 2020 emissions; \$0 cost
 New Mexico: 13.4 MMt between 2007-2020; 1.3% of 2020 emissions; \$0 cost
 Montana: 0.26 MMt between 2007-2020; 0.1% of 2020 emissions; N/A
 Oregon: 0.4 MMt between 2007-2025; 0.4% of 2025 emissions; Cost effective
 N. Carolina: 50.3 MMt between 2007-2020; 3% of 2020 emissions; net savings

Assessment: High Priority. Bin A. 17 out of 22 votes.

This policy option could substantially reduce GHG emissions in the State, but is a longer-term option that will require significant effort to implement. BRAC members noted the State could help facilitate these collaborative processes with resources and funding.

In Utah, 80% of the population lives along the rapidly growing Wasatch Front region. Smart growth is a vital component to any strategy that seeks to reduce CO₂ emissions from transportation. The State of Utah should promote smart growth, including such community and transportation planning measures as compact, transit-oriented, walkable, bicycle-friendly planning, as well as mixed-use development with a range of housing choices. Such measures help reduce GHG emissions through a reduction in vehicle miles traveled (VMT). Congestion management is also important. Envision Utah and the Wasatch Front Regional Council should be consulted as guides for this policy option. An effective strategy should also include public education and could include incentives to ensure the uptake of these measures.


Envision Utah recently released the findings of its Wasatch Choices 2040 Project, including a Vision Scenario that reflects the preferences of participants in a visioning process that involved 1,000 area residents. The Vision Scenario steers 13% of new development (compared with 4% in a business-as-usual scenario) into walkable, mixed-use districts,³ like those under development in Kennecott Land's new Daybreak community. Envision Utah's modeling results show a modest but measurable reduction in VMT in the Vision Scenario relative to business-as-usual.

³ Envision Utah, *Wasatch Choices 2040*, 2007

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State of Utah
JON M. HUNTSMAN, JR.
 Governor
GARY R. HERBERT
 Lieutenant Governor

Office of the Governor
 PUBLIC LANDS POLICY COORDINATION
JOHN HARJA
 Director
 RESOURCE DEVELOPMENT COORDINATING COMMITTEE
Public Lands Section

January 23, 2008

Edward Woolford
 Federal Highway Administration, Utah Division
 2520 West 4700 South, Suite 9A
 Salt Lake City, Utah 84118

SUBJECT: Mountain View Corridor Draft Environmental Impact Statement and Section 4(f)
 Evaluation
 Project No. 07-8625

Dear Mr. Woolford:

The Resource Development Coordinating Committee (RDCC) has reviewed the Mountain View Corridor (MVC) construction project in Salt Lake and Utah Counties. State agencies comment as follows:

Division of Air Quality

This proposal will not require an Air Quality Permit. However, if any "non-permitted" rock crushing plants, asphalt plants, or concrete batch plants are located at the site, an Approval Order from the Executive Secretary of the Air Quality Board will be required for operation of the equipment, including all equipment not permitted in Utah. A permit application, known as a Notice of Intent (NOI), should be submitted to the Executive Secretary at the Utah Division of Air Quality at 150 North, 1950 West, Salt Lake City, Utah, 84116 for review according to R307-401: Permit: Notice of Intent and Approval Order, of the Utah Air Quality Rules. The guidelines for preparing a NOI are available on-line at:

<http://www.airquality.utah.gov/Permits/FORMS/NOIGuide8.pdf>

The proposed project is located within Salt Lake and Utah Counties, which is a PM-10 non-attainment area. A non-attainment area is an area that has not met the National Ambient Air Quality Standards (NAAQS). Because it is a non-attainment area, the proposed project is subject to R307-309: Fugitive Emissions and Fugitive Dust, of the Utah Air Quality Rules. R307-309 requires that owners or operators of a project involving the clearing or leveling of land or access

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haul roads that are one-quarter acre or greater in size submit a fugitive dust control plan to the Executive Secretary of the Air Quality Board for review. The fugitive dust control plan must be submitted to the Executive Secretary at the Utah Division of Air Quality at 150 North, 1950 West, Salt Lake City, Utah, 84116 for review prior to commencement of the project. A copy of the rules may be found at:

www.rules.utah.gov/publicat/code/r307/r307.htm

Division of Wildlife Resources (UDWR)

UDWR has participated with UDOT throughout Mountain View Corridor planning efforts and has continually acknowledged the critical need for improved transportation systems and public transit infrastructure along the Wasatch Front. Our primary concern is the potential impact of the proposed project on the Lee Kay Center for Hunter Education. Thus, UDWR wants to work alongside UDOT during the development of transportation infrastructure and public transit systems.

Throughout Mountain View Corridor planning, UDWR has expressed concerns in protecting wildlife habitat, riparian systems, wetlands, and, most notable among our expressed concerns associated with the proposed project, the protection of the unique and irreplaceable public recreational values provided at the Lee Kay Center. The long-term perpetuation of safe, publicly accepted, recreational and educational experiences at the Lee Kay Center is our foremost goal. UDWR looks forward to establishing interagency cooperation in a substantive Memorandum of Agreement with the Federal Highway Administration, Utah Department of Transportation, and potentially the Utah Transit Authority, on mutually acceptable measures and approaches which will yield the needed transportation "footprint" through UDWR's Lee Kay Center property while adequately assuring interests associated with the Lee Kay Center's continued operation.

SPECIFIC COMMENTS

Lee Kay Center for Hunter Education (Lee Kay Center)

Referencing the 5800 West Freeway Alternative on page 6-50, the document describes only the direct effects to recreational uses, and concludes that recreational uses would not be impacted. UDWR believes this is a substantial assumption to make in the absence of a meaningful review of foreseeable indirect effects, particularly in light of the concerns raised previously by UDWR staff regarding indirect effects with UDOT project personnel. The indirect effect of highest concern is the possible ricochet of bullets into Mountain View Corridor Traffic.

The direct "strip take" of 70-80 acres east of the shooting ranges at Lee Kay Center does not directly impact recreational opportunities. However, the indirect effects from the proposed development warrant concern, and the draft document does not adequately characterize important, potential, indirect effects. While target shooting at the Lee Kay Center, and with numerous safety measures installed, the odd ricochet occasionally propels a bullet over

35.6.2A

Comment 1883 (continued)

Response Section in Chapter 35

35.28A

35.15.2B

and beyond the terminus (berm) of the long shooting lanes. A similar ricochet may go off to the side (into the safety zone), and potentially land in what would become the "Number 1" travel lane of homeward bound commuters. The scenario of spent bullets entering a roadway most definitely threatens public safety, as well as threatens an immediate closure of the Lee Kay Center.

Regarding the statement on page 28-40 made in reference to a specific 4(f) property, asserting that "none of the functions [at Lee Kay Center] would be altered or removed." Again, this limitation of the analysis only to "direct take" misses the point. UDWR views the potential indirect effect to be the greatest risk to the Lee Kay Center, an identified 4(f) property. UDWR recommends a systematic survey of bullet fallout both downrange and to the side where the public transportation is proposed. With those data, UDWR could state, with more certainty, whether a retaining wall would protect motorists.

UDWR's goal is to work toward signing a concurrence letter on the *de minimis* finding. Before we can do that, however, we will need to understand the actual fallout of ricochet bullets which influence the risk of public harm and a possible subsequent facility closure. If we can stipulate certain general truths and points of agreement on what it will take to remedy the problem of indirect exposure to bullet fallout, UDWR will be able to support a *de minimis* 4(f) finding.

The major use of the Lee Kay Center is shooting sports and related hunter education. As such, those activities merit additional discussion in the DEIS.

Mountain View Corridor impacts to wildlife and wildlife habitats

The document acknowledges that the various alignments of the Mountain View Corridor highway will fragment wildlife habitat, and in some cases will result in roadway mortality (page 15-39). UDWR recommends construction of wildlife crossing structures (and associated fencing and escape ramps) which will reduce roadway mortality. UDWR is willing to work with UDOT during project planning to identify appropriate wildlife crossing structure designs and locations.

The Committee appreciates the opportunity to review this proposal. Please direct any other written questions regarding this correspondence to the Resource Development Coordinating Committee, Public Lands Section, at the above address, or call the Director, Jonathan G. Jemming, at (801) 537-9023, or Carolyn Wright at (801) 537-9230.

Sincerely,


John Harja
Director

Comment 1884

Comment 1884 (continued)

Response Section in Chapter 35

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From: "Terri Culmone" <tlc0130@comcast.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 4:23 PM
 Subject: Mountain View Corridor Comment/Saratoga Springs Perspective

UDOT & Mountain View Corridor Committee;

I have been a resident of Saratoga Springs for seven years and have much experience in traveling the roads here. I would like to give my opinion on the planned Mountain View Corridor.

35.2.13A

Despite what Mayor Tim Parker has said, I do not believe that the 2100 North (Lehi) freeway option is needed. I truly don't think that any Saratoga Springs residents would travel north to 2100 No. in order to go south on I-15. I also don't think that a sufficient number of people would use 2100 No. to travel north, since the I-15 interchange is located so far east in Lehi. I personally would not travel that route when I can just continue north on Redwood Rd. to Bangerter Hwy. (which is currently very convenient). I do think that Redwood Rd. should be expanded down here as it has been in Riverton and South Jordan. That would alleviate much of the congestion that we currently face. However, I do think that an arterial that connects Redwood Rd. to Hwy 92 at Thanksgiving Point would be helpful, but only when people need to get to Thanksgiving Point or Alpine (not to travel north on I-15). Rather than a 2100 No. arterial, I think that the road adjacent to the Utah Dept. of Public Safety Training Course is a better alternative for this type of road.

35.2.1K

I am not in favor of the Porter Rockwell alternative, as it is a redundancy to Bangerter Hwy.

35.2.8A

I am strongly in favor of the 1900 South (Lehi) arterial. I don't think it needs to be a freeway, but I do think it needs to be five lanes (2 in each direction with a turning lane) and at least 45 MPH. We are in desperate

<https://email.udot.utah.gov/gw/webacc?User.context=htauudVd2qq8hg6Om4&Item.dr=831z4z0...> 1/25/2008

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need of an easier way to get to southbound I-15. I am quite confident that most residents of Saratoga Springs, Eagle Mountain, and points west would be in favor of this alternative to Lehi Main Street. I would think that Lehi would be in favor as well, as their Main Street has been totally overtaken by us (not to mention the large trucks that are constantly traveling through their town). Despite what Major Tim Parker has said, I don't believe that the 1900 So. arterial would "divide the city of Saratoga Springs". As long as Redwood Rd. is improved, and we can still travel to the north, the 1900 So. alternative is so much needed that "dividing the city" should be way down the list of priorities.

Thank you very much for the opportunity to voice my opinion.

Terri Culmone
 86 E. Moccasin Ct.
 Saratoga Springs, UT
 801-768-0708

<https://email.udot.utah.gov/gw/webacc?User.context=htauudVd2qq8hg6Om4&Item.dr=831z4z0...> 1/25/2008

Comment 1885

Comment 1885 (continued)

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Chapter 35



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From: "Bills, Kevin L" <KBILLS@kutv2.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 7, 2008 5:59 PM
 Subject: Mountain View Corridor

To all;

Have you ever tried to get your fingers out of a finger puzzle? The more you wiggle around and try release yourself, the harder it is.

That is what will happen to my neighborhood if all of the plans I have heard about come to pass. We will be trapped in a puzzle that YOU all created.

35.2.4E There is no reason to not put ALL of the proposed Mountain View Corridor below grade.

In the conversations that I have had with the people "In Charge", the state of Utah plan designer can't agree with the City of West Jordan city designer who can't agree with the County people OR the Kearn River Gas Pipeline company about 3 little streams and a gas pipeline and a city/county/state threesome who have NO idea what communication is all about.

35.31C 5600 West by New Bingham Highway does NOT need to be made into a 6 lane feeder road when on just the other side of the neighborhood to the West there possibly will be an eight lane highway.

Why is there no one listening to the populations that will be most affected by these changes

Please look at what is best for the neighborhoods and for the aesthetic situation that will be destroyed for years to come.

What you build now will be what our children's children's children live with.

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35.1.1A

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Put the Mountain View Corridor below grade.
 Leave the 5600 West corridor a three lane road.
 Concentrate on building East/West feeder routes.

Thank you,

Kevin Bills

<https://email.udot.utah.gov/gw/webacc?User.context=nvfvbPk2np3ic2Du2&Item.drn=625z1z0&U...> 1/8/2008

Comment 1886

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From: "Holly Bowles" <Holly.Bowles@Datamark.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 11:56 AM
 Subject: Mountain View corridor comments

Keller, Cyndi

From: Carol Noyes [cnoyes82@msn.com]
 Sent: Friday, January 04, 2008 3:05 PM
 To: tnewell@utah.gov
 Subject: MVC

35.2.1A
 35.1.1A

I wish someone would take into consideration already using a road that already exists, like maybe the Bacchus Highway. And while traffic is bad on the North-South roads East-West is much worse. Why not build an East-West highway along 7800 S. or 9800 S. It makes so much more sense.

35.2.4E

35.2.4B

I again sincerely thank you for your invaluable assistance and patience this morning in our telephone conversation. I have two issues that I hoped you could help me resolve. (I have made numerous phone calls to no avail.)

1. Is it feasible that the Kern River Pipeline (which would intersect the MVC at Dannon Way [an industrial area] and 8300 South [residential area]), be relocated on 8300 South to allow the freeway at 8300 South to be depressed and the highway to return above ground after Old Bingham Highway?
2. The UDOT MVC website on "Project News" states that 5800 West is UDOT's preferred alternative in Salt Lake County and that 5800 and 7200 "both include high-capacity transits improvements of 5600 West". According to Melissa Johnson of the West Jordan City Council, 5600 West will become a state road within 10 years and the state will develop 5600 West to possibly include six lanes of traffic. Would UDOT not consider the 7200 West alternative to mitigate the tremendous impact on the residences between 5600 and 5800 West?

Thank you,

Thank you so much for your time and expertise.

Holly Bowles

Carol Noyes
 (cnoyes82@msn.com)

West Jordan/West Valley City resident

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1/18/2008

Comment 1888

Comment 1888 (continued)

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From: "Carol Noyes" <cnoyes82@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:43 AM

I am a resident of West Jordan City and my home is located on 5638 West and 8450 South. As one residents significantly effected by the proposed Mountain View Corridor, I am extremely concerned project will have upon the air quality (due to vehicle particulate emissions), traffic congestion (as 56 only two blocks apart), noise level, aesthetics, and property value.

It is neither reasonable nor rational to build the Mountain View Corridor on 5800 or 7200 West (whi the 5800 West alignment) as 5600 West will be developed to be six lanes (four travel and two trans sufficient distance between these two roadways as the traffic entering or exiting will undoubtedly b: peak traffic times. The close proximity of these two high capacity roads will be counterproductive as congestion they were designed to alleviate. The congestion will often be in residential areas which s accommodate 14 lanes within two blocks. The air quality (due to vehicle particulate emissions) durin be undoubtedly well exceed what is allowed by the Clean Air Act.

There are 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor. reside or attend school within or near this corridor. The 7200 West alternative has 9 schools in clos 5600 West roadway).

The construction of these two roadways is possibly in violation of NEPA Title 1 Section 101 (42 USC states that the responsibility of the Federal Government is to "assure for all Americans safe, healthf and culturally pleasing surroundings".

309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highway: environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a c than adults.

Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adole

The Lancet Medical Journal published an online study on January 26, 2007, proving that children liv have significant impairments in the development of their lungs that can lead to respiratory problem: The study was by University of Southern California researchers and was the largest and longest of it high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gaudern Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably hav of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung dev

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35.12.1A

35.6.1A

35.1.1H

35.12.4A

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independent of regional air quality, and which could result in important deficits in attained lung func authors write.

The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 o health effects on children due to air pollution, particularly when living near busy roads. The health r tract complications and childhood cancer. (There are many more recent studies with similar findings

Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mit on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's prefer 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to ac home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignme west than the proposed roadway. U111 would better serve future and present communities and wo compounded impact to 5600 West throughout the Salt Lake County.

Bangerter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with The greatest transportation need within Salt Lake County are not north-south but east-west arteries

Mountain View Corridor is built on 5800 West beside residences it must be suppressed, with pumps realigned (including Kern River Pipeline) to accomplish this. An elevated eight lane highway with 2C blocks from the 5600 West high capacity roadway would be unacceptable as the noise level in these unbearable. All possible steps must be taken to mitigate the numerous negative effects of this proje

It is neither reasonable nor rational to expect residents living along this corridor to shoulder so muc alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of th residents to the proposed Kennecott development that the Mountain View Corridor was designed to two blocks should separate these two roadways to avoid congestion and mitigate the impact upon t County residents. If new roads are to be constructed they should be as efficient as possible, and no congestion by being built too closely together.

Thank you for your thoughtful consideration of these concerns.

Carol Noyes

(cnoyes82@msn.com<mailto:cnoyes82@msn.com>)

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35.2.1A

35.1.1A

35.2.4E

Comment 1889

Comment 1890

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35.12.4G

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From: Anne Easton <eastonanne@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:00 AM
 Subject: Whittier air filtration

Hello, thanks for taking public comments.

I have three children who attend Whittier Elementary school on 3500 S. Please consider installing air filtration systems in the school (and other schools along the highway) to make sure any problems with air quality do not adversely affect the students.

Thank you,
 Anne Easton

P.S. I also think "Oquirrih View" is a much more precise and descriptive name than "Mountain View."

Anne EastonMalcolm, Marin, Aloraand Alena's MOM!

Need to know the score, the latest news, or you need your Hotmail@-get your "fix".
<http://www.msnmobilefix.com/Default.aspx>

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.dm=801z13z0...> 1/24/2008

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Chapter 35
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35.12.4A

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From: "Jennings, Cabot" <cabot.jennings@slcgov.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 11:05 AM
 Subject: Mountain View Freeway

The main concern I have with the 5800 West alignment is the proximity to schools. I have read recently about high illness rates associated with schools next to major roadways. How will this be addressed?

Cabot Jennings
 4431 S Golden Arrow Cove
 West Valley City Utah 84128

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Rj2lj3qg1Cm7&Item.dm=661z3z0&...> 1/14/2008

Comment 1891

Comment 1892

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From: <ladybug1127@comcast.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 9:11 PM
 Subject: vote against mountain west corridor 5800 west

35.2.1A

I am voting against the mountain view corridor along the 5800 west roadway. There are several people including myself who have spent hundreds of thousands of hard earned money to build beautiful homes in peace and quiet in hopes of raising healthy children. With a free way build right in the middle of these dreams, it will cause pollution that our youth will be breathing.

There are several schools around this area. This will not only destroy the health of our people, but it will also destroy our home values which will in turn have an effect on our economy. I don't understand why a freeway is needed on 5800 west when there is already a backus highway further west. It makes no sense to have two highways that close together....it seems like a WASTE of money when this money could be spent elsewhere. If I had to choose, I would vote against the corridor at 5800 west and request on further west on 7200 south, this alternative seems like it is further away from the homes and doesn't go right in between them.

35.2.5A

Thanks,

Jamie Martin,
 A concerned homeowner and parent

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.drm=782z17z0...> 1/24/2008

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From: david newton <figdave@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 15, 2008 12:01 PM
 Subject: No Tolls on Mt. View

35.2.10A

Just to reiterate West Jordan's position. WE are 100% behind the need for MtView and support it's construction as soon as possible. WE are also adamantly opposed to tolls on Mt View. We would support a gas tax increase or other measures that apply the cost on a regional basis.

Mayor David B. Newton

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.drm=682z5z0&...> 1/18/2008

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Comment 1894

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Chapter 35



City of West Jordan
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5100
Fax (801) 565-8978

January 24, 2008

Mountain View Corridor, DEIS
c/o Parsons Brinckerhoff
488 E. Winchester, Suite 400
Murray, Utah 84107

The Mountain View Corridor is critical to the economic and residential needs of the citizens and businesses of West Jordan. We highly encourage the prompt construction of this badly needed project.

We also affirm our position that Tolling on that highway would be burdensome to the local residents when this major corridor provides regional traffic solutions. **We adamantly oppose tolling in any form.**

West Jordan has maintained open land to enable this project to move forward, but it is becoming increasingly hard to withstand development pressures in this growing part of the valley. We encourage the purchase of the right of ways for this project immediately, and we are willing to assist in that process in any meaningful way.

We also would encourage the design of a below grade roadway where the highway travels through residential neighborhoods to decrease the impact on these neighborhoods.

The West Jordan City Council thanks you for your efforts.

Sincerely,

David B. Newton
Mayor

cc: West Jordan City Council

35.2.10A

35.31C

**GeoSol
Transportation
Consulting
Sandy, Utah 571-7190**

Comment to MVC Freeway DEIS

Introduction:

We must build this freeway ASAP. With a faltering economy, we need it now, to make sure we get it at all. The MVC's negative consequences are small and temporary. Pollution controls on cars are cleaning the air at breakneck pace; over 4 tons NOx reduction per day per year was the rate of decline this year.

Positive benefits from a UTA rail line along the corridor are, from best-data and best analysis, very slight.

Further, UTA's recent revelations that there never was the claimed great success of TRAX, 58,000 bogus riders, that UTA used to steamroll a huge tax increase in Salt Lake and Utah counties, show that much more caution is necessary in dealing with UTA and Sierra Club claims of rail superiority, equality, or fractional comparability to freeways.

- 1. Why We Must Have the MVC Freeway...**
- 2. The Pitiful Positive Impacts of UTA trains and Buses.**
- 3. Reaping Nearly Free Benefits of the Hi-Tech Tsunami.**
- 4. Problems at UTA, AKA, The Gang That Can't Count Straight.**

Date: 1/25/2008 Michael T. Packard BSEE

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SMART-CAR TECHNOLOGY REVOLUTION

- ◆ Followed by [A Car Talks back to Rocky](#) story, page 3..and
- ◆ Benefits of ITS, page 5, below

Transportation Planners Don't Seem To Appreciate What Century We live In.
Instead of taking billions for UTA...what if we...

Let auto users keep more of their tax dollars and reap rewards in congestion reduction and time-savings of new technologies built into new cars and of new computing, personal communication, & networking technologies.

- ◆ *A paradigm shift in car-use effectiveness is coming, is happening now!*

"Imagine what life in America will be like when the journey toward the deployment of the Intelligent Vehicle-Highway Systems is complete. What will emerge is a society infused with information systems..." "...the seamless system of information and transportation... will eliminate many (SOV trips from highways)..." Former Energy Sec. Frederico Pena.

There are many new, low-cost – (some no cost), user-paid technologies which promise more improvements to driver/car/highway efficiency.

"Air-traffic control for the highways is around the corner thanks to emerging computer and remote sensing technologies." Gary W. Dickinson, former CEO of Delco Electronics in ITS World magazine, May 1998, p 18

"The potential for ITS in-vehicle systems to help older drivers is huge." Michael Perel, ITS World (same issue)

"NHTSA has estimated that over half a million crashes can be avoided annually, and close to 10,000 lives saved, with full deployment of these systems." Richard Bishop, ITS World, Nov/Dec 2000, p 10.

- New car electrical, engine, and transmission technologies.
 - Improved fuel use and safety
 - Reduce pollution.
- More and better-designed HOV/HOT lanes.
 - Add smart computer monitoring and communication/control to HOT lanes
- Government implemented ITS strategies.
 - Advise users of future diversions
 - Reduce crashes,
 - Minimize delays from crashes/incidents
 - Route cars away from problems
- User-paid Super-ITS strategies; present/future:
 - GM OnStar, soon with three million users. Comes on all 2007 GM cars.
- Bill Gates vision of computers/GPS in cars integrated with-
 - Ray Kurzweill's vision of cheap computers as smart as us.
 - Fuzzy logic, Bayesian networks, Neural networks
 - Super-Intelligent Transportation Systems/Vehicles.

Comment 1894 (continued)

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- New electronic driver aids
 - Adaptive Cruise Control, (driver still steers or autonomous control in special lanes) will...
 - Increase lane capacity
 - Reduce rear end and lane change collisions
 - Traffic and condition monitors
 - Collision avoidance
 - Lateral, Longitudinal, and Intersection applications.
 - Focus driver's concentration on driving
 - Lane monitoring
 - Monitor road dangers
 - Smart vehicle-stabilization equipment to prevent rollovers.
 - Lane-keeping technologies.
 - Reduce accidents.
 - Improve highway traffic flow
 - Intelligent Vehicle Highway Systems
 - Network millions of cars with smart computers, GPS, onboard sensors, and cameras with omni-present short-range, networked communications: WiFi, Bluetooth, cellular, and etc talking to local fiber-optic-linked UDOT computers.
 - Utilize near-infinite networked parallel processing of all stationary and mobile computers in network to optimize travel of vehicles and platoons of vehicles.
 - Real-time adaptability of system operation.
 - No longer need to base on modeling or past studies:
 - UDOT operations in real time, on the fly
 - Communicating with each other, with UDOT and the freeway itself.
 - Optimize road use.
 - Will work best with a complete freeway grid. Alternative routes maximize use.
 - UDOT ITS specialists already acknowledge that present ITS infrastructure signs are not-to-distant-future boat anchors, and will be scrapped.
 - Internet commerce in rides to fill a part of 10 billion future empty car-seat trips annually along the Wasatch Front;..."Googol Ride" ride-match search engine.
- "We learned early in this (smart traveler/single-trip carpool) project that 42% of drive-alone commuters would consider the "instant ridesharing" made possible by such a system." , Gordon Linton, former FTA CEO quoted by Robert Behnke in his Minerva brochure, p. 10.**
- Robert Behnke's Minerva @ Smart Jitney/ Community concept, (patented), in Beaverton, Oregon. (AKA Athena or Aegis)
 - Drivers fill empty seats and get a check from Pay-Pal.
 - Riders pay for a quicker, more comfortable and convenient ride.
 - Reverse decades-long slide in ride sharing for work trips.
 - This will expand in tough times. People adapt to help themselves.
 - (UTA bus projected to lose riders as unemployment rises, Mar. 2002 report to UTA Board)
 - Smart Cell phones, PDA's, (new Blackberry), and others used by most of adult population.
 - Transit improvements
 - Express buses operating in "virtual trains" with only one driver. (I-15 HOV lanes?)
 - Adaptive Cruise Control in a \$400,000 transit bus is now state-of-the-art.
 - Already tested by California-PATH research foundation.

Comment 1894 (continued)

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- Cut operator costs for express routes County.
- Bill Gates vision of computer/GPS/radio-net vans to improve adaptability of transit system to the needs of elderly, poor and off-peak riders.
 - (1,000 vans along the Wasatch Front?).
 - Smart jitneys can replace nearly-empty 17-ton buses.
 - New operator paradigm needed for Smart Jitney.
 - UTA's Vanpool program a very successful example...25% annual growth.
 - Offer immigrants part-time jobs as networked jitney drivers.
 - Requisite driving skills held by tens of thousands of low income immigrants & underemployed who would jump at this chance.

◆ A CAR TALKS BACK TO ROCKY

The following monologue, condensed here from the first two weeks Mayor Anderson will operate his new car in the not-so-far future, might take place between an aging Rocky Anderson and his 2023 Toyota Einstein.

The occasion: He is traveling to a meeting with Democrat supporters in East Sandy, Utah as he contemplates another run for the governorship.

The road is the Legacy Highway, southbound general-use lane, next to a newly added HOV/Electronic lane, for both directions of travel.

"Oh, Mr. Rocky. I'm sorry to bother you. However, you have been in the left lane for six minutes now and we are holding up traffic again. "If you'll move over to the right lane, twenty people in the cars behind us will get to their destinations about 6 minutes sooner, each. That is two man hours total."

Also, you've been ignoring my lane-keeping warnings by wandering over the "yellow" line for your lane." I project a replica of those yellow lines right here in the middle of your dash display. This is part of my Senior-Driver Facilitator program.

"I realize your mind is on other matters. I know what this meeting means to you." And you're still upset at polls predicting another Republican sweep of the Utah legislature and the Governorship, but you've got to focus a little more on driving."

"The computers in the other cars are upset with me for not disturbing you sooner. They've even flashed their short-range laser communication beams at me at maximum intensity which shortens the life of my sensors."

"They're also quizzing me as to why an "environmentalist" seldom carries a paying passenger, using the Minerva, Smart Community Internet Rideshare program, patented by Mr. Robert Behnke back in the 1990's. It is safe, even for women. And you can make enough money to pay much of your gasoline and maintenance costs."

It puts more people into unused passenger seats in a hundred thousand cars each day. Therefore, it increases highway use and capacity far more than any old-fashion light rail or commuter rail train."

"We've all been monitoring a sleepy driver in the 2021 Cadillac Marie Curie that's directly behind us. She is rattling his nerves to keep him alert.

"Also, the teenage male driver in the 2020 Nissan Feynman, that's five cars back in the right lane, seems to be impaired by drugs. The Feynman computer has notified the police and isn't letting him do anything dangerous. As you know, the automated

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Comment 1894 (continued)

stabilization system, pioneered by Daimler, can prevent a lot of erratic driver behavior from causing a rollover in much the same way it prevents rollovers from steering over-correction".

"A platoon of transit buses, in their "virtual train" automated operation mode, is just passing us on the left. Just one driver is driving with four more driverless buses following him. The platoon will pull off at Parrish lane, drop one bus and pick up another local bus for the trip into Salt Lake. That technology has been much more flexible and adaptable to the needs of customers than the rapaciously expensive and inflexible, aborted commuter rail could ever hope to be. It changed the whole operational, labor, economy of suburban express transit buses."

"Mr. Rocky. Get ready to give your full attention to driving for a minute or two. Please turn on the Mediated Cooperative Adaptive Cruise Control, (MCACC). This uses my fore and aft radar sensors along with expanded cruise control and my communication links with all the other cars in our platoon, especially with those immediately in front and back of us, so all cars move in unison with short vehicle spacing. Of course, the "Mediated" part means the drivers still steers the vehicle, as full robotic control is still too expensive for most motorists. People call it CAT for computer aided tailgating, but it helps pack a lot more cars in this freeway lane in rush hour. Then prepare to merge, into the HOV Electronic Lane, (a.k.a. HOVEL). Then you can, more or less, relax again.

"You'll still have to steer, of course, as are the drivers in the other cars in this lane, but I'll take care of braking and acceleration in concert with the computers in the other cars in this platoon while communicating with UDOT's computer network. You remember the test we took for your HOVEL license certification; it's that all over again."

"I can get us to the Sandy 106th South off ramp in time to make the SPUI light there. We'll also make the Auto Mall Drive, State Street, 7th East, and 13th East lights as well with Dimple Dell-bound platoon of cars, still being formed by the UDOT Central Computer Network. That will save us 18 minutes, on this trip alone".

"Lucky for Utah, Governor Huntsman, back in 2008, recognized the huge waste and counter-productive, (counter-survival) foolishness of "investing" 18 billion dollars, in taxes taken from car drivers, to get a hilariously tiny transit share averaging only 2% through 2030. Then he and the legislature, worked to invest half the savings from a rationally scaled back and privatized UTA into a higher tech, rational, and long overdue upgrading of I-15/I-215/ Bangerter Highway & MountainView Corridor into a supergrid across the Salt Lake valley and to safer free flowing, multipath freeway grids in Utah, Weber, and Davis counties. There was that much foolish waste in the, maximum-cost/maximum-congestion/ minimum added mobility, transit-first agenda.

That multi-path freeway grid has strengthened the security of the region in the long-running battle with terrorism, with their Religious Kamikaze Killers, too. We learned part of that lesson from the experiences of the Katrina Hurricane victims. Few had cars and there were insufficient freeways for quick evacuation.

Of course, they had to work with the Governors of the other states across America, starting with Governor Swartznager in California, to return Federal gas taxes to State control. Every state thought it would get something for nothing; every state thought it had a right to a "Big Dig", or Amtrak service or an expensive antique Commuter Rail boondoggle. The Federal money leveraged far more local money into micro-performing socialized transit.

You recall the book by former Senator Robert Bennett titled, "Gaining Control". His message had special significance for highway and transportation spending and planning. Smart, communications intensive, transportation systems of this century put the driver- taxpayer in control as never before possible. It nearly didn't work out this way.

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Along the way, they had to revamp major weaknesses and self-induced blindness to damage done by many well-meaning but flawed "environmental" laws. Those laws inadvertently promoted stifling congestion and unintended pollution. They often gave control of transportation planning to Sierra Club lawyers instead of to local elected government."

"Since these improvements, congestion has dropped sharply. Air Quality has improved, especially from diesel vehicles moving at more constant speeds on our multipath freeway grid along the length of the Wasatch Front. And, transit, mostly buses, vans, and privatized jitney services, is more adaptive, responsive, and cost effective than ever before, for the people who really need it", the Toyota concluded.

What are the implications for transportation? It means your car may actually be, or at least be programmed to act, as smart as you are, and respond to problems in similar or better fashion.

It will help prevent accidents, help manage your time, your bad attitude, lack of sleep, your alcohol intake, correct for lack of concentration while talking on the phone, keep you in your own lane, and get you to the church on time if it's marriage you're into.

Our highways will experience a car-control paradigm shift. Arterials and freeways and most intersections will be networked, (only by owner's permission) with half-a-million or more other cars along the Wasatch Front, all equipped with similarly smart computers, to optimize the control of traffic, improve safety, reduce fuel waste, and reduce travel time. (UDOT's operations of the traffic system, the old fashioned way, in an approximated response to models and studies done months or years earlier, will become as antiquated as the buggy whip.)

Another segment of the network is through smart cell phones carried by much of the population. Even bicyclists and pedestrians can be "paced" by the computer network to minimize time lost waiting for lights to change at intersections. Robert Behnke patented a version of this in the mid 90's. It is called Minerva Smart Community Service.

Paradigm shifts herald great opportunities for forward thinking capitalists and technologists. The new Utah technology initiative USTAR, should especially focus on car-highway/transportation research. Transportation is one of the largest sectors of our economy.

Now, back to the high-tech present. If we don't screw things up by wasting most of our road/ freeway billions on end-of-the-industrial-revolution transportation paradigms of trains and partly-used buses.... If we can carefully remove the hook of expensive, (but puny) socialized transit programs, codependent on Washington, from the mouths of our leaders through education and feet-on-the-ground experience.... We will have a very bright, personalized, affordable-user-paid transportation future ahead of us.

◆ BENEFITS OF ITS

ITS systems are almost wholly government financed and operated.
ITS stands for Intelligent Transportation Systems.

Key elements are:

- Traffic signal control
- Freeway management
- Transit management
- Incident management
- Electronic toll collection
- Electronic fare payment

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- Railroad crossing management
- Emergency response
- Regional multi-modal traveler information

Benefits of ITS

- Advanced traffic surveillance and signal control improve travel time by 8 to 25%
- Freeway management systems (primarily ramp metering) have:
 - Reduced crashes by 24 to 50%,
 - While handling 8 to 22% more traffic,
 - At 13 to 48% higher speed.
- Incident management programs can reduce delay associated with congestion-caused incidents by 10 to 45%.

NOTICE! All of the above mentioned percentages, taken together, have greater impact on congestion than UTA's total peak share which is about 3% or of share impacts from various rails noted before in the 100ths of one percent.

Refer: www.its.dot.gov/faqs.htm
Refer: www.its.dot.gov/staterpt/ut.htm

A complement to ITS is IVS which stands for Intelligent Vehicle Systems. Focus on safety and information systems for cars, trucks, and buses.

*We are transitioning to Super ITS Systems in the 21st century
Super smart computers linked by omnipresent, omni-accessible, and omni-positional communications systems to revolutionize IVS and ITS.*

*SIVS is Super Intelligent Vehicle Systems.
SITS are Super Intelligent Transportation Systems.
SIHS is Super Intelligent Highway Systems.*

Michael T. Packard BSEE GeoSol Consulting 571-7190 C 2007

Comment 1894 (continued)

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Trust, Process, and Data problems at UTA

- ◆ Long-term ridership mis-counts and inflated TRAX ridership.
 - ◆ UTA mislead the public and decision makers to get the multibillion dollar tax increases.
 - ◆ UTA's junk data has hyped a surge in Rail transit tax hikes across America. \$-80 billion by some accounts passed, just last year.
 - ◆ Planning processes, Envision Utah, and WFRC/MAG Long Range Plans are laced with junk UTA data. Modeled results are all junk. These documents are therefore junk, too.
- ◆ UTA published inflated ridership claims about rail projects to Mayors for the Prioritization Process at wfrc. They had, but never published the *best data* that the FTA required them to generate.
 - ◆ Example: Before the election and prioritization process, UTA published a claim of 25,000 to 30,000 new riders from MidJordan TRAX. (Downtown alliance 2015 Report,
 - ◆ UTA never did publish the best analysis of Mid Jordan ridership of only 3,724 new riders. (This is the FTA's best measure of NET increase in linked transit rides from building the train, below).



MAKE THE CASE: MID-JORDAN LIGHT RAIL LINE, SALT LAKE COUNTY, UTAH AUGUST, 2007

The Mid-Jordan Corridor extends east-west from the existing TRAX station at 6400 South and 200 West in Murray City, through the cities of Midvale and West Jordan, and terminates near the corner of the proposed Kennecott Daybreak Development in South Jordan. Light rail maximizes transit ridership in the corridor and was selected as the best investment because it offers premium high speed service that significantly increases transit accessibility at a reasonable capital cost.

In 2002, UTA acquired a branch line from Union Pacific that runs diagonally through the Mid-Jordan Corridor in an ideal alignment with a

Project Summary	
10.6 miles	
6 stations	
Light Rail	
\$402.7 M capital costs	
2007\$	
3126 hours of user benefit	
3724 new transit trips	
13,565 project boardings	

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- ◆ Pollution fraud in both Commuter Rail Environmental Impact Statements. UTA hid the huge increase in NOx from locomotives.
 - ◆ Locomotives will add 500 tons of NOx per year to our air.
 - ◆ Locomotives to burn 3.3 million gallons of diesel each year. This is in addition to over 5 million gallons for bus fleet.
 - ◆ NEPA requires the declaration of new environmental effects from transit projects.
 - ◆ UTA submitted to the FTA fraudulent 5309 New Starts Criteria documents which under- stated and misrepresented NOx from locomotives.
 - ◆ The North Commuter Rail Final EIS contained fraudulent claim of 0.04 tons of NOx daily reduction by trains
- ◆ Fraud of \$153 million bus alternative for MidJordan TRAX.
 - ◆ Cost of bus alternative was inflated by \$106 million between 2005 and 2007 in UTA's 5309 New Starts Criteria reports to the FTA.
 - ◆ Fraud done to squeeze the cost-benefit, per "new rider", below the FTA's hard limit of \$23.99,
 - ◆ Without fraud the FTA would have had to refuse to grant matching funds for MidJordan TRAX extension. TRAX's cost "per new rider" would have been over \$30 each way, well above the \$23.99 hard limit.
- ◆ UTA lied about having best quality processes in America: ISO 9001.
 - ◆ They knew all along they had major problems with the quality of their data and of their counting processes. 2004 and 2005 NTD reports had 44 "letter 'O' notations of untrustworthy data. (UTA code 8001 in FTA National Transit Database).
 - ◆ UTA COO Jerry Benson admitted problems counting bus on TrAX since 1995 in DMN
 - ◆ They did it to mislead the public and decision-makers to get the multibillion-dollar tax increases in Nov. 2006.

Comment 1894 (continued)

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♦ UTA Rails Not Significant in Salt Lake Ogden Metro Area:

Compare reduced VMT in Metro Area from UTA train projects to car vmt:
Salt Lake Ogden Metro Area Annual VMT in 2030 is predicted at 18 billion VMT.

Rails provide insignificant added mobility for vmt reduction
These data that follow are for 2025 or 2030.

Mid Jordan TrAX: ¹ (8 million Rvmt)= 0.05% Not Significant

West Valley TrAX: ² (1 million Rvmt)= 0.003%: Not Significant

Draper TrAX: ³ (2.5 million Rvmt)= 0.01%: Not Significant

Airport TrAX: ⁴ (-2.5 million Rvmt)= 0.01%: Not Significant

Commuter Rail North: ⁵ (10 million Rvmt)=0.06%: Not Significant

Commuter Rail South: ⁶ (-Same as North)--0.1%: Not Significant

The total is not significant either, of course.

- ♦ Mobility and emissions reduction data from FTA 5309 New Start Criteria report for each project, except as noted, (Environmental Benefits Template 6, line #1)

(Or calculated results from extensions with comparable modeled ridership data where no 5309 has been done, eg. Airport line which has similar predicted ridership to Draper line)

Commuter Rail South about equal to Commuter Rail North line (Data from FESR and RCR North 5309 New starts analysis)

Emission reduction is doubled if alleged bus emission savings are included due to reduced bus vmt...(not guaranteed as this is haphazardly done by UTA)!

Caveat: Different time frames, different planning horizons or methods are used for calculating RVMT yield variations in ratios above

² West Valley Final ESR, p.4-19, Table 4.3-4.Regional Weekday Vehicle Miles Traveled by Mode, notes 78,270,000 daily vmt for Preferred Alternative vs no build of 78,270,000, or just 0.9 million reduced vmt annually.

³ Draper Final Transit Alternatives Study Report p.ES-5 Mobility and Access Evaluation Results, (also in Table 6.2) notes 8,700 reduced daily vmt, or 2.5 million annual reduced vmt.

Comment 1894 (continued)

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Reduced (NOx) Emissions due to car vmt removed from road.
Light Rails have insignificant positive effect on emissions:
Commuter Rails have Major, Bad Significance.

Mid Jordan TrAX:	-9 tons per year:	Not Significant
West Valley TrAX:	-6 tons per year:	Not Significant
Draper TrAX:	--5 tons per year:	Not Significant
Airport TrAX:	--5 tons per year:	Not Significant
*Commuter rail north:	+ 210 tons per year	Major, Bad Significance
**Commuter rail south:	+ 230 tons per year	Major, Bad Significance

Net "Improvement" +425 tons per year =Major, Bad Significance

* (Calculated from annual mileage and EPA Tier 1 Locomotive emissions data)
** (Assumes Commuter Rail South to also have EPA Tier 1 locomotives burning 2 gallons diesel fuel per mile of service plus extra for misc. uses. Re Steve Meyer, UTA RCR manager conversations:)

♦ Re: MVC DEIS Sect 1.6.4 Transit Network: Time-Killing Transit

MVC Transit trips much less useful than auto trips.

Non-competitive, time-killing transit disfunctionality points to freeway as method to help travelers. The incomplete table below does not tell the whole story.

Table 1.6-4. Transit Use Pattern by County

Transit Use Pattern	Salt Lake County	Utah County
People who work outside the home	421,679	155,330
People who commute to work using transit	15,332 (3.6%)	2,280 (1.4%)
Percent of all work trips that are shorter than 30 minutes	72%	81%
Percent of work trips using transit that are shorter than 30 minutes	30%	29%

Source: U.S. Census Bureau 2000

1.08% (4,600 trips)**** 0.4% (661 trips)

Ratio of car to transit of 30 minute trips: **67:1** & **200:1** respectively.

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To complete analysis of this chart multiply the transit share by transit %, (less than 30 minutes) and rationalize.

What this means:

In Salt Lake County for every transit trip under 30 minutes there are 67 car trips of the same or less duration.

In Utah County for every transit trip under 30 minutes there are 200 car trips of the same or less duration.

We are much smarter to help the car trips by building MVC.

♦ **WEST VALLEY "RUDAT" REPORT PANNED LIGHT RAIL**

RUDAT stands for Rural Urban Design Assistance Team. A team of planners and transportation experts from the American Institute of Architects helps small cities plan their cityscapes and transportation infrastructure. They came to West Valley City in 1997. Their advise has been very useful to planners. Most interesting, however is what they had to say about the futility of light rail.

"Light rail will tend to increase transit ridership for homes and businesses in its immediate corridor. In the greater perspective, it will do little more than stabilize the further decline in transit ridership."

- "To understand this conclusion, one must only review his or her own travel habits."
- *"How will light rail between Valley Fair Mall...(or Gardner Village or the Airport)... and downtown Salt Lake City change my daily travel choices?"*
 - "Then remember that one's travel needs are not necessarily any different than those of the 95% of the population that does not find public transit a convenient or even feasible alternative."
 - "Less than 2% of all trips generated ...(in West Valley)... are estimated to use public transit".
 - About half of these trips are to the SLC CBD.
 - This means 99% of all trips in the western valley are not transit trips to the SLC CBD or to the U of U!
 - *But, these are the two main destinations for TRAX, the "easy pickins" for light rail.*

Comment 1894 (continued)

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"Suburb to suburb travel now constitutes 85% of all urban travel"

Western Salt Lake valley must not let CBD focus cripple its future by an "Enron investment" of half of its transportation dollars in light rail while it damages-by-starvation the highly successful user-pay freeway network for user-pay cars that serves all in the area. Build the Full Freeway Grid First!

Created by Michael T. Packard

Comment 1895

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35.2.8A

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From: sean mcpherson <carolinacoug@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 4:51 PM
 Subject: Arterials for UT CNTY

As a Saratoga Springs Resident the arterials is the best alternative, hands down. Anyone who has lived outside of Utah in a metro area with parkways similar to teh plan knows how nice they are. It allows for multiple routes or options to get north or south into SLC or UT county. The two hwy propositions are ridiculous. Anyone living in Utah knows how long freeway construction takes and how much work on ONE singular road impacts traffic. On the other hand if arterials are available, work on any one road will not impact EVERYONE's commute. PLEASE PLEASE put the arterials in.

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<https://email.udot.utah.gov/gw/webacc?User.context=oj7vncSj8hqaqlOu1&Item.dm=671z1z0&...> 1/17/2008


Comment 1896

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35.2.7C

35.2.7J



January 8, 2008

Mountain View Corridor
 c/o Parsons Brinkerhoff
 488 E. Winchester St., Suite 400
 Murray, Utah 84107

Re: Mountain View Corridor Environmental Impact Statement

To Whom It May Concern:

The City of Saratoga Springs recognizes the need for a north/south freeway which parallels Interstate 15 (I-15) through western Salt Lake and northwestern Utah counties. Current residents of this area, and specifically of Saratoga Springs, anticipate the eventual construction of the Mountain View Corridor (MVC) as it will remedy the congestion on existing roadways and assist in handling future population growth. The purpose of this letter is to outline the main points of the City's position on the Environmental Impact Statement (EIS) for the MVC.

1. On March 20, 2007 the City Council approved a resolution supporting the 2100 North alignment of the MVC in Utah County. The City's staff, as well as elected and appointed officials continues to support this alignment out of the three options for connecting the MVC to I-15. In addition to meeting the transportation needs of the area "with fewer home and business relocations and less impacts to wetlands," this option will enhance the future economic development and job growth opportunities for the City.
2. The preferred option of the EIS proposes two interchanges with arterial roadways, State Route 73 (SR 73) and Redwood Road, within Saratoga Springs. In anticipation of the future traffic at these interchanges, the City's Land Use Map proposes regional commercial and business park development in this area. Convenient access is vital to this type of development and the style of interchange built will impact access to this important land. Also, the type of interchange ultimately built will consume varying amounts of this property. The City has the following comments with regard to these interchanges:
 - a. The proposed SR 73 partial-cloverleaf interchange (see attached exhibit) consumes a large portion of land at the southeast corner which is currently zoned Regional Commercial (RC). City staff is currently working with a potential developer of this property and the proposed interchange severely restricts access to this property. In addition, the proposed interchange design does not take into

1307 NORTH COMMERCE DRIVE, SUITE 200 SARATOGA SPRINGS UTAH 84043
 P. 801-766-9793 F. 801-766-9794

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35.2.9C

consideration the five-lane arterial road in the City's Master Transportation Plan which will connect to SR 73 at this location (800 West). This arterial road will eventually provide an essential connection between the MVC and the east/west connector currently being studied by UDOT. The City recommends investigating a different type of interchange that will provide better connectivity and access while still providing efficient movement to and from the MVC.

b. The proposed Redwood Road trumpet-style interchange (see attached exhibit) also consumes a large portion of land at the northeast corner of the intersection. The City recommends implementing a traditional diamond or single-point interchange that will minimize the impact on adjacent properties and allow convenient access to future commercial development.

3. The City has reviewed the alternative east/west option proposed by the City of Lehi. While this proposal provides the shortest connection between I-15 and the MVC, its location relative to the existing Bangerter Highway will impact overall usage. The City believes that this alternative is too far north to provide a feasible transportation route and will not ultimately solve current and future congestion problems. In addition, the City has serious concerns about the safety of the bridge structure required for the connection and the cost of such a structure relative to its overall benefit.

Thank you for the opportunity to review and comment on the EIS for this important future transportation corridor. The City anxiously anticipates the completion of this roadway and the positive impacts it will have on the community and region. Please feel free to contact the City with questions on this letter, or for assistance on any other matter.

Sincerely,

Timothy L. Parker, Mayor
City of Saratoga Springs

Enc.

Cc: Saratoga Springs City Council and Planning Commission
Saratoga Springs Development Review Committee

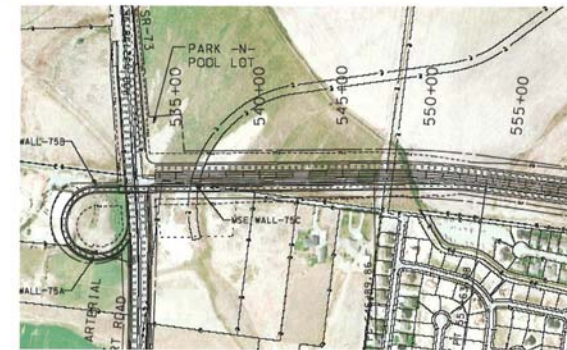
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Exhibit – Proposed Freeway Interchanges



MVC @ Redwood Road
MVC @ State Route 73

Comment 1897

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From: "wayne petty" <uics@comcast.net>
 To: <mountainview@utah.gov>
 Date: Friday - January 11, 2008 8:17 PM
 Subject: The 7200 West Alternative

35.2.4B I own a home at 6713 Adventure Way, West Jordan, just below the 5800 West proposed corridor. Please do NOT run this road right through the middle of this thriving and peaceful residential area. The 7200 West proposal would be a great alternative, and would be a logical "belt route" similar to what large cities such as Denver and Washington have. The 5800 West corridor would be a big, horribly disruptive mistake.
 -Wayne A. Petty

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiw0gg4Li&Item.drn=649z8z0...> 1/14/2008

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From: "realstock@netzero.net" <realstock@netzero.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 7:00 PM
 Subject: Mountain View Corridor

35.1.1H Please reconsider moving the Mountain View Corridor to U-111
 Our area will already be impacted by the expansion of 5600 West to a high-capacity transit roadway with 6 lanes
 Just two blocks away is the proposed Mountain View Corridor on 5800 West
 What east and west streets will not be congested because of the minimum land between these two major zones?

35.12.4A Environmentally the effect on the quality of air our children breathe will greatly be compromised. Lung function, respiratory complications, childhood cancers, and these problems will follow them all of their lives.
 Lancet Medical Journal published an on line study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of there lungs that can lead to respiratory problems for the rest of their lives.
 NEPA title 1 Section 101 (42 USC ss-4431 (b)2 states that the responsibility of the Federal Government is to " assure all Americans safe healthful, productive, and esthetically and culturally pleasing surroundings
 living between these two proposed highways negates that entirely
 5600 west and 5800 west both developed would be like having an I-15 two blocks away from an I-215 it does not logically make sense
 U-11 has an already established road that only needs to be widened and it will be closer to the estimated 500,000 residents that the Kennecot land will eventually support.
 12 schools are within 5 city blocks of the 5600-5800 west corridor
 please look at the NEPA Section 309 Clean Air Act

35.12.4A The Official Journal of the American Academy of Pediatrics on line article from 12-4-04 outlines the devastating health effects on children due to air pollution, particularly when living near busy roads
 tremendous amounts of traffic and air pollutants will be very concentrated in a highly residential area,
 it will only create congestion and not alleviate it
 if Mountain View Corridor is built on 5800 west, and we sure hope that it is not, we ask that it be depressed the whole length and that pumps and the realignment of all of the utilities, no one wants to have an 8 lane highway right in their back yard
 please try to make your decision logically and give more than two blocks between these two major roadways, please make efficiency part of the solution by using U-111

35.2.4E We love living on the west side of this great state, but logically look at this problem and think of the thousands of children who live and go to school in this area
 thank you Brandon, Treesa, Gabriel, Setera, and Sadie Stock

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaegbDqc&Item.drn=846z3z0...> 1/25/2008

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From: <Papajackschrome@aol.com>
To: <mountainview@utah.gov>
Date: Thursday - January 10, 2008 1:24 PM
Subject: Re: Mountain View Corridor DEIS

35.31C

Hello we were at the meeting at hunter high and were told they were going to have a meeting for the people that live on Bills Dr in Jan 2008..We were wondering if that has been set up and for what date.....we would be interested

in attending.
thank you
connie and jack cavane
3965 bills dr
w v c ut 84128

*****Start the year off right. Easy ways to stay in shape.
<http://body.aol.com/fitness/winter-exercise?NCID=aolcmp0030000002489>

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From: "Susan & Dick Johnson" <dick.sooz@comcast.net>
To: <mountainview@utah.gov>
Date: Friday - January 11, 2008 8:29 PM
Subject: Mountain View Corridor - suggestion

35.2.4E

I suggest that the highway be set below grade level the same as I-215 from 1-15 to 23rd East in Salt Lake City. It would be much more attractive to not have another freeway 50 feet high cutting through our city. It would be easier to construct through streets over the freeway rather than under it.

Susan Johnson
6138 Garden Gate Drive

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiw0gg4Li8&Item.drn=650z7z0&...> 1/14/2008

Comment 1901

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From: "Cameron Davidson" <c davidson@testout.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 11, 2008 3:21 PM
 Subject: My opinion

35.2.6A

I just wanted to share my support for the Southern Freeway Alternative. I know that it has the most difficulties for implementation, but it also has the best long term results and provides what is really needed, a true alternative and companion to I-15. With all the quotes about growth and development, it makes much more sense to solve the problem the first time, then to try and implement something that will ultimately have to be redone. The other alternatives that are presented provide only short term solutions (relatively speaking). The alternative at 4800 North is almost laughable with Bangerter Highway just to the north of it. Out of the two remaining plans I would have to say the 2100 north alternative would be the better of the two, but still does not ultimately solve the problem. I understand the difficulties that Lehi City faces in keeping their community "together" but when your city is planted between the lake and a mountain, there really isn't much choice. (Sorry Lehi)

35.2.10A

I would also like to state that I am totally against tolling this particular project. I have listened to the reasons that would make it a consideration, but the burden that it puts on a small amount of the populace rather than the whole doesn't make it reasonable. Bottom line is, this is probably the largest road effort for the state (or at least second, if the legacy highway is bigger). It will take the state as a whole to see it through. Just as it has in the past with the other major roads that have been built.

Lets do it right the first time and build the Southern Freeway Alternative.

Thank you for the chance to comment.

Cameron Davidson

<https://email.udot.utah.gov/gw/webacc?User.context=qk5vv7Qkern0qh3Fqc&Item.drm=645z1z0&...> 1/11/2008

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From: "Mikki Harper" <mikki.harper@comcast.net>
 To: <mountainview@utah.gov>
 Date: Saturday - January 12, 2008 12:10 AM
 Subject: an opinion

35.2.4C

Dear Mountainview board,
 I am very much against the proposed 5800 West Freeway.

35.12.4A

A. Since we are still growing and it is presumed the city will be building further west, then it seems the best and most logical road would be 7200 west. We have Bangerter as a north south road and we will have 5600 West as a north south road, shouldn't the next north south road be more than 2 blocks away at 7200 west?

35.12.1A

B. Having two heavily congested roads so close together and by so many schools is a threat to our childrens health not to mention those caught in between 5800 west and 5600 west.

35.12.4A

C. With everyone trying to get onto 5600 West and 5800 West, we who live here will be stressed unduly by the congestion and poor air quality.

D. It may be the cheapest route in the begining, but with all the studies that have been done showing damage to the growth and health in children who live close to heavily populated freeways, it may become the most expensive in the long run.

Sometimes the cheap way is not always the best way. I hope you will sincerely consider the alternative route.

Thank You Mikki Sage Harper

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Rj2lj3qg1Cm7&Item.drm=651z6z0&...> 1/14/2008

Comment 1903

Comment 1904

Response Section in Chapter 35
↳

Print View Page 1 of 1

From: <haidenthaller@peoplepc.com>
 To: <mountainview@utah.gov>
 CC: <ehutchings@utah.gov>
 Date: Friday - January 11, 2008 6:46 PM
 Subject: Mountainwest Corridor

35.2.5A

To whom it may concern --
 I see no problem with the corridor being put in the proposed 7200 West area. Any developer and environmentalists need to realize that, with the growth figures we're seeing on the west side, there is simply no alternative unless they really want to displace existing housing in established areas along the 5600 West route. I'm wondering how the animals suddenly became much more important than providing for people who pay taxes who have "mandated the need" for even building the corridor.

35.2.10A

Secondly, why is the idea of having it (the corridor) become a toll road being touted? If you're going to use tax money to build it in the first place, why charge people to use it? That would be another unnecessary additional tax we as citizens of this state would have to endure. Don't we pay enough taxes as is? Give us a break already! However, if you people insist on a toll for using the road, make every other road in the whole state a toll road also. I can promise you that that idea would never fly! As far as I'm concerned, I would never use the corridor if it became a toll road. I'd rather face the delays and congestion of all the other surface roads before using the corridor. The idea of another TAX is repulsive to me already. Reconsider your decision to double, triple, or even quadruple our payment of taxes as we know them.

35.2.3E

Respectfully -- Reinhard Haidenthaller

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiv0gg4Li&Item.drn=647z11z0...> 1/14/2008

Response Section in Chapter 35
↳



153 North 100 East • P.O. Box 255 • Lehi, Utah 84043
 768-7100 • Fax: 768-7101



January 9, 2008

Mountain View Corridor
 C/O Parsons Brinckerhoff
 488 East Winchester Street, Suite 400
 Murray, UT 84107

RE: Mountain View Corridor, 2100 N Freeway Alternative Draft Environmental Impact Statement.

Dear Gentlemen:

In reviewing your Draft Environmental Impact Statement (Draft EIS), I have identified a number of concerns that question the effectiveness and functionality of the 2100 N Freeway alternative.

To do this, some of my comments will be as a comparison to Lehi's proposal of using 4800 N for the freeway connection.

My Comments are:

35.2.7F

1. In the preparation of the Draft EIS, UDOT, in cooperation with the Environmental Protection Agency, shifted the criteria of "Local Growth Objectives," from a primary to a secondary issue in the document's Purpose and Need Statement. Until this was done, the 2100 North Freeway was not a viable alternative. In our view, removing or minimizing local planning concerns from the draft document suggests that the concerns and needs of the people directly impacted by the future roadway are of less consequence, which is not acceptable. Humans are primary and must stay there, in which case the freeway would be put elsewhere as it should. (pages 2-55, Draft EIS)

35.2.7A

2. We disagree with the conclusion of the Draft EIS concerning the impact on Lehi residents and neighborhoods (pp 6, 72, & 73). The freeway has a major impact on our residents and neighborhoods. Based on our review of the draft, UDOT and the MVC Team have failed to conduct a comprehensive review. The following are some of the issues not yet reviewed:
 - **Suggested Road Width:** The draft document identifies the 2100 North right-of-way as less than 400 feet wide. However the most recent layout

Comment 1904 (continued)

Response Section in Chapter 35

35.2.7G

35.2.7A
35.2.9A

35.2.7H

35.2.7I

35.2.1B

35.2.1G

we have seen from UDOT targets a right-of-way of 600+ feet wide, which requires a whole new study.

- **Wetlands:** The additional road widths increase wetlands along the proposed corridor from 14.7 acres to approximately 22 acres. The 4800 North proposal would impact less than 2 acres.
- **Ground Water:** The suggested roadway is depressed 25 to 30 feet in some locations along the corridor, which will obviously affect the area's ground water. The draft fails to properly address ground water. If this is not done and the construction does not properly allow water to pass thru, there will be many unhappy Lehi citizens south of this road, because of loss or feared loss of water rights.
- **Traffic Mitigation:** The proposal negatively impacts commercial property along the 2100 North corridor, as well as cripples north-south travel around 2100 North corridor. For example at 2100 North and 2300 West is the only crossing north to south between the river and US 89. (The problems we face with 2100 North are many of the same challenges Lehi has grappled with since the construction of Interstate 15)

3. The study has not covered all alternatives (i.e. 4800 N) and thus is flawed.
4. Environmental impacts are less at 4800 N than at 2100 N for all considerations (page S-30)
 - Less wetlands affected 2+ acres vs. 22+ acres
 - Homes relocated 3+ vs. 26
 - Homes within ¼ mile 3+ vs. 500+
 - Less noise impact on residential areas
 - Lower construction cost (see later)
 - No ground water concerns
 - Less air quality concerns
5. The "Unified Transportation Plan" states that UDOT and MPO "work closely with towns, cities, and counties". In this case, Lehi was just told what was going to be done. We had no forewarning of their preferred alternative.
6. The "Alternative is to be compatible with local and regional land-use and transportation plans" (pp 1-6). On pages 1-7 of the EIS, it refers to American Fork land use and transportation plans, but not Lehi's. Pages 4-43 show a concern with meeting American Fork and Lindon's use and transportation plans which is appropriate. Why not a concern with being consistent with Lehi's plan for 2100 North?
7. Because of low traffic, the study area only extended to the "eastern edge of the city of Eagle Mountain" (pp 1-4). However, with the growth of Eagle Mountain projected by MAG to consist of some 100,000 people by 2030, this area needs to be included in the study. The real solution is that the Mountain View Corridor extend south thru Cedar Valley to I-15 southwest of Nephi and an express way across Utah Lake. The project is needed because of "Lack of adequate transportation capacity in North West Utah County" (pp 1-7). This contradicts the statement (pp 1-4) above and supports our statement of growth in Eagle Mountain.

Comment 1904 (continued)

Response Section in Chapter 35

35.2.7A

35.2.9A

8. Contrary to what is stated in the Draft EIS; the 2100 N Freeway will have a major impact on quality of life in Lehi, especially for those who live in the northwest part of Lehi. The pollution and noise of 100,000 plus vehicles per day will have a major impact on people; an impact that is not necessary and could be avoided if the freeway were built at 4800 North instead. Also, 2100 N would divide the community and isolate those in the northwest part of Lehi. It will create area commute problems and destroy plans for a viable commercial district.
9. I like the quote "Additionally, American Fork and Lindon realize the need for improved transportation infrastructure to address expected growth in traffic" (pp4-43), as though Lehi does not. In this case, I believe that Lehi has a better understanding and better plan for improving transportation. Below I have summarized a number of reasons why.

Reasons why 4800 N is an improvement over 2100 N:

 - Environment
 - Less wetlands affected- 2 verses 22 acres
 - No ground water concerns
 - Less noise impact
 - Less residential impact
 - Less pollution impacts
 - Less land impacts
 - The 4800 N Freeway and the 2100 N arterial will cost no more than the freeway at 2100 N. Thus we get two for one.
 - Truck traffic on this road will be high with 6,000 plus trucks a day and increasing by 6% per year which means over 20,000 per day in 2030. I don't think that even UDOT wants that kind of truck traffic thru a residential neighborhood if it can be avoided.
 - Lehi City's 4800 North proposal saves travel time, money, and potential pollution in comparison to the 2100 North freeway alternative. For example, the projected travel distance along 4800 North will be shorter (traveling from west Salt Lake County to East Utah County) by 1.3 miles. With 90,000 vehicles traveling each day, it could save travelers about \$830,000,000 and 47,300,000 gallons of fuel over thirty years. Also, from West Utah County to East Salt Lake County it is about 3.6 miles shorter for each of the 40,000 vehicles that travel the roadway per day. The 4800 North option would save these commuters approximately \$1,100,000,000 and 63,000,000 gallons of fuel over a 30 year period. Totals are \$1,930,000,000 and 110,300,000 gallons of fuel (see calculations sheet). The savings are substantial (3 times the cost of construction) as well as the pollution of 110,300,000 gallons of fuel.
 - Growth along State Road 92 (some 60,000+ people) is also greatly impacting our community. The 2100 North freeway alternative fails to address the diverse road challenges facing our community in this area. Lehi City's 4800 North proposal serves to mitigate this traffic flow, east and west, as well and north and south. The Northern interchange being planned on I-15 will help reduce congestion some, but with the corridor

Comment 1904 (continued)

Response
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... tied to the West, some traffic from Traverse Mountain will never need to get on I-15, which will help so very much more.

There are more reasons for not building the corridor connection at 2100 N, and more reasons why it's more feasible to have the connection at 4800 N.

I believe a proper review of all factors will show that 4800 N is the proper place for the corridor.

Sincerely,


Mayor Howard H. Johnson

cc: Teri Newell, P.E., Mountain View Corridor Project Manager
Utah Department of Transportation
2010 S 2760 W
Salt Lake City, UT 84104-4592

Darrell L. Cook, Executive Director
Mountainland Association of Governments
586 East 800 North
Orem, UT 84097-4146

Walter Waidelich, Division Administrator
Federal Highway Administration
Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118-1847

John Njord, Executive Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Comment 1904 (continued)

Response
Section in
Chapter 35



**Mountain View Corridor Travel Savings
4800 N versus 2100 N**

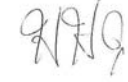
Travel	4800 N (shorter)	# of vehicles per day (2030)*
SW to NE	3.6 miles	40,000
SE to NW	1.2 miles	90,000

Travel Cost \$.485/mile
Assume inflation at 2.5%/year 30 year av. \$.70/mile
Fuel 25 gallons/mile

SW to NE 40,000 x 3.6 x .7 x 365 x 30 = \$1,103,760,000
Fuel = 63,000,000 gallons

SE to NW 90,000 x 1.2 x .7 x 365 x 30 = \$827,820,000
Fuel = 47,300,000 gallons

Total= 110,300,000 gallons \$1,931,580,000

* estimation with the help of UDOT 

Comment 1905

Comment 1906

Response Section in Chapter 35
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Print View Page 1 of 1

From: "Adam Cowie" <acowie@lindoncity.org>
 To: <mountainview@utah.gov>
 CC: "Ott Dameron" <odameron@lindoncity.org>, "Woody Mataele" <woody@lindoncity.org>
 Date: Monday - January 14, 2008 11:56 AM
 Subject: MVC comments from Lindon City

Please accept the following public comment from Lindon City regarding the Mountain View Corridor EIS study.

35.2.7C

Lindon City supports UDOT in efforts to manage current and projected traffic levels in the region. Specifically concerning the MVC study, Lindon City supports UDOT's preferred alternative recommendation for the MVC to be constructed along the 2100 North Lehi route. This route appears to meet demands for transportation needs of the region and has the least impacts to housing and natural areas.

35.2.6B

The southern freeway alternative that connects a freeway to the current Pleasant Grove/Lindon off-ramp of I-15 will have significant impacts to the commercial viability of the southwest quarter of the off-ramp and pending commercial development with significant investment to Lindon City. Lindon believes such a connection would create increased congestion along this section of I-15 and around said off-ramp (especially considering the crossing of the Vineyard Connector at this location), thereby reducing commercial viability and limiting general access to the area. Although willing to support this alternative if chosen for construction, Lindon City feels that the EIS shows that other alternatives warrant construction over the southern freeway option.

Please contact me should you have any questions.

Adam Cowie
 Lindon City Planning & Development Director
 100 N. State Street
 Lindon, UT 84042
 Phone (801)785-7687
 Fax (801)785-7645
 acowie@lindoncity.org

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Ri2lj3qg1Cm7&Item.drm=665z2z0&...> 1/14/2008

Response Section in Chapter 35
↳
35.6.3A

Sent: Tuesday, November 06, 2007 3:43 PM
 To: Ritchie, Karen
 Subject: Mountain View Corridor update

I received your email about the update. Can you please tell me if I am going to be impacted or not in all areas including the 5800 W. or the 7200 W. routes. Also what about this transit?? Am I going to be impacted in any transit options as well. I have spoken to Cindy Keller a couple of times on the phone and she still insists that I am not impacted. Your maps of the routes are hard to read and confusing. I live on 6834 S. Grand Valley Place, which is about 5930 West. Well one of the routes, the 5800 west shows that it will impact me. I also show the transit as impacting me on both routes. Can you give me some detailed answers on this?? I appreciate you sending me information. Any answers on this email I do appreciate as well. Thank you.

Dave

Climb to the top of the charts! Play Star Shuffle: the word scramble challenge with star power.
http://club.live.com/star_shuffle.aspx?icid=starshuffle_wlmailtextlink_oct

Comment 1907

Comment 1908

Response
Section in
Chapter 35
↳

35.2.10A

Print View Page 1 of 1

From: "Wayne" <wayne_4217@excite.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 6:18 AM
 Subject: Mountain View EIS

I am totally opposed to the Mountainview Corridor until the using of aTOLL system is ruled out. I don't want to sacrifice the right of way corridor for a toll road. I would rather take 40 years to pay for it out of taxes. I don't like the concept of terminating the highway on the south end with an interchange on I-15, in Lehi or Pleasant Grove. Governor Leavitt and the transportation commission approved of the phase three, terminating the highway at Nephi or Levan. This would alleviate some congestion through Utah county, which we desperately need to do. UDOT needs to represent the people, even the people on the west side. They don't deserve less of a transportation system than do the people on the east side. I'm afraid this West side corridor is the last major one that will ever be built on the west side. The right of way will be so valuable in the future. To use a TOLL system will have a negative affect on it's maximum use. We need a highway to help alleviate traffic on I-15, Bangerter Highway, Redwood Road, and I-215. Let's please not gamble with the transportation system in Salt County, by introducing a TOLL road to our system. There are many other locations a Toll road could be introduced. (maybe, even phase three, for a corridor west of Utah Lake.) (or I-80, to Wendover.) SincerelyWayne Ash

Join Excite! - <http://www.excite.com>
 The most personalized portal on the Web!

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiw0gg4Li8&Item.drn=655z4z0...> 1/14/2008

Response
Section in
Chapter 35
↳

35.2.7A

Print View Page 1 of 1

From: claudette rush <claudetterush@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 8, 2008 9:00 PM
 Subject: mountainview corridor connector

Did you hear SLC's mayor Becker's speech this week? He talked about preserving the Jordan River. Hard to preserve wetlands and rivers if you destroy them to put freeways through. Choose Lehi City's plan for the Mountain View connector. Don't destroy the environment or Lehi city.
 Claudette Rush

Share life as it happens with the new Windows Live.
http://www.windowslive.com/share.html?ocid=TXT_TAGHM_Wave2_sharelife_012008

<https://email.udot.utah.gov/gw/webacc?User.context=qp2ls5Pp7njeim4Pm4&Item.drn=627z2z0&...> 1/9/2008

Comment 1909

Comment 1910

Response
Section in
Chapter 35
↳

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From: claudette rush <c_rush10@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 9, 2008 7:02 AM
 Subject: corridor connector

35.2.9A

Please choose Lehi's plan for the Mountain View Corridor connector. Building the connector at 4800 North will be less harmful to the economy, health, and environment of Utah and Utah's residents.
 C. Rush

Get the power of Windows + Web with the new Windows Live.
http://www.windowslive.com?ocid=TXT_TAGHM_Wave2_powerofwindows_012008

<https://email.udot.utah.gov/gw/webacc?User.context=qp2ls5Pp7njeim4Pm4&Item.drm=629z1z0&...> 1/9/2008

Response
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Chapter 35
↳

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From: claudette rush <c_rush10@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Saturday - January 12, 2008 8:28 PM
 Subject: corridor connector at 4800 N. Lehi

35.2.7A

I hope you will consider the many people who do not realize what is happening and who do not know that their property values will be destroyed, expected commercial sites will not be built, health will be affected, and the quality of life will be depreciated if the Mountain View Corridor connector is built on 2100 N in Lehi. These people are not writing emails because they do not realize or believe that this will happen.
 Claudette Rush

Watch "Cause Effect," a show about real people making a real difference.
http://im.live.com/Messenger/IM/MTV/?source=text_watchcause

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Rj2lj3qg1Cm7&Item.drm=653z2z0&...> 1/14/2008

Comment 1911

Comment 1912

Response
Section in
Chapter 35
↳

Response
Section in
Chapter 35
↳

35.2.7A

35.2.7D

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From: claudette rush <claudetterush@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 15, 2008 4:45 PM
 Subject: corridor connector

Please build the corridor connector at 4800 North (where the population is MUCH less dense) and not 2100 North in Lehi. I live near 2100 North and do not want the air my children, grandchildren and I breathe to be polluted by myriad trucks, cars, and tractor-trailers. Neither do I want constant noise pollution, environmental harm, or property value decreases.
 Thank you,
 Claudette Rush

Put your friends on the big screen with Windows Vista® + Windows Live™.
http://www.microsoft.com/windows/shop/specialoffers.aspx?ocid=TXT_TAGLM_CPC_MediaCtr_bigscreen_012008

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vmfSofkn8hj0Fm6&Item.drm=685z1z0&...> 1/18/2008

Print View Page 1 of 1

From: "Tasha Steadman" <tasha.steadman@gmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 7:51 PM
 Subject: NO 2100 N. freeway

We don't want the 2100 N. freeway. We shouldn't let environmentalist get away with making all the decisions. 2100 N. is not the most convient place for the freeway.

Tasha Steadman

<https://email.udot.utah.gov/gw/webacc?User.context=oi7vncSj8hqaqlOu1&Item.drm=697z10z0&...> 1/17/2008

Comment 1914

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Meghan Trent
 Organization (if applicable):
 Mailing Address: 824 W. Snow Springs Dr
 City: Lehi State: UT ZIP: 84043
 Email: mxtrent@verizon.net Phone: 765-5724

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

PLEASE -NO to the 2100 N. Freeway ...
 Make it an arterial -this is much preferred
 I would have less impact to our city
 & community. Freeway @ 2100 N. cuts our
 city in half (again) & seriously impacts emergency
 services. This does not serve our needs -only
 needs of Eagle Mtn & Saratoga.
 Lehi City's plan of the 4800 N. alternative
 is much more reasonable, less expensive,
 & keeps our city intact! PLEASE use this
 option instead.
 YES to the arterials @ 1900 S. & 1000 S.

► Send this comment form back to Mountain View Corridor, please fill, type, with a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES INFO COPY - LIBRARY LOCATIONS

Sealed Copy/Desk Library 3101 600 S. Salt Lake City	Open/Readers Library 1051 W 1000 N, Salt Lake City	Public Library 4073 S 2700 N, Taylorsville	Business Library 17805 Redwood Rd, Shremton
1. Alternative Mountain Library 600 West Center Blvd 295 S 1500 E, Salt Lake City	Reader Library 420 W 830 S, West Valley City	Senior Library 5193 S 4200 N, Kaysville	Public Mountain Library 10703 7200 S, West Jordan
	Altoona Library 8339 W 1500 S, Magna	South Jordan Library 16073 S Redwood Rd, South Jordan	Provo Mountain Library 39 Center St, Provo, Utah

FEDERAL EMPLOYMENT LOCATIONS

Seal Lake County (DES CD 4040) 5415 Redwood Rd, Taylorsville	Lehi Library 1201 Center St, Lehi
Utah County (DES Inad Copy) 541 W 131 N, American Fork	Provo Mountain Library 21111 Provo Mountain Dr, Lehi
	Lehi Mountain Library 1801 Springs Pl, Lehi Mountain

Response Section in Chapter 35

- 35.2.7A
- 35.2.9A
- 35.2.8C

Comment 1913

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Ruthie Trent
 Organization (if applicable):
 Mailing Address: 824 W. Snow Springs Dr.
 City: Lehi State: UT ZIP: 84043
 Email: RuthieTrent@Comcast.net Phone: 765-5724

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

Use arterial routes @ 1900 S. Lehi & Provo Rockwell Boulevard
 * Absolutely NO to the 2100 N. Freeway option! Its too expensive & does not make as much sense as the 4800 N. option!

► Send this comment form back to Mountain View Corridor, please fill, type, with a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES INFO COPY - LIBRARY LOCATIONS

Sealed Copy/Desk Library 3101 600 S. Salt Lake City	Open/Readers Library 1051 W 1000 N, Salt Lake City	Public Library 4073 S 2700 N, Taylorsville	Business Library 17805 Redwood Rd, Shremton
1. Alternative Mountain Library 600 West Center Blvd 295 S 1500 E, Salt Lake City	Reader Library 420 W 830 S, West Valley City	Senior Library 5193 S 4200 N, Kaysville	Public Mountain Library 10703 7200 S, West Jordan
	Altoona Library 8339 W 1500 S, Magna	South Jordan Library 16073 S Redwood Rd, South Jordan	Provo Mountain Library 39 Center St, Provo, Utah

FEDERAL EMPLOYMENT LOCATIONS

Seal Lake County (DES CD 4040) 5415 Redwood Rd, Taylorsville	Lehi Library 1201 Center St, Lehi
Utah County (DES Inad Copy) 541 W 131 N, American Fork	Provo Mountain Library 21111 Provo Mountain Dr, Lehi
	Lehi Mountain Library 1801 Springs Pl, Lehi Mountain

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- 35.2.8C
- 35.2.7D

Comment 1915

Comment 1916

Response Section in Chapter 35
↳

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From: "Chris Callister" <ccalli.chris@gmail.com>
 To: <mountainview@utah.gov>
 Date: Monday - November 12, 2007 8:08 PM
 Subject: 2100 North Connector Proposal

To Whom it May Concern:

We currently live in the Pointe Meadows Subdivision, which is just North of the proposed 2100 North Connector. We are strongly opposed to this proposal for the following reasons:

1. It will decrease our homes property value.
2. It will result in a loss of the family community aspects of our neighborhood.
3. It is in violation of the Inter-local Agreement.
4. It will divide the city of Lehi significantly.
5. A proposed 75MPH freeway this close to homes is a horrible solution due to noise, safety, and air pollution factors.
6. Additionally, based on the research we have conducted / received, UDOT's analysis on the proposed 2100 N. corridor was incomplete and hastily proposed with little oversight to the impacts and/or cost.
7. Lehi City's proposal is much more sound across the board.

Again, we are strongly opposed to the 2100 N. Connector proposal - and trust that our government will be sensitive to the demands of its citizen's in this regard.

Sincerely,

Chris and Jill Callister
 Lehi Residents.

<https://email.udot.utah.gov/gw/webacc?User.context=lrubup4Smegn6ke9Au6&Item.drn=210z197...> 11/29/2007

35.2.7A

35.2.7F

35.2.9A

Response Section in Chapter 35
↳

Print View Page 1 of 2

From: <ppardus@comcast.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 9, 2008 2:03 PM
 Subject: 5800 vs 7200 issue

Dear Sir or Madam,

During this comment period on the MountainView Corridor project, I would like to make three points:

1. The plan for a 5800 West option includes a significant 'twist' in the highway around 4700 South. I believe this will cause injuries or fatalities to drivers at some point in the future, especially during the winter when the road surface becomes slick with snow and slush. This alone, in my opinion, is justification enough to prefer the 7200 West option, which appears much more direct and straight.
2. It seems to me that placing the new highway on the 5800 West track will create a bad traffic situation on 5600 West and its feeder east-west streets. Although 5600 West was recently widened by one lane south of about 4700 South, the traffic flow on it around rush hour is abysmally slow. Creating a major highway just two blocks to the west will cause complete gridlock at those times. Also to be considered are the large, multiple condo and apartment developments being built right on 5600 West near the shopping areas, which will add much congestion in the coming years.
3. Building the 5600 West option would necessitate reworking most of the traffic lights on 5600 West and perhaps other nearby roads as well. Many of the intersections along 5600 West do not feature protected left turn lamps, forcing drivers to either complete their turn against oncoming traffic dangerously, or risk being stranded in mid-intersection after the light turns red. An example of this is the intersection of 5600 West and 2700 South. Currently this is only a three-way intersection, but will soon be expanded to four because of development. I have myself nearly been T-boned three times by cars 'burning' a yellow light while I was trying to turn left onto 2700 South (traveling from the south). I have also witnessed several very serious collisions caused by this same phenomenon. When drivers who turn onto 2700 South are 'stranded' by a red light and heavy oncoming traffic, they attempt to complete their turn just as their own signal has turned red. Unfortunately, other drivers going south will often 'burn' the yellow or red light too, causing a 50 mile-per-hour head on collision. I believe that creating a 5800 South freeway will absolutely necessitate a complete reworking of all nearby signals in the interests of public safety, which would add much cost to the project and cause delays and inconvenience to drivers during the necessary construction.

Thank you for your consideration of my opinions.

<https://email.udot.utah.gov/gw/webacc?User.context=qm3qwcQa5I18kefDib&Item.drn=630z1z0&...> 1/9/2008

35.2.4H

35.2.4B

Comment 1916 (continued)

Comment 1917

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Sincerely,

Adam Vaughan
West Valley City resident

<https://email.udot.utah.gov/gw/webacc?User.context=qm3qwcQa5l18kefDib&Item.drn=630z1z0&...> 1/9/2008

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From: "Jaime Lundwall" <JLundwall@MWSBF.COM>
To: <mountainview@utah.gov>
Date: Wednesday - November 14, 2007 1:17 PM
Subject: 4800 North is the BEST option

35.2.9A
35.12.4A

This letter is to inform you that the 4800 North alternative is the best option for the MountainView Corridor. It would be a huge mistake to build the 2100 North option. It would cost less money, effect less people, and better serve the community at 4800 North. There are new communities that would be dramatically and negatively affected by the 2100 North option. Young children who live very close to that proposed area would be exposed to the carcinogenic pollutants that would come from at the congestion and traffic. There lives and their families lives would forever be changed by the wrong decision to only look at the 2100 North alternative. Why not keep the traffic out of the peaceful community of 2100 North? The traffic that would be using the MountainView Corridor is not looking at 2100 North as their final destination. They all want to get to Saratoga Springs and Eagle Mountain. Do NOT ruin another community, just so the traffic can get to these other cities. Keep the traffic to the north and let the people get to where they need to go without hurting another community. This would be accomplished by building the freeway at 4800 North. PLEASE, consider this option carefully. It just makes more sense and the City of Lehi is behind this plea!

Thank you,
Jaime Lundwall
Mountain West Small Business Finance
2595 East 3300 South
Salt Lake City, UT 84109
(801) 412-3771

<https://email.udot.utah.gov/gw/webacc?User.context=ipbvzeSh0kn5gfePm4&Item.drn=242z196...> 11/28/2007

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We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: MIKE SCARSBY
 Organization (if applicable):
 Mailing Address:
 City: PROVO State: UT ZIP: 84605
 E-mail: MSCARSBY@MOUNTAINVIEW.UTAH.GOV Phone: _____

Check all that apply:
 Add me to the project email update list
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 I already receive project emails

LIBRARY LOCATIONS:

DEPT. HEAD OFFICE - Salt Lake City Main Library 210 E. 400 S., Salt Lake City	Big Bendville Library Riverview Library 4140 W. 4300 S., West Valley City	Provo Library Kaysville Library 10703 W. 7800 S., West Jordan	Blountville Library Bountiful Library 13100 S. Bountiful Rd., Bountiful	Federal Library LOCATIONS: Salt Lake County (DEIS CP 4040) 5015 S. Riverdale Rd., Taylorsville 4040 Canyon Blvd (DEIS Head Office) 561 W. 131st St., American Fork
Utah Valley Library 13751 W. 100th St., Salt Lake City	Maple Valley Library 8330 W. 3500 S., Maple	South Jordan Library 10623 S. Riverdale Rd., South Jordan	Utah Valley Library 12010 Center St., Lehi	
West Valley City Library 4140 W. 4300 S., West Valley City	Midvale Library 10703 W. 7800 S., West Jordan		Pharmacia Medical Library 21515 Phoenix Meadows Dr., Lehi	
			Eight Mountain Library 14001 Heritage Dr., Eight Mountain	

COMMENT **

NEITHER THE LEHI REPRESENTATIVE OR THE
 LEHI BOARD MEMBERS DO ANYTHING TO HELP
 THE SOUTHERN TRANSPORTATION FUND FROM
 SARA TOLBA SPEAKERS NOT EVERGENSE
 COMMENTS TO SALT LAKE? I WOULD
 LIKE TO SEE HOW THIS INTERFERENCE WITH
 THE LEHI'S ROUTE IN LEHI. THE CURRENT
 PROPOSED SITUATION WOULD NOT ALLEVIATE
 LEHI TRANSPORTATION ISSUES SINCE THE INTERFERENCE
 OF THIS TRANSPORTATION IS SOUTH BOUND

► To read this comment form back to Mountain View Corridor, please fill, type, attach a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

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RAY QUINNEY & NEBEKER

February 7, 2008

Via Email and U.S. Mail

Walter Waidelich, Division Administrator
 Greg Punske, Environmental Program Manager
 Federal Highway Administration, Utah Division
 2520 West 4700 South, Suite 9A
 Salt Lake City, UT 84118-1847

Re: Lehi City Comments on Mountain View Corridor Draft Environmental Impact Statement

Dear Messrs. Waidelich and Punske:

These comments on the Mountain View Corridor Draft Environmental Statement ("DEIS") are submitted by this Firm on behalf of the Lehi City Council, the Mayor and the citizens of Lehi City ("Lehi"). By your letter dated January 23, 2008, the time to provide comments was extended for Lehi through and including February 7, 2008. We appreciated this extension, as it allowed Lehi and its consultants to provide more focused comments with an eye toward ensuring the best transportation and transit improvements are selected and constructed in Northern Utah County. The comments have also been mailed to Parsons Brinckerhoff and emailed to the comment address of the Project website and to Ed Woolford.

Unfortunately, our review reveals there are significant and fundamental flaws in this DEIS effort that will not allow this vehicle to reach that desired set of goals. These flaws include reliance on outdated information and out of date models, which have served to undermine the viability of the purpose and need section. This critical section operates as the precursor of and foundation for any successful NEPA compliance effort. The nature of these fundamental flaws at this early stage of the process is such that they also undermined the alternative selection process and the evaluation of the environmental impacts and effects for the project. Due to the substantive nature of these and other flaws discussed below, we believe the entire DEIS effort for Utah County must be reevaluated and many portions thereof commenced anew.

While the City recognizes significant funds have been expended to date, those funds have unfortunately produced a document that does not comply with applicable law and, more importantly, does not adequately array

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and evaluate the future transportation and transit needs in Utah County. I will first discuss the fundamental flaws we perceive exist in the document and then turn to more specific comments on the text of the DEIS.

1. NEPA Project Study Area

Under applicable law, each NEPA effort must be performed within an area large enough to encompass and include all reasonably related and connected traffic improvements pursuant to the terms of the 40 C.F.R. §1508.25. There are a large number of related and connected transportation improvements underway in Northern Utah County that are being reviewed independently under separate and in some cases competing NEPA efforts. Many of these NEPA efforts share noticeably similar purposes and needs and rely upon the results of other ongoing or recently completed NEPA processes to move forward. We believe this is not a proper approach. Much like the prior NEPA efforts in the southwest portion of Salt Lake County, these NEPA efforts are designed to study impermissibly small increments of related and connected transportation elements, when these elements should be studied within the framework of a larger NEPA effort that focuses on the review of all rationally related and connected transportation improvements.

While it was possible to adequately comment on the I-15 DEIS, because that project represents the backbone of the transportation system through Utah County, these competing (in many cases) smaller NEPA efforts represent the ribs and vascular system for the transportation system in Northern Utah County. We believe these incremental NEPA efforts may not legally and should not logically be separated from one another and viewed in such relative vacuums. For that reason we request that the Mountain View Corridor DEIS be tabled and, excluding the I-15 effort, the other related and connected efforts be reviewed together in a document of logical scope that is issued for public review and comment in the form of a new DEIS.

By way of example, NEPA related efforts have been initiated on SR-92, the MAG East-West Study and the East-West Connector at the same time as the I-15 and the Mountain View Corridor efforts. In the first three listed efforts, you have provided artificial boundaries for the study areas at I-15. While I-15 bisects Utah County, there are transportation conduits that pass over and under I-15, rendering such study area boundaries ineffective. Importantly, these study area boundaries also divide the Cities of Lehi, Lindon and American Fork, which we believe is inappropriate. All related and connected efforts within Northern Utah County must be combined in a logical fashion and presented to the public for review and comment in one product.

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35.1.1Q

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Let me be clear that we are not requesting a regional or tiered EIS pursuant to 40 C.F.R. §1508.28. We are simply requesting that the logically and rationally related and connected future improvements be combined into a smaller number of NEPA efforts, one of which would contain the Mountain View Corridor. We believe this effort should be initiated immediately in place of the current Utah County Mountain View Corridor effort.

2. Purpose and Need

The Need for the Project appears poorly understood and defined, and inadequately supported. One fundamental example in this regard is that it is impossible to discern what portion of the traffic demand in the current study area is actually East/West in nature, versus North/South traffic forced East/West. It may be that the East/West routes need not be so wide once the North and South bound traffic destined for I-15 has access to the alternative route contemplated under the Mountain View Corridor Project. We assume that is one of the purposes of the MAG East/West corridor study referenced above and that study should become part of the next NEPA product for the Mountain View Corridor effort for Utah County.

Another fundamental problem is one of focus and bias by the oversight agencies. This entire effort is far too oriented toward construction of more and wider roads and a fundamental paradigm shift is required. The surveys and scoping effort under the umbrella of the Growth Choices process facilitated by Envision Utah revealed the residents of Utah County are very concerned about, among other attributes, air quality, open space, and community cohesion and livability. These attributes help create the quality of life in this area. This DEIS focuses far too much on the construction of wide roads in the future that would be antithetical to these important values and desires. Lehi requests that these "Needs" be placed back at the forefront where they belong (and were during the Growth Choices Process), that only roads that are absolutely necessary be constructed and that they be constructed only in a manner that preserves and protects the various attributes of the quality of life within the area.

The Growth Choices process was a laudable and effective effort. It facilitated and created a vision for Utah County that comported with the City of Lehi's vision for the area and that vision was faithfully followed through all but the most recent alternative screening processes. One result of the Growth Choices screening effort was the dismissal of the 2100 North Alternative, which was not advanced in the process (and properly so) for a variety of reasons. The late addition of the 2100 North Alternative and its selection by UDOT as its preferred alternative fundamentally unraveled the entire Growth Choices effort and with it, this DEIS effort. For reasons unknown to Lehi

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City, an alternative that was rightfully dismissed as unreasonable early on in the process was resurrected at a very late date and its inclusion in the DEIS disabled this NEPA effort. There are other Northern Utah County alternatives that are reasonable and fit within the purpose and need, but do not present such detrimental impacts on the future of Lehi City and other cities in the area.

Lastly, one of the articulated needs in the DEIS is the need to increase transit availability in Utah County. Transit appears to have been reviewed as more of an afterthought than a primary need and the approach taken in the document does nothing to facilitate transit oriented development or transit oriented communities. In fact, the bias against transit and in favor of roads is pervasive and that is not the sort of transportation improvements the citizenry has demanded, nor does it lead to the sort of quality of life they expect.

At the root of this problem may be the assumption that a large number of people will be driving a long distance to work through 2030. This conclusion is not supported by the numbers arrayed in the DEIS and, more importantly, does not take into account the likely responses of vehicle users and their adaptability to such things as rising gas prices, facilitated transit ridership, the creation of transit oriented development and transit oriented communities and the willingness to telecommute.

The numbers relied upon in the DEIS at pages 1-11 and 1-12 are telling in this regard. It appears that employment growth in the portions of the study area that will experience such growth through 2030 demonstrates a greater growth in employment than in both population and households. If employment is available locally, then where are all the people traveling to and from, who are these roads being built for and why?

Another fundamental problem is that these conclusions are frequently supported by reliance on outdated information. It is clear throughout the document that reliance is placed on old and outdated information. For instance, the 2003 LRTP is utilized when a newer version was or would shortly be available.

3. The Version 5.0 versus Version 6.0 Model Controversy

In addition to reliance on old and outdated information, we understand the DEIS relies on the outdated Versions 3.2, 4.2 and 5.0 travel demand model and associated socioeconomic projections and future networks, instead of the current Version 6.0. We also understand that one of these, the "Small Area Socioeconomic Projections", was adopted by the Wasatch Front Regional Council ("WFRC") on October 26, 2006. If that is the case, we question why

4

the most current projections were not utilized in the preparation of the DEIS released on or about October 17, 2007.

The differences in these dated sets of projections affect the most fundamental core principle of a NEPA effort - - the need for the project and the various improvements presented in the DEIS. I am informed by Lehi's consultants that a comparison of the results of Version 5.0 with Version 6.0 reveals a significant difference in the land use growth forecasts in the areas surrounding the Mountain View Corridor, with Version 6.0 showing substantially less growth and lower traffic volumes in the Mountain View Corridor study area than Version 5.0. In other words, the need and demand justifying the currently defined alternatives in the DEIS is not supported by the most sophisticated and best available planning assumptions and modeling version in the possession of the FHWA and the UDOT. This problem is further exacerbated where reliance was placed in Versions 3.2 and 4.2.

The Version 6.0 future roadway and transit networks include the roadway improvements in the adopted Regional Transportation Plan (May 2007). We understand that the upgrading of Bangerter Highway between the Mountain View Corridor and I-15 that is included in the Regional Transportation Plan has a major effect on modeled traffic volumes on other links between the Mountain View Corridor and I-15. This is a central question in Lehi's concerns about the need for East/West connections and improvements.

Every expert I have consulted who is familiar with Version 5.0 and Version 6.0 believes that Version 6.0 has corrected errors in Version 5.0 that caused overestimated work trip lengths and underestimated rail ridership. They tell me that Version 5.0, with these errors, biases the results towards increased roadway capacity. Grounding demand forecasts in Version 5.0 is not acceptable and will produce inaccurate assumptions leading to unnecessary and poorly placed transportation improvements.

A sensitivity analysis prepared by UDOT's consultants for UDOT dated 1/3/2008, that was shared with our consultants shows corresponding large changes in traffic volumes as a result of the differences between Version 5.0 and Version 6.0. By way of example, this sensitivity analysis demonstrated that for the 5800 West alignment, the 13400 South to Mountain View Corridor Utah County road segment has a daily traffic volume of 112,000 in Version 5.0 and 66,000 in Version 6.0, a reduction in demand of 41%. Based on this sort of variance in the numbers, the need for the entire project as currently conceived in Utah County is called into question and it appears transportation improvements of a different size and mix would likely meet the newly projected 2030 demand and needs.

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We believe this fundamental flaw is fatal to the viability of the current DEIS. When coupled with the use of and reliance upon information and data that is 2003 and older and the other previously discussed flaws, the initiation of a new NEPA effort for the Utah County portion of the Mountain View Corridor is justified and required. If FHWA must require preparation of a new NEPA effort after 3 years have elapsed under 23 C.F.R. §771.129, then it surely should not issue an FEIS on this project based upon such outdated material.

The problems in this regard are paramount and the chance of this NEPA effort ever producing valid results and selecting traffic and transit improvements of appropriate size in the correct locations is very low. The transportation improvement commitments grounded in these sorts of NEPA efforts are enormously expensive, which expense will go to waste if the selection of needed improvements is not accomplished correctly.

4. **Failure to Review all Reasonable Alternatives**

It is apparent that all reasonable transportation alternatives were not included in the Utah County section of the DEIS. Lehi has presented one such reasonable alternative to you in the form of the 4800 North Connector Study, which was prepared at a noticeable cost to Lehi by its consultants Civil Science and Smart Mobility. While this alternative must without a doubt be considered a reasonable alternative under the standards articulated in the DEIS definitional scheme and likely should become the preferred alternative, there are other potential routes and alignments in Northern Utah County that must also be studied.

I understand the FHWA is currently reviewing the 4800 North Connector documents submitted by the City, hopefully with an eye toward supplementing the DEIS. However, we request that the current review process simply cease immediately and a new DEIS be issued. That DEIS must include all reasonable alternatives and master the other problems set forth herein. In view of the acceptance of the 4800 North alternative for ongoing review by the FHWA, the process has already become stilled. If the process is not halted and recaptured in accordance with applicable law, it will necessarily cause a dislocation of time, effort and monies of the reviewing public and others. It is simply not fair to force the public to review and comment on partial NEPA products, especially when issues as important as the availability of other reasonable alternatives to UDOT's "preferred alternative" are under study and the other fundamental problems discussed herein remain unresolved.

35.2.9A

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35.2.7F

As previously stated, the entire prior screening effort and Growth Choices vision process was unraveled by the late change of purposes and the demotion of the traditional respect to local planning processes to a secondary purpose. Of course that was the only way that the 2100 North alternative could be elevated to UDOT's preferred alternative after its dismissal early in the screening process. What is even more unfortunate is the fact that 2100 North was elevated and yet the other available reasonable alternatives, such as the 4800 North alternative suggested by Lehi City were not reviewed. The selection criteria for reasonable alternatives is very broad and yet the current mix of alternatives is far too small.

35.2.1W

Other alternative locations for roadways must be included in the next round of this NEPA effort and the 4800 North alternative is a good example of what should be included. While that is the alternative Lehi City has advanced and studied and FHWA is currently reviewing, there are other locations in that vicinity that will serve the actual purpose and need (when it is finally understood) that do not do such violence to the long term future vision of Lehi City. Once the appropriate model runs have been made and all relevant existing information has been assembled, each of these reasonable alternatives must be studied in more detail.

5. **Boundaries of the Study Area and Impact Analysis Areas**

As mentioned above, the boundaries of the study area for the Utah County portion of the Mountain View Corridor is artificial. It divides Lehi, American Fork and Lindon, despite the fact that traffic flows over and through I-15. Many impacts such as air quality are not so bounded, nor are the needs and desires of the people of the area bounded in that fashion. Certainly population increase, housing increase and employment increase occurs over the entire northern portion of Utah County. It is clear that the study area needs to be broadened to include at least a portion of the area east of I-15 and likewise needs to be broadened to include all of Saratoga Springs and Eagle Mountain.

35.1.1S

The impact analysis areas are frequently too small to discern the breadth of the impacts. This includes the farmlands review section, the community impact section, the air quality section, the noise section, the water quality section and conspicuously the historic archeological and paleontological section. This is an excellent example of the unacceptable level of review accorded these impacts. The DEIS makes clear that it was a reconnaissance level survey, which was not designed to discern what resources actually exist. As a result, neither the public, nor the consultants have any idea how each alternative will impact these resources because they

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were never actually located. This in turn unravels the viability of the 4(f) analysis of the DEIS.

the 2100 North Alternative into the process, despite the fact that it did not survive the original screening exercises for very good reasons.

6. Insufficient Transit Analysis

1-11 and 1-12

Mention was made above of the overt bias by the agencies in favor of road construction versus transit. Transit is a major part of the future along the Wasatch Front as far as movement of people in a region that has serious air quality problems. The answer is not simply to build more and wider roads, though road improvements are certainly part of the mix. Chapter 10, the joint development section, is a conspicuous example in this regard. The entire approach to transit in the Utah County portion was given short shrift and needs to be reexamined.

The underlying assumption in this document is that a vast number of people will drive a long way to work and back from the outlying areas. This conclusion is not supported by the numbers on these pages with respect to the large employment growth in the very areas where the households and populations will also increase. A far better understanding of who these roads are being built for and where these people are going must be undertaken. The fact that the wrong models were used further exacerbated the problems with that assumption.

35.2.1H

35.1.1P

There is every appearance that transit was viewed in isolation from roads and as a separate mechanism to meet transportation needs. There is no viable discussion of how transit would integrate with the proposed road improvements and how transit accessibility will be facilitated.

1-13 through 1-15

7. Specific Comments on the DEIS

35.1.1R

Summary

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Having providing general comments on the DEIS above, I will now turn to specific comments on the Chapters in the DEIS.

A number of prior studies are listed here, but reliance is placed on the 2003 Long Range Transportation Plan. This was done despite the fact that a new version was available from WFRC in October 2007. References are made here to the ongoing Utah County East/West Transportation Study. A number of questions regarding the fundamental need for transportation improvements and where people are actually going to be driving in Northern Utah County should more fully understood when this document is available. We request the DEIS not be released for Utah County until this East/West transportation study has been completed and its results included in the DEIS.

1-18

35.3B

35.1.1P

Lehi believes there are more controversial issues than are listed in the DEIS beyond the 2100 North Freeway Alternative, transit first, wetlands and wildlife fragmentation, travel demand model and air quality. The transit oriented communities approach is fundamentally ignored for Utah County and in its place is a bias in favor of road construction.

With respect to travel patterns, why are 42% of the people projected to travel North to Salt Lake County on I-15 and 58% to Provo and Orem when the local employment numbers are predicted to be so high 2030? What percentage of the North-bound people will be using the Mountain View Corridor route, rather than I-15? These people will not need the East/West roads to the extent assumed in the DEIS. This flaw may be the result of a reliance on Version 5.0.

1-26

35.2.7F

35.2.7F

Chapter 1 – Purpose and Need for Action

As stated above, this chapter and other portions of the DEIS support the conclusion that the 2100 North Alternative was impermissibly force fit into the document at a late date and its ultimate fate reverse engineered toward success. There were other reasonable alternatives available that should have been studied in detail. The most unfortunate aspect of this switch is that the Growth Choices vision process, which had significant input from citizen, community and governmental entities was unraveled by the late insertion of

Why is supporting local growth no longer a priority and relegated to a secondary purpose? It would seem to be the most important priority with respect to quality of life and now that very purpose and need is being subverted since the screening criteria were altered to allow 2100 North to appear as an alternative. In fact, the demolition of this purpose seems to have

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35.2.1W

35.2.1BB

35.2.1CC

35.2.11C

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been taken as a license to totally disregard local planning initiatives in the selection of reasonable alternatives.

Chapter 2 - Alternatives

In addition to the problems discussed above, the most fundamental problems with this Chapter are that a reasonable range of alternatives was never brought forward and the screening criteria was changed late in the process to allow 2100 North to be included. This late alternative refinement process is not acceptable to Lehi and it requests that a full range of reasonable Northern Utah County alternatives be arrayed and reviewed in a new DEIS. It is imperative that Lehi City not again be divided by a major freeway. In addition, there needs to be much more detail on the 2100 North alternative in the new DEIS, as the analysis is quite thin.

2-12

The level one screening process for alternatives included a criterion to eliminate alternatives that did not support local planning policies. This criterion was in place prior to the late revision of the project's purposes to allow the inclusion of 2100 North as an alternative. Several of the Utah County alternatives were eliminated because of this criterion and other factors in the screening table on p. 2-13. The DEIS states alternatives were reconsidered in section 2.1.6, but it does not appear that all of the alternatives eliminated on Table 2.1-5 were reconsidered in 2.1.6.

2-17

All of the criteria in the Level 2 screening effort are weighted without explanation. Transportation Performance is given 40%, Environmental Impacts are given 30%, Compatibility with Local and Regional Plans given 20%, Cost given 10%. Within each category, criteria are also weighted, so within environmental impacts, wetlands is given 50% of the score and endangered species are given only 10% of the score. This weighting system appears arbitrary and weighted to ensure the 2100 North alternative scores higher than the other alternatives.

2-92

The project will be phased in by the number of lanes required to meet future traffic conditions. Where are the impacts calculated and discussed from the seemingly endless construction and the costs of building, then adding lanes over and over again. Are the residents going to face 30 to 40 years of construction on this project? What are the impacts thereof?

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35.2.7F/H

35.3E

35.4D

35.2.7F

35.5B

11

Chapter 3 – Growth Choices

The Growth Choices process resulted in an Agreement by the participants and an agreed upon map representing the vision of the participants. It was also based upon support by all participants of local growth initiatives and objectives. This was a primary motivator for those participants and a critical element of the Mountain View Corridor vision for Utah County. When UDOT's preference for the 2100 North alternative was inserted so late in the process, the public was never given another chance to review it in the context of the entire Growth Choice process within which it previously failed. The late breaking insertion of the 2100 North Alternative at the behest of UDOT unraveled the entire scoping and community involvement process for this NEPA effort.

3-16

Transit ridership numbers were generated using the regional travel demand model, No data were available for existing transit trips in the study area. How can that be? Are there no bus routes now?

Chapter 4 – Land Use

4-16

The land use totals are skewed by the use of I-15 as an artificial boundary, despite the fact that it divides several cities. The most fundamental problem with this section is that since the insertion of the 2100 North Alternative, there is no consistency with local land use plans.

What has occurred due to late the addition of the 2100 North Alternative is that UDOT and FHWA and their consultants have usurped the role of the local planning bodies. One of the obligations of UDOT and FHWA is to facilitate the growth of communities with transportation improvements that fit local visions. This DEIS and the UDOT preferred alternative is antithetical to that concept and approach.

Chapter 5 – Farm Lands

5-1

The "farmland impact analysis area" consists of the non-urban areas inside the MVC study area. Only farmland within 0.5 mile of the proposed

Comment 1919 (continued)		Comment 1919 (continued)	
Response Section in Chapter 35 ↳	<p>alternatives is shown in the figures. This approach captures only a portion of the impacts.</p> <p><u>5-12</u></p> <p>There are ten agricultural protection areas ("APA's") in the Utah County Portion of the MVC study area, but only 1,146 acres in the "farmland impact analysis area." It appears the environmental impact analysis for these areas are split. If the farmland is within 0.5 miles of a road, a hard look at impacts was taken, but if the same APA or farmland is located 0.6 miles away, it will not be studied, even though it is within the project study area. This does not make sense considering the resource, as the parcels are connected and most are under common ownership.</p> <p><u>5-13 through 5-14</u></p> <p>The farmlands appear to have been rated, but the information has not been arrayed. In addition, the ultimate impacts to farmlands, for instance in an induced growth scenario, it is not included in the analysis. This is critically important and it is not permissible to say that the growth will simply occur with or without the project. Reliance is placed on this sort of conclusion throughout the document and it is not consistent with applicable law. The actual changes to growth patterns in any given area must be reviewed and discussed in detail. If the 2100 North Alternative is accepted, there will be significant conversion of farmland to other uses and a ripple effect regarding growth. Those issues are not discussed.</p> <p><u>Chapter 6 – Community Impacts</u></p> <p><u>6-7</u></p> <p>The impact analysis area is too small for a number of these issues.</p> <p><u>6-72 through 6-73</u></p> <p>The impacts created by the 2100 North alternative are conclusory and necessary detail is lacking. This section ignores the planned future of the area and the impacts to the vision Lehi City.</p>	Response Section in Chapter 35 ↳	<p><u>Chapter 8 – Transportation</u></p> <p><u>8-2</u></p> <p>UDOT said it would have an updated transit plan in August 2007 and that should be incorporated into this document.</p> <p><u>8-9</u></p> <p>As mentioned above, the Version 6.0 model must be utilized to determine the currently anticipated travel patterns. This Section states that the main travel patterns are East/West, but the document acknowledges the East/West traffic is really North/South traffic traveling East/West. You must determine what the new destinations will be with the increased employment in the study area. This issue raised in this Section underscores the need to review all related and connected transportation improvements in one NEPA process.</p> <p><u>Chapter 9 – Economics</u></p> <p>The assumption that a large numbers of people are traveling to work a long distance away from home creates problems with this analysis as to its fundamental accuracy. This section exemplifies the common problem in the DEIS of a lack of a side by side comparison chart for the impacts.</p> <p><u>9-1</u></p> <p>The economic impact analysis area is defined as the local municipalities, communities, and economic sectors that would likely be affected by construction and operation of the project. For the most part, the municipalities and communities are adjacent to the proposed alternatives. More analysis is required.</p> <p><u>9-22</u></p> <p>You analyzed all of the economic impacts to Utah County as if all of the land in the cities was developed. Why?</p> <p><u>Chapter 10 – Joint Development</u></p> <p>As discussed above, this was the opportunity for the DEIS to demonstrate facilitation and to be supportive of transit oriented developments. The analysis is very thin and this opportunity was lost. Much more needs to be done in this section and throughout the document in this regard.</p>
35.5C		35.8F	
35.24K		35.2.1P	
35.6.1E		35.1.10	
		35.1.1P	
		35.9F	
		35.9G	
		35.10A	
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Comment 1919 (continued)		Comment 1919 (continued)	
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35.11E	<p><u>Chapter 11 – Pedestrian and Bicyclist Considerations</u></p> <p>As with the prior chapter, the analysis is thin and it doesn't appear that much effort was exerted in this review. We also believe the impact analysis area is too small. Why would you rely on the 1996 Lehi Master Plan rather than the latest version (2004) here?</p> <p><u>11-2</u></p> <p>The pedestrian and bicyclist impact analysis area is .5 mile of either side of the proposed alternatives. This is too small of an area, as persons on bikes and on foot who originated trips outside of the .5 mile area would also be impacted.</p> <p><u>11-19</u></p> <p>No cumulative impacts analysis was done for this resource. Only farmlands, air quality, water quality, and ecosystems.</p> <p><u>Chapter 12 Air Quality</u></p> <p><u>12-4</u></p> <p>The MVC must be included in the MAG regional transportation plan in order to be built in an air quality maintenance area or non-attainment area. The transportation plan must conform to the State Implementation Plan. You do not address the issue that the MVC is not in the MAG regional transportation plan.</p> <p><u>Chapter 13 – Noise</u></p> <p>We are wondering why and how the noise sampling sites were selected. They do not appear to make a great deal of sense. Conspicuously, it does not appear that noise was sampled in the Jordan River Parkway, which one would assume would have a low existing decibel level and a large increase once it is traversed by a freeway.</p> <p><u>13-24</u></p> <p>There is insufficient detail regarding noise impacts at 2100 North and this alternative was not reviewed in the same manner as others, such as by segment. There appears to be no Jordan River Parkway data.</p>	35.14E	<p><u>Chapter 14 – Water Quality</u></p> <p>We again question the size of the impact analysis area, but this entire section is far too conclusory and lacking in support. For instance, no studies have been undertaken to accurately predict the impacts to groundwater associated with depressing 2100 North or the impacts to privately owned water rights.</p> <p><u>14-43</u></p> <p>Cumulative impacts are poorly reviewed. The DEIS fails to look at or list past, present, reasonably foreseeable projects in the area. It simply states as a general proposition that development will occur and it will increase storm water run off. This sort of analysis violates NEPA.</p>
35.25G		35.14F	
35.12.1I		35.15.1B	<p><u>Chapter 15 – Ecosystem Resources</u></p> <p>Maps demonstrating the location of each of these resources are necessary. Otherwise, you can not tell where they are and how they are being impacted. Again, the impact analysis area appears to be too small. Also, the result is simply quantitative and not qualitative and the later is the standard to be applied to review these sorts of resources. You need to prepare and study impacts to delineated wetlands.</p> <p><u>Chapter 17 – Historical Archaeological and Paleontological Resources</u></p> <p>As mentioned above, the use of a reconnaissance level survey is not acceptable. The number of eligible structures is based on an estimate as to whether they were built before 1960 and that is not the correct approach. The context issue, which is quite important for these sorts of reviews, is conspicuously missing.</p>
35.13F		35.17B	<p><u>Chapter 21- Construction Impacts</u></p> <p>There is no construction impact analysis area defined.</p>
35.13G		35.21A	<p><u>Chapter 24 – Indirect Effects</u></p> <p>An impact analysis area of a five mile radius of Mountain View Corridor project interchanges and .5 miles from Mountain View Corridor transit stations is not going to provide a workable picture of the location of all</p>
	14	35.24C	15

Comment 1919 (continued)

Comment 1919 (continued)

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of these impacts. The indirect impacts are far beyond that. Additionally, this Chapter seems to rely on outdated data and the Version 6.0 model needs to be utilized to determine what the indirect effects will actually be. All the issues discussed above with respect to the high predicted employment numbers become very important here, as does the fact that the Growth Choices process was unraveled and circumvented. That process adopted a vision which respected the integrity of Lehi City's growth management and cohesion. When the 2100 North Alternative was inserted into the process, that entire process was unraveled and it detrimentally affects the entire Indirect Effects analysis. The fact that portions of Saratoga Springs and Eagle Mountain are outside the study area is a noticeable oversight. They need to be included.

24-8

There is no alternative by alternative analysis of the indirect effects. Every impact listed will be caused by all three alternatives and that is unlikely to be the case.

24-34

The induced growth discussion seems to pertain solely to Salt Lake County and it will have an effect on growth patterns in Utah County as well.

24-39

The review of the Utah County alternatives does not discuss alterations of the growth patterns and where the specific changes will occur.

24-52

Indirect effects are only analyzed for floodplains, wetlands, cultural resources, water quality and farmlands. There are no noise and air indirect effects.

24-53

The analysis on floodplains is incomplete. It states that the "Southern Freeway Alternative could affect some of these floodplains areas." How? Why? What will be the effects? Same for the other alternatives.

24-54

The same general analysis is provided for wetlands. There is no individual analysis, just generalizations.

16

24-55

Same problem with Farmlands.

24-56

Same problem with Cultural Resources.

24-58

The Growth Choices process was intended to integrate transportation and land use planning, so the transportation decisions supported local land use choices. This process was completely unraveled by the selection of 2100 North as the preferred alternative by UDOT and its late insertion in this study.

24-59 through 24-61

There is no analysis of the anticipated changes in the pattern of land use induced by the Mountain View Corridor in Utah County, no encouragement of transit oriented development in Lehi City or elsewhere in Utah County and no encouragement for acquisition of open space and the protection of farmland. Once the Growth Choices process was unraveled, regional planning was not promoted, nor were any of these other important purposes and needs. You may no longer rely on the Growth Choices process to meet these legal obligations.

Chapter 25 – Cumulative Impacts

25-3

The important issues identified by the public in scoping were loss of farmlands, the loss of wetlands, wildlife areas and water bodies and continued degradation of air and water quality. The failure to promote solutions regarding preservation of the status quo for to these resources is a fundamental flaw throughout the entire document and the failure to review the cumulative impacts to them in adequate detail constitutes another flaw.

25-4

Why were only four issues studied in the detail in the cumulative impacts section?

17

35.24D

35.24E

35.24F

35.24G

35.24H

35.24I

35.24J

35.25B

35.25C

Comment 1919 (continued)

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35.25D

25-6
Why are you relying on the Office of Planning and Budget report from 2000? Is there no 2005 or later report?

35.25E

25-9 through 25-16
The scope of the area reviewed appears to change for each resource reviewed. We do not believe this is a proper approach. The failure to review in detail the potential impacts to wetlands and 4(f) resources is problematic. Without an adequate review of where these resources exist and their qualitative aspects, together with the willingness to discern practicable and prudent alternatives, it is possible that the NEPA effort could be concluded only to find that the alternatives selected are not acceptable under other applicable law.

35.25F

25-29
If there is no direct impact to ecosystem resources you assume there is no cumulative impact. Are you certain there are no cumulative impacts to threatened or endangered species? This is an incorrect approach.

35.27A

Chapter 27 – Mitigation Summary
This section fails because of the lack of review of the specific impacts on the specific resources. For instance, if you do not include data on population and location of species in your wildlife section then you will not be able to adequately discuss wildlife mitigation. This is a pervasive flaw in approach throughout the DEIS.

35.27B

27-3
The mitigation measures are non-binding.
27-27
The review of the actual impacts created by each alternative is very thin, so it is impossible to tell how alignment changes and other variations in route will avoid impacts.

35.27C

27-37
As with other chapters, the Growth Choices process was relied upon to avoid the need to mitigate impacts of the Mountain View Corridor on local

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Comment 1919 (continued)

35.27D

land use planning efforts. Since that entire process was unraveled in the course of selecting 2100 North as an alternative and as UDOT's preferred alternative, this is improper.

35.28D

27-28 through 27-40
As with the indirect impacts and the failure to encourage transit oriented development, acquisition of open space and farmland and the promotion of regional planning was ignored.

35.2.1P

Chapter 28 – 4(f)
In view of the fact that this chapter relies on Chapter 17 and the methodology failed there, this chapter fails as well. Throughout this chapter constructive use has given short shrift and the analysis suffers as well.

35.1.10

Conclusion
While there are many problems with the DEIS that need to be resolved and rectified, the problems with the models reveal that the project needs to first return to a fundamental review of purpose and need. It then needs to again involve the public to recapture the benefits lost from the Growth Choices process when the 2100 North Alternative was included at the of the end DEIS process.

Once the need is understood, the other flaws may be addressed, but the problems presented by this DEIS are sufficiently paramount in scope that a new DEIS must be created and issued for public review for the Utah County portion of the Mountain View Corridor.

Very truly yours,
Ray Quinney & Nebeker P.C.



Jeffrey W. Appel

cc: Lehi City Mayor
Lehi City Council
Jamie Davidson, City Manager
John Njord, UDOT

Comment 1920

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From: "Janice Ferguson" <jferguson@sinclairoil.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 8:33 AM
 Subject: Mountain View Corridor

Howard Johnson - Lehi North Freeway Connector

From: "Rose Holladay"
 To: ,
 Date: 9/8/2007 4:35 PM
 Subject: Lehi North Freeway Connector
 CC: , , ,

35.2.4A

I am still opposed to the 7200 West location. Again 5800 would be a better area for the road but I feel we should look at other options. I moved to the west side because it was free of all the freeway noise and pollution. Now I have a threat of it being 4 houses from mine! I already have a breathing problem and that wouldn't help!

Janice Ferguson
 7294 Zana Lane
 Magna, Utah

35.2.9A

Dear UDOT Representative;

Could you please tell me why you believe your proposal for a freeway connector down the middle of Lehi is better than the less expensive, better positioned connector that Lehi City proposed?

35.31C

I understand the need to make the connection, but it would be an awful scar on our great city. There is huge commercial business growth planned for the north end of Utah County, where Lehi City has proposed you put the connector. If you put the connector further south, you will clog up our roads with people trying to back track to the businesses on the north end. We don't need another West Valley mess here. Please reconsider or convince me that your proposal is the best. You would be wrecking a lot of homes. I'm just amazed that you would even consider it with a much better option available.

I am interested in hearing your side of the story.

Rose Holladay
 Lehi Resident

<https://email.udot.utah.gov/gw/webacc?User.context=qweil8Uhdorclk0Gqe&Item.drn=753z3z0&...> 1/23/2008

5232-3832
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Comment 1922

Comment 1923

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(9/10/2007) Howard Johnson - Our family agrees with the Lehi city option Page 1

From: "Bryan Taylor" <brytay22@gmail.com>
To: <srwebmail@utah.gov>, <Ksumion@utah.gov>, <hjohnson@lehicity.com>, <jdou...>
Date: 9/8/2007 9:25 PM
Subject: Our family agrees with the Lehi city option

To whom it may concern,

My family and I recently relocated from Springville to northwest Lehi just north of 2100 North. We love where we live because we enjoy running every morning at dawn along the Jordan River Trail that runs through Thanksgiving Point Golf course and because the community is so quiet and peaceful. We chose to live here for the convenience to easy freeway access and the potential growth that is happening in this community. We understand with growth must come changes however we don't think that the proposal that UDOT provides is the solution. UDOT's proposal would undermine every good reason why we chose to live here (home values, peace, security, etc.). A freeway connector would not only destroy the peace and security of the many new communities surrounding the UDOT proposal but it would also negatively affect the value of the homes in the surrounding area. I know that Lehi City's proposal is a better option for everyone. Not only would it continue to keep the value of the surrounding communities but it would also allow the much needed commercial growth that the area needs. The Lehi City proposal would also relieve the congestion not only off of the SR-73 but also off of the Alpine-Highland exit because there would be easy access to the homes at Traverse Mountain, Cabelas and to the UDOT Mountain View Corridor. The Lehi City Proposal will achieve what the needs of both Lehi City and the surrounding communities need as well. Please save our community and further consider the Lehi City proposal.

On behalf of me and my family we chose the Lehi City Proposal. Thank you so much for your consideration.

Bryan Taylor
 2575 West 2350 North
 Lehi, Ut 84043

5233-3829
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period.
 Submitted to MVC project office by Lehi City on 1/23/2008.

35.2.7A

35.2.9A

Howard Johnson - UDOT proposal vs. Lehi proposal

From: "robert summers"
To:
Date: 9/8/2007 9:24 AM
Subject: UDOT proposal vs. Lehi proposal

I'm excited about the ideas that the leaders of our community have proposed in regards to traffic solutions. Because they live here, work here, and in some cases were raised here, I believe that they understand the needs of our city better than UDOT. I live just off of 1500 North and the idea of having a major freeway virtually on top of me isn't very appealing. I would benefit more from the many commercial developments planned for this area. The 4800 North freeway connector and the suggested arterial routes are, I believe, the answers to our huge traffic jams and driving induced headaches. Many thanks to the government leaders in our area for trying to preserve the Lehi way of life. You definitely have my support!

S. Summers

Can you find the hidden words? Take a break and play Seekadoo!

5234-3866
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period.
 Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

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From: "The Young Family" <dlyoung@burgoyne.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:08 PM
 Subject: Lehi UT Freeway Controversy

Howard Johnson - The UDOT Proposal will Break-up Lehi

From: "The Young Family"
 To: *****
 Date: 9/8/2007 11:27 AM
 Subject: The UDOT Proposal will Break-up Lehi
 CC: ****

35.2.7A

Dear State Officials,
 This message is to communicate my strong reaction against the planned freeway exit at 2100 North in Lehi. This plan would unnecessarily do severe damage to our community and would also not resolve the traffic problem as well as other alternatives that could be implemented with less expense. Please reconsider. I am personally in favor of the City of Lehi plan which does not destroy fifteen acres of wetlands, raze relatively new residential subdivisions and create an artificial barrier that cuts the city in half in terms of business and social life. In short, the proposed solution by the Utah Department of Transportation seems to have been prepared by people with little knowledge or concern for this portion of northern Utah County.

35.2.9A

Dear Governmental leaders and transportation officials,
 My wife and I are strongly opposed to the UDOT proposal to put a freeway through Lehi. It would be harmful both to business and to residential areas. Instead, we urge you to implement the Lehi Proposal, which provides multiple arteries through the city. The Lehi approach is less likely to bottleneck the whole system when a single traffic accident takes place and will be better positioned for future growth and outlets which may be needed in various directions as growth occurs in neighboring communities.

35.2.8C

The alternative Lehi City proposal (at 1900 South) utilizes, to a much greater extent, existing arteries to handle greater loads of traffic without increasing our reliance upon a single route which would be more vulnerable to shutdowns due to a single traffic accident. Roads that are forced through a community in an unnatural and destructive manner are not improvements. In the long run, running a freeway exit through 2100 North in Lehi will cause viable neighborhoods to become devalued and create areas of economic blight. The need to update road infrastructure can be addressed in much better ways.

35.2.7A

The need to travel through Lehi can be accomplished with a minimum of expense and damage to the community. The current UDOT proposal does not take into consideration the interests of the people of Lehi and will also deface the landscape and cut the city in half. The road proposed by UDOT will impose a barrier between the northern and southern half of the city which will **break-up the city**. Our normal social patterns including shopping and recreation will be radically disrupted. Please rise above the tendency to impose a simple but short-sighted and inappropriate plan. Adopt the Lehi Plan so that we may remain a unified city.

My biggest concern, however, is that green space in northern Utah County is increasingly rare. The plan to use 2100 North as an exit would cause a road to run through the exact center of the best portion of the Jordan River and it's adjoining wetlands and naturally landscaped hillsides. This area is full of wildlife including deer, foxes, waterfowl and many other native Utah animals. The walkways along this river are peaceful and add much to our quality of life. A new freeway exit at this location would add a large ugly scar to a mostly undisturbed area that cannot be replaced.

David and Patricia Young
 2279 N. 790 W.
 Lehi UT 84043

Please do not destroy much of our quality of life with this ill-advised freeway project. Please take another look at the Lehi City proposal which focuses on the benefits of exiting at 1900 South. Thank you.

David L. Young
 2279 N. 790 W.
 Lehi UT 84043

5236-3865
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Howard Johnson - Mountain View Corridor in Lehi

From: ashley mckinnon
To: Johnny Revill
Date: 9/8/2007 4:32 PM
Subject: Mountain View Corridor in Lehi

To whom it may concern,

I am a Lehi citizen and would like to ask you to consider the Lehi Proposal concerning the Mountain View Corridor connection to I-15 through Lehi City. Many homes and businesses would be affected if the freeway is placed at 2100 North. Only a few would be affected if placed at 4800 North. There are many of us that support the Lehi City Officials and believe that their alternative is the right choice. Thank you for considering Lehi's proposal and we ask you to check the data and make the right choice. Lehi is already cut in half with I-15. Please do not separate any more of our beautiful city by building an un-necessary freeway at 2100 North when it could easily be placed at 4800 North.

Thank you for your time,

Ashley McKinnon
 Concerned Lehi Citizen

Choose the right car based on your needs. Check out Yahoo! Autos new Car Finder tool.

5237-3834
 Note: Email originally sent to Mayor
 Howard Johnson, Lehi City prior to
 official DEIS comment period.
 Submitted to MVC project office by Lehi
 City on 1/23/2008.

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35.2.9A

(9/10/2007) Howard Johnson - Lehi I15 to Mountain View connector

Page 1

From: Mark Sullivan <mark@sullivans.org>
To: <srwemail@utah.gov>, <mountainview@utah.gov>, <ksumsion@utah.gov>, <jdou...
Date: 9/7/2007 6:00 PM
Subject: Lehi I15 to Mountain View connector

CC: <jrevill@centaurprint.com>, <hjohnson@ehicity.com>, <johnny.barnes@paci...
 UDOT & elected officials,

Please use the Lehi City proposal and build the connection to the Mountain View Corridor at 4800 North.

Please reply with unconsidered issues and/or corrections if the following is not true of the Lehi City proposal;

- 1 - Greater traffic flow (155%)
- 2 - Fewer private properties effected (8 vs. ?)
- 3 - Lower impact on the environment and ground water, NO impact on emergency services
- 4 - No effect to proposed retail services important to north Utah County
- 5 - Overall less expensive???

Thank you,
 Mark Sullivan
 493 West 2540 North
 Lehi, UT 84043
 801-768-3893
 Mark@sullivans.org

5239-3870
 Note: Email originally sent to Mayor
 Howard Johnson, Lehi City prior to
 official DEIS comment period.
 Submitted to MVC project office by Lehi
 City on 1/23/2008.

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35.2.9A

(9/10/2007) Howard Johnson - UDOT and Lehi Traffic Proposal Page 1

From: <ryan.hellewell@us.tel.com>
 To:
 Date: 9/8/2007 7:11 AM
 Subject: UDOT and Lehi Traffic Proposal

I just wanted to take a moment and thank you for the support you are putting on the Lehi traffic proposal. As well as the information you have put out to the public to help us understand the proposals and support the one that actually benefits all of Utah county the best. I moved back to UT after living in Portland OR for several years and in Portland they use several smaller freeways rather than one large freeway to distribute the traffic better. This provides not only the same amount or more traffic but it also provides more customized routes to those in different areas. I can clearly see how the Lehi proposal does the same. I also live very near to 2100 N and can see the loss we would have by putting a superhighway through that quiet neighborhood. Not only does this create an ugly isor, but it also hurts the immediate traffic surrounding that neighborhood and only supports west Utah county, where the Lehi proposal supports the entire county. You have my familys support, and if there is some way we can add additional wleight to your cause please let me know.

Sincerely
 Ryan Hellewell
 Lehi resident

5242-3869
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

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From: "Mike Pritchard" <Mike.Pritchard@accessdevelopment.com>
 <srwebmail@utah.gov>, <mountainview@utah.gov>, <hjohnson@lehicity.com>,
 To: <johnny.barnes@pacificcorp.com>, <jddixon@lehicity.com>, <mij@jub.com>,
 <jrevill@centaurprint.com>, <ksumsion@utah.gov>, <jdougall@utah.gov>
 CC: <blockhart@utah.gov>, <mmadsen@utahsenate.org>
 Date: Monday - January 21, 2008 3:45 PM
 Subject: Lehi roads

UDOT, et al:

Please consider the Lehi city road proposal. It will create multiple paths, limiting congestion due to accidents.

The Lehi proposal will also create alternatives for traffic flow making more areas easily accessible.

A single point of access will create a focused bottleneck. Multiple access points will balance the load and create options.

Thank you for your consideration.

Michael A Pritchard
 429 West 2200 North
 Lehi, Ut 84043
 (801) 768-2106

<https://email.udot.utah.gov/gw/webacc?User.context=qwci18Uhdorclk0Gqe&Item.drm=730z11z0...> 1/23/2008

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35.2.9A

Comment 1930

(9/10/2007) Howard Johnson - Lehi roads Page 1

From: "Mike Pritchard" <Mike.Pritchard@accessdevelopment.com>
To: <srwebmail@utah.gov>, <mountainview@utah.gov>, <hjohnson@ehicity.com>, ...
Date: 9/8/2007 8:36 AM
Subject: Lehi roads

CC: <blockhart@utah.gov>, <mmadsen@utahsenate.org>
UDOT, et al:

Please consider the Lehi city road proposal.

It will create multiple paths, limiting congestion due to accidents. The Lehi proposal will also create alternatives for traffic flow making more areas easily accessible.

A single point of access will create a focused bottleneck. Multiple access points will balance the load and create options.

Thank you for your consideration.

Michael A Pritchard
429 West 2200 North
Lehi, Ut 84043
(801) 768-2106

5243-3867
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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35.2.9A

(9/10/2007) Howard Johnson - Lehi I-15 Proposal Page 1

From: "Jeff Baird" <jeff.a.baird@gmail.com>
To: <hjohnson@lehicity.com>, <johnny.barnes@pacificorp.com>, <jdixon@lehicit...>
Date: 9/7/2007 1:03 PM
Subject: Lehi I-15 Proposal

CC: "Michele Baird" <yulebean@gmail.com>
 To those concerned,
 I'm a Lehi resident and wish to express my support for Lehi City's proposal for I-15's connection at 4800 N, vs UDOT's proposal at 2100 N. Having reviewed the facts, I strongly urge all those involved to support Lehi's position. Thank you for your time and attention.

Jeff Baird
 348 W 1560 N
 Lehi, UT 84043
 (801) 427-6433
 jeff.a.baird@gmail.com

5244-3873
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.7A

35.2.9A

(9/10/2007) Howard Johnson - Mountain View Corridor Page 1

From: "Heather & Kevin KEELE" <heavenkeele@msn.com>
To: <hjohnson@lehicity.com>
Date: 9/7/2007 2:42 PM
Subject: Mountain View Corridor

Dear Mayor Johnson,

I would like to thank you and the Lehi City council for realizing the needs and wants of the citizens of Lehi. My husband and I bought our first home here in Lehi in 2005 because we really felt that it was one of the best places to raise our future family. You can imagine how upset I was when I found out about the 2100 North plan, especially since we live on 1600 North, just a few blocks away from the intended area. The thought of having a freeway so close to my home just makes me sick - not only as a homeowner, but particularly as a new mother. The UDOT plan would most likely negatively affect our home value (which is upsetting), however my main concern is for the negative impact the 2100 North freeway plan would have on the health, safety, and quality of our neighborhood and how it would especially affect my nearly one-year-old son and the many, many young children in this area.

The Lehi proposal makes so much more sense - the mailing with the maps and info was much needed. I hope that it will energize the community to take a stand and to inform our state representatives - I know that I will be emailing them and UDOT. Thank you for defending the local needs of the community - both the need for reasonable transportation options, but also for defending the neighborhood and quality of live we have truly come to love. You and the city council have our support 100% in this issue and we ask you to continue to hold out against UDOT's impractical plan.

Sincerely,
 Heather Keele

5247-3872
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

Comment 1933

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From: "kentwh@juno.com" <kentwh@juno.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 8:20 PM
 Subject: This Lehi resident wants the MVC Freeway built.

Dear UDOT,

Every month, I have received a newsletter with my utility bill, and every month there is an article in there pleading (harassing?) for Lehi residents to raise our voices in opposition to the Mountain View Corridor, due to some "negative consequences". However, I will not do any such thing, because I have my head screwed on straight, unlike these local country bumpkins who are too worried about sagebrush, sex lives of pheasants, less commercial business (and profits that they'll still get anyway), and perhaps LOVE the traffic quagmire too much to want anything done. They are misguided and simply playing politics. This is wrong.

See, I come from L. A. originally and know from past experience what it is like to travel on inadequate roads. Thankfully, Caltrans has gotten the message and have improved their roads and highways over the years.

Now it is UDOT's turn to improve the traffic flow throughout these fast-growing valleys by building the Mountain View Corridor Freeway (ie I-415?) as outlined per proposal at circa 2100 North. I have studied all proposals (even Lehi City's) for myself, and I believe the 2100 North area would be most appropriate. I have frequently driven in that area and I can easily visualize that freeway constructed there no problem at all.

I realize that you've had to do environmental studies on the land in question to appease those who with such venom oppose this route altogether, but please don't listen to them. Not everyone in Lehi has an unrealistic, old-fashioned 1800's vision of "Small Town Lehi".

Please build the freeway, regardless and NOT another Bangerter Highway with cross traffic. The traffic is AWFUL here and this route is DESPERATELY needed. Thank you for your time. Keep up the great work you all do. I know it is hard, back-breaking work, but this Lehi resident approves what you have tried to do, UDOT. Thanks again.

Sincerely,

Kent Hollingworth

<https://email.udot.utah.gov/gw/webacc?User.context=ls2lv2Sk3rvdbm0Pq3&Item.drm=673z20z0...> 1/17/2008

35.2.7C

Comment 1934

Response Section in Chapter 35

35.2.7A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: SEIGFRIED STONE
 Organization (if applicable):
 Mailing Address: 1726 TARBUS BRYLANE
 City: LEHI State: UT ZIP: 84043
 Email: _____ Phone: 801-766-2672

- Check all that apply:
- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DEIS HARD COPY - LIBRARY LOCATIONS

Set Lake City Main Library 210 E 400 S, Salt Lake City	Our Riverside Library 1525 W 1000 N, Salt Lake City	Provo Library 420 W 4100 S, West Valley City	Payd Library 4015 3700 N, Provoville
7. Mitchell Mountain Library Government Documents 295 S 1000 E, Salt Lake City	Maple Library 833 W 3500 S, Magna	Kenner Library 5305 S 4200 N, Grants	Wheat Mountain Library 1970 W 700 S, West Jordan
		South Jordan Library 10037 S Redwood Rd, South Jordan	

PERMISSIONS LOCATIONS

Parowan Library 1780 S Steward St, Parowan	Lehi Library 130 N Center St, Lehi	Set Lake County (DEIS CD 404) 5015 S Redwood Rd, Provoville
Henderson Library 11915 S 5000 W, Herriman	Provo Mountain Library 3113 N Provo Avenue St, Lehi	Oriskany County (DEIS Hard Copy) 501 W 10 N, American Fork
American Fork Library 645 N 100 E, American Fork	Edgar Mountain Library 1601 E Highway 16, Edger Mountain	501 W 10 N, American Fork
Provo Canyon Library 30 E Center St, Provo		

COMMENT **

I am opposed to the MVC No because it will result in a regional division of Lehi City. It will result in a greater displacement of housing and property than the 1800 No proposal by Lehi City. It will increase noise and pollution levels in a more populated area of the city. It is questionable if road traveling north from the south end will even be worth it as much as the alternative.

Comment 1935

Comment 1936

Response Section in Chapter 35
 35.2.7A
 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.396.2556

CONTACT INFORMATION:
 Name: Carol Skoke
 Organization (if applicable):
 Mailing Address: 2726 N. Timberlawn, home
 City: Heber State: UT ZIP: 84704
 Email: _____ Phone: 801-766-2672

Check all that apply:
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 Add me to the project mailing list
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DEIS HARD COPY LIBRARY LOCATIONS:

Ogden Area Library 1375 W 1000 S, Salt Lake City Ogden Area Library 4740 W 400 S, West Valley City Ogden Library 833 W 1300 S, Ogden Park Library 4070 S 2700 W, Ogden Park Library 5303 S 4200 W, Kearns West Jordan Library 1970 W 7000 S, West Jordan South Jordan Library 10627 S Riverview Rd, South Jordan	Provo Library 1280 S Stevedore Rd, Provo Provo Library 1310 S 5400 N, Provo American Fork Library 64 S 300 E, American Fork Pleasant Grove Library 301 Center St, Pleasant Grove	Layton Library 1300 W Center St, Layton Provo-Midvale Library 2151 S Provo Midvale Dr, Layton Eagle Mountain Library 1680 E Hanger Dr, Eagle Mountain	FEDERAL LIBRARIES LOCATIONS: Salt Lake County (DEIS CD #040) 5615 Stevedore Rd, Ogden Utah County (DEIS Hard Copy) 501 W 120 W, American Fork
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COMMENT **

I am opposed to the 4870 N necessary for the ~~future~~ futureing measure.

1. It will produce noise like 2. It will add more congestion with people getting on I-15. The alternate is already being processed every day 3. Will add to the air pollution from cars and neighborhoods on either side.

I will not have to the house. I have already have I-15 and the noise. People going to auto-sterilizers? Maybe not. I will still have to reduce public access. I will not have to go west of the house coming from the north.

★ I oppose the 4870 N proposal - if you just want to go west for the north part of the trail, it could also have been done Mt. design stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Response Section in Chapter 35

35.6.3A

Print View Page 1 of 1

From: Rosalind Gillespie <utgillespies@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 15, 2008 10:03 AM
 Subject: I need to know

My name is Rosalind Gillespie; from your map on the decision of using the 5800 w alternative, the highway and utilities will cut through my back yard but take out my neighbors from the hill up. I need to know if my house is in the line of demolition before I start doing any repairs on my home. My address is 3767 S Marsha Dr (5870 W). I was planning on putting in a fence around my yard but if I do and you guys plow through my yard I am out the money I put in. Please advise my options or when you will know who's in and who's out.

Rosalind

<https://email.udot.utah.gov/gw/webacc?User.context=nlakteRp2js7fdbAm7&Item.dr=680z3z0&...> 1/15/2008

Comment 1938

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: DAVID GARRETT
 Organization (if applicable): _____
 Mailing Address: _____
 City: _____ State: _____ ZIP: _____
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
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COMMENT **

THE SOUTHERN FAREWAY ALTERNATIVE US/ A PORTER ROCKWELL CONSULTOR WILL HELP THE MOST WITH THE THE TRAFFIC CONING FROM THE LARGE GARRETT AREAS OF SANDRAC & EAGLE HT.
I HOPE ENVIRONMENTALISTS DON'T GET TO PREVENT THE PUBLIC FROM BUILDING WHAT MAKES THE MOST SENSE.

► To read this comment form back to Mountain View Corridor, please fill, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DEIS MAIL ROOM - LIBRARY LOCATIONS

Big Bendville Library 1527 W 1000 S, Salt Lake City	Payden Library 4200 W 400 S, West Valley City	Provo Library 4003 S 2700 W, Provo	Spanish Fork Library 1002 S Silverdale Rd, Spanish Fork
Centennial-Cedar Valley Library 201 E 400 S, Salt Lake City	Alpine Library 4339 W 5300 S, Magna	Keener Library 5300 S 4200 W, Keener	Utah Library 1201 E Center St, Lehi
J. Willard Peterson Library 285 S 1900 E, Salt Lake City	Maple Valley Library 10700 W 7800 S, West Jordan	West Jordan Library 10700 W 7800 S, West Jordan	Palmer Meadows Library 2115 N Winter Meadows Dr, Lehi

ADDITIONAL MAIL ROOMS

Alpine Library 4339 W 5300 S, Magna	American Fork Library 643 E 1001 E, American Fork	Edgemoor Library 1480 E Heritage Dr, Edgemoor	FRISCO MAIL ROOMS LOCATIONS
Spanish Fork Library 1002 S Silverdale Rd, Spanish Fork	Payson Library 39 E Center St, Payson	FRISCO CENTER ST, LEHI	Salt Lake County (DEIS CD #400)
		FRISCO 3600 W, SPRINGDALE	3610 S Silverdale Rd, Springdale
		FRISCO CENTER STREET COPY	581 W 120 N, American Fork

Response Section in Chapter 35
 35.2.1F

Comment 1937

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Christie Hutchings
 Organization (if applicable): _____
 Mailing Address: 4032 WIda Ct
 City: Herriman State: UT ZIP: 84006
 Email: christie@earthlink.net phone: 302-2699

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

- I am concerned that not enough attention has been given to the 4800 N. Lehi option.
- I am also concerned with air quality. I have an asthmatic child, and HW runs adjacent to my neighborhood. How can I be assured it will not be a detriment to her health?
- 2400 N. further divides Lehi - a community already cut in '2 by one freeway.
- Please choose 4800 N, as it affects Lehi's residents much less.
- 2100 N affects more wetlands than 4800 N does.

► To read this comment form back to Mountain View Corridor, please fill, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DEIS MAIL ROOM - LIBRARY LOCATIONS

Big Bendville Library 1527 W 1000 S, Salt Lake City	Payden Library 4200 W 400 S, West Valley City	Provo Library 4003 S 2700 W, Provo	Spanish Fork Library 1002 S Silverdale Rd, Spanish Fork
Centennial-Cedar Valley Library 201 E 400 S, Salt Lake City	Alpine Library 4339 W 5300 S, Magna	Keener Library 5300 S 4200 W, Keener	Utah Library 1201 E Center St, Lehi
J. Willard Peterson Library 285 S 1900 E, Salt Lake City	Maple Valley Library 10700 W 7800 S, West Jordan	West Jordan Library 10700 W 7800 S, West Jordan	Palmer Meadows Library 2115 N Winter Meadows Dr, Lehi

ADDITIONAL MAIL ROOMS

Alpine Library 4339 W 5300 S, Magna	American Fork Library 643 E 1001 E, American Fork	Edgemoor Library 1480 E Heritage Dr, Edgemoor	FRISCO MAIL ROOMS LOCATIONS
Spanish Fork Library 1002 S Silverdale Rd, Spanish Fork	Payson Library 39 E Center St, Payson	FRISCO CENTER ST, LEHI	Salt Lake County (DEIS CD #400)
		FRISCO 3600 W, SPRINGDALE	3610 S Silverdale Rd, Springdale
		FRISCO CENTER STREET COPY	581 W 120 N, American Fork

Response Section in Chapter 35
 35.2.9
 35.12.4A
 35.2.7A

Comment 1939

Response Section in Chapter 35
 35.2.3A
 35.12.4A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Sophia Nicholas
 Organization (if applicable): _____
 Mailing Address: 677 E. Y02S S #H
 City: SLC State: UT ZIP: 84107
 Email: _____ Phone: _____

Check all that apply:
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DEIS READ COPY - LIBRARY LOCATIONS

Salt Lake City Main Library 3701 40th S, Salt Lake City 801 West Mountain Library Government Documents 295 S 500th S, Salt Lake City	Daykinville Library 1757 W 1600 S, Salt Lake City Murray Library 4740 W 4100 S, West Valley City Midway Library 8330 W 3500 S, Midway	Park Library 4970 S 2700 W, Thistle Kearns Library 5305 S 4200 W, Kearns West Jordan Library 1970 W 7800 S, West Jordan South Jordan Library 1927 S Redwood Rd, South Jordan	Broomfield Library 1280 S Redwood Rd, Broomfield Mountain Library 1319 S 5400 W, American Fork American Fork Library 64 S 1100 E, American Fork Pleasant Grove Library 39 E Center St, Pleasant Grove	Lehi Library 120 W Center St, Lehi Provo Mountain Library 2155 W Harris Mountain Dr, Lehi Eagle Mountain Library 1800 S Heritage Dr, Eagle Mountain	FIELD READ COPY LOCATIONS Salt Lake County DEIS CD 1809 3610 S Redwood Rd, Springville Davis County DEIS Read Copy 50 W 130 N, American Fork
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COMMENT **

With our air quality as per as it is in the Salt Lake Valley, I am thoroughly against building any new freeways to solve our problem with transportation. Our agency needs to start seriously examining transit options - not ones that all kind up \$4000 people to raise up them more buses & more fuel savings that is the real solution. I'd call on UDOT to have this discussion, very soon. Instead, with the smart policy providing a coalition between primarily to major businesses' pollution, but being development & being

To read this comment from hand to Mountain View Corridor, please fill, type, sign, a first class stamp and add to the nearest Post Office or mail shop. Thank you for your comments.

Comment 1939 (continued)

Response Section in Chapter 35

South, the price of others' success has to go against building the Mountain View Corridor. You primarily go on changing routes to this project is appalling. I'd be sure to get a better location - and we certainly need one! Let's forget this freeway's investment in a road system - for better South, stronger neighborhood, and more effective transportation in our beautiful country.

Don't jeopardize mountain's health (and all of our health) for a few short-sighted, vested-interest, unworkable, and ultimately negative project!

*Sincerely,
 Sophia Nicholas*

Mountain View Corridor
 c/o Parsons Brinckerhoff
 488 E. Winchester St., Suite 410
 Murray, Utah 84107

Now's the time to comment.

Public comment period for the Mountain View Corridor Draft Environmental Impact Statement is October 17, 2007 through January 24, 2008.

UDOT and the Federal Highway Administration have released the Draft Environmental Impact Statement (DEIS) on the Mountain View Corridor, a proposed highway and transit corridor in west Salt Lake County and northwest Utah County. Tremendous growth in population, employment and in households over the next 30 years in the Mountain View Corridor study area will cause significant delay on roads and will create new demands for transit service. The DEIS examines community transportation needs and potential impacts.

MOUNTAIN VIEW CORRIDOR ENVIRONMENTAL IMPACT STATEMENT

CLICK, READ, COMMENT **

Mail Mountain View Corridor 488 E. Winchester St., Suite 410 Murray, Utah 84107	Internet udot.utah.gov/mountainview E-mail: mountainview@utah.gov Phone: 1.800.596.2556
---	--

Comment 1940

Response
Section in
Chapter 35



35.12.1A

35.9A

Print View Page 1 of 1

From: "Larry Bolnick" <larry@bolnick.net>
To: <mountainview@utah.gov>
Date: Monday - November 12, 2007 7:54 PM
Subject: Proposed highway

I have recently relocated to Utah from Colorado and purchased a new home in Herriman. Yesterday I learned of the UDOT proposal to put an eight lane highway near my house. I understand the potential need for growth and was told that is what Bangertter Highway was for. I chose Herriman to be closer to the wildlife and away from highways. The proximity of the UDOT proposed highway will be right near my house. The pollution will be hazardous to anyone that lives near 5000w and all of the local animal population. This will destroy property values and I will never be able to resell my home.

STOP This project anyway possible, the environmental impact alone should be enough but also consider who Utah wants to attract, is it the low income that would satisfy living next to a highway or is it the more affluent high tech workers.

Sincerely,

Larry Bolnick,
Voting Citizen

<https://email.udot.utah.gov/gw/webacc?User.context=lrup4Smegn6ke9Au6&Item.drn=208z197...> 11/29/2007

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Comment 1941

Comment 1942

Response Section in Chapter 35

Response Section in Chapter 35

35.2.7C

35.2.7C

Print View Page 1 of 1

From: "Mr. Salad Dressing" <booyaacpn@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Sunday - January 13, 2008 4:27 PM
 Subject: Mountain view corridor

To whom it may concern:

I completely support UDOT's proposed plan for 2100 North mountain view corridor. All I seem to receive from Lehi is negative propaganda that never represents an objective view.

Recently, I learned that Lehi City's deeply rooted opposition to UDOT's plan lies in the fact that a Lehi High City council member owns land in the area that will be affected by UDOT's 2100 North Mountain View Corridor plans. I am infuriated by Lehi City leadership that my tax dollars are used to protect the individual's self-interest.

I don't think enough residents are aware of this situation. I also am frustrated to hear that Lehi City may use law suits to stall and change UDOT's plans.

UDOT's plan is most reasonable, addresses a real need for east-west travelling traffic, and is cost effective. Please continue with UDOT's plans for 2100 North Mountain View corridor.

Paul Newman
 Lehi, Resident

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.
http://mobile.yahoo.com/;_ylt=Ahu06i62sR8HDtDypao8Wcj9tAcJ

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Ri2lj3qg1Cm7&Item.dr=654z3z0&...> 1/14/2008

We want to hear what you have to say.

COMMENT ▼▼

2100 North is the obvious and best choice. We fully support that choice—the sweeter, the better.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Sally & Ron Taggart
 Organization (if applicable):
 Mailing Address: 1741 No 1975 West
 City: Lehi State: UT ZIP: 84043
 Email: taggart@nutzoo.com Phone: 763-8002

Check all that apply:
 Add me to the project email update list
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► Read this comment form back to Mountain View Corridor before field, copy, affix a return stamp and deliver to the nearest Project Office or mail drop. Thank you for your comments.

REG. UDOT OFFICE - LIBRARY LOCATIONS	Byzantine Library 1525 North 100th St, Salt Lake City	Paul Library 4810 S 2100 W, Springville	Benion Library 1280 S Redwood Rd, Benion	Lehi Library 1528 Center St, Lehi	FERRIS-KINDY LOCATIONS
Salt Lake City Mountain View 21st and S, Salt Lake City	Alpena Library 4000 N. Hwy 124, West Valley City	Proton Library 5395 S 21st St, Kaysville	Herriman Library 1310 S 2000 W, Herriman	Proton Mountain Library 2151 N Howe Avenue, St. Albans	Salt Lake County (DEIS CP - RDW) 5615 S Redwood Rd, Springville
2. Redwood Mountain Library 4000 North 100th St, Salt Lake City	Alpena Library 8339 N 20th St, Magna	Proton Mountain Library 1010 N 1900 S, West Jordan	American Fork Library 451 100 E, American Fork	Light Mountain Library 1880 E Exchange Dr, Eagle Mountain	Utah County (DEIS Mount View) 561 W 101 W, American Fork
2951 1500th St, Salt Lake City		South Jordan Library 1650 S Riverwood Rd, South Jordan	Proton City Library 30 Center St, Proton City		

Comment 1943

Response Section in Chapter 35
35.6.1C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Gary Peaslee
 Organization (if applicable): None
 Mailing Address: 558 Tea Rose Ct
 City: Santa Fe Springs State UT ZIP: 84095
 Email: gary.peaslee@gmail.com Phone: 801.768.3570

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LIBRARY LOCATIONS

DES HEAD OFFICE Salt Lake County Main Library 210 E. 400 S, Salt Lake City 1. Mountain View Corridor Government Documents 285 S 500 E, Salt Lake City	Daykinville Library 1757 W 1000 N, Salt Lake City Murray Library 4740 W 1100 S, West Valley City Mogensen Library 8330 W 3500 S, Murray	Park Library 4075 S 2000 W, Taylorsville Kearns Library 5330 S 4230 W, Kearns West Jordan Library 1770 W 7800 S, West Jordan South Jordan Library 10273 S Redwood Rd, South Jordan	Provo Library 1780 S Redwood Rd, Provo Bonneville Library 1318 S 5000 W, American Fork American Fork Library 44 S 1100 E, American Fork Pleasant Grove Library 391 Center St, Pleasant Grove	Lehi Library 1200 E Center St, Lehi Pleasant Meadows Library 21515 N Brown Meadows Dr, Lehi Eagle Mountain Library 1800 E Exchange Dr, Eagle Mountain	FERRIS BRIND'S LOCATIONS Salt Lake County (DES CS 804) 5015 S Redwood Rd, Taylorsville Deak County (DES Head Copy) 507 W 101 W, American Fork
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▶ To read this comment form visit us Mountain View Corridor, please call, stop, offer a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

COMMENT **

I am concerned about the safety issue regarding Harvest Elementary in Santa Fe Springs. I do not believe that the standard safety measures (Chain link) are sufficient. I would like to see a sound wall and a jersey barrier in the area of the school. A chain link fence is much less likely to redirect an errant vehicle than a jersey barrier is. Please do not leave our children exposed.

Thank you for your work.

Comment 1944

Response Section in Chapter 35
35.2.9A

Print View Page 1 of 1

From: Brent Moors <bemoors@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 17, 2008 8:42 AM
 Subject: 4800 North.

Please use the 4800 North Alternative. The negative impacts of more southern routes are too great.

Thank you,
Brent Moors

Never miss a thing. Make Yahoo your home page.
<http://www.yahoo.com/r/hs>

https://email.udot.utah.gov/gw/webacc?User.context=ls2lv2Sk3rvdbm0Pq3&Item.dr=699z2z0&... 1/17/2008

Comment 1945

Comment 1946

Response Section in Chapter 35

Response Section in Chapter 35

35.2.9A

Print View

Page 1 of 1

From: Georgia M Vallejos <gmvallejos@graniteschools.org>
 To: "mountainview@utah.gov" <mountainview@utah.gov>
 Date: Friday - January 11, 2008 2:49 PM
 Subject: Impact Comment

35.2.1A

I don't see why you want to demolish people's homes when you could swing the proposed highway site further to the west and avoid such a fiasco. THERE IS NOTHING OUT THERE, and since the west portion of the valley is where all the development is and will be, it would make more sense to move the proposed site further west.

35.2.4H

I am very angry and against both of your proposed alternatives. It is really not fair to homeowners like myself, whose house falls between the proposed highway and the proposed trax line (my house is at 7173 South, 5635 West). Talk about negative impact! Either alternative will put the trax line right outside my back yard, and the highway a block from my front yard. There should be a law against you taking a nice, quiet, rural subdivision and turning it into Grand Central Station!!

[cid:859153521@11012008-1C72]
 Georgia Vallejos - Cyprus High School

https://email.udot.utah.gov/gw/webacc?User.context=qk.5vv7Qkcm0qh3Fqc&Item.drm=644z1z0&... 1/11/2008

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Tony Purvisser
 Organization (if applicable):
 Mailing Address: 2201 N. 2600 W.
 City: Lehi State: UT ZIP: 84053
 Email: imaginein@yale.com Phone: 801-472-1214
 Check all that apply:
 Add me to the project email update list
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 I'd like to receive project emails

DEIS READ ROOM - LIBRARY LOCATIONS
 Salt Lake City Public Library
 3701 400 S. Salt Lake City
 J. Willard Marriott Library
 Government Documents
 295 S 500 E, Salt Lake City
 Ogden Public Library
 1525 W 1000 S, Salt Lake City
 Murray Library
 4120 W 400 S, West Valley City
 Alton Library
 833 W 1500 S, Murray
 Provo Public Library
 4015 S 2700 W, Taylorsville
 Kaysville Library
 5100 S 4230 W, Kaysville
 West Jordan Library
 10700 W 7800 S, West Jordan
 South Jordan Library
 10073 S Redwood Rd, South Jordan

COMMENT **
 Our concerns, when considering a project like this, should be:
 1. Homes and Families
 2. Environment
 3. Cost (costly)
 I am astonished at how little attention is being paid to Lehi, City's proposal, which, to me, clearly has the least negative impact! In all of my conversations tonight, I could not get more than a lethargic "well... we'll look at it" out of any UDOT representative, as if they could care less about priority #1 above.
 4800 N. is clearly the best alternative!
 ▶ To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

FEDERAL LIBRARY LOCATIONS
 Salt Lake County (DEIS CD 4800)
 3670 S Redwood Rd, Taylorsville
 Utah County (DEIS Read Copy)
 567 W 137 N, Henrieville Park
 Lehi Library
 1201 N Center St, Lehi
 Provo Mountain Library
 2151 N Provo Mountain Dr, Lehi
 Eagle Mountain Library
 1801 Heritage Dr, Eagle Mountain

Comment 1947

Response Section in Chapter 35 → 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Oran Atwood
 Organization (if applicable): _____
 Mailing Address: 2890 W 2200 N
 City: Lehi State: UT ZIP: 84043
 Email: oran.a.atwood@comcast.net Phone: 801 331 8302

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DEIS LIBRARY LOCATIONS:
 Ogden: Ogden Mall Library, 370 E. Main, Ogden, UT 84403
 Salt Lake City: Salt Lake City Library, 201 E. South, Salt Lake City, UT 84111
 1. Affiliated Member Libraries: American Red Cross, 1000 E. South, Salt Lake City, UT 84111

DEIS LIBRARY LOCATIONS:
 Ogden: Riverside Library, 1575 W. 1000 N., Salt Lake City, UT 84403
 Alton: Alton Library, 4740 W. 4300 S., West Valley City, UT 84117
 Aspen: Aspen Library, 8330 W. 3300 S., Magna, UT 84048
 Provo: Provo Library, 4070 S. 2700 W., Provo, UT 84601
 Kaysville: Kaysville Library, 5305 S. 4200 W., Kaysville, UT 84037
 West Jordan: West Jordan Library, 1970 W. 7800 S., West Jordan, UT 84088
 South Jordan: South Jordan Library, 10873 S. Riverview Rd., South Jordan, UT 84091
 American Fork: American Fork Library, 13605 S. Riverview Rd., American Fork, UT 84003
 Mountain View: Mountain View Library, 13198 S. 5400 W., American Fork, UT 84003
 American Fork: American Fork Library, 645 E. 1001 S., American Fork, UT 84003
 Pleasant Grove: Pleasant Grove Library, 301 E. Center St., Pleasant Grove, UT 84062
 Lehi: Lehi Library, 120 N. Center St., Lehi, UT 84043
 Provo: Provo Library, 2151 N. Union, Provo, UT 84601
 Eagle Mountain: Eagle Mountain Library, 1801 E. Heritage Dr., Eagle Mountain, UT 84003
 Salt Lake County (DEIS CD 3040): Salt Lake County (DEIS CD 3040), 3615 S. Riverview Rd., Provo, UT 84601
 Utah County (DEIS Book Copy): Utah County (DEIS Book Copy), 501 W. 120 N., American Fork, UT 84003

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

COMMENT **
 I do not support the any of the west proposals. Please consider the 4800 North alternative that Lehi has proposed. Having a Freeway on 2100 North will greatly impact Lehi's future growth negatively. Furthermore the impact on our children will be ~~destrating~~ devastating. The will have to live next to and attend by the freeway. Please also do some noise testing by the homes on 2100 North.

Comment 1948

Response Section in Chapter 35 → 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Elaine Augustine
 Organization (if applicable): _____
 Mailing Address: 2493 N 600 W
 City: Lehi State: UT ZIP: 84043
 Email: elaine.augustine@comcast.net Phone: 801-766-0270

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DEIS LIBRARY LOCATIONS:
 Ogden: Ogden Mall Library, 370 E. Main, Ogden, UT 84403
 Salt Lake City: Salt Lake City Library, 201 E. South, Salt Lake City, UT 84111
 1. Affiliated Member Libraries: American Red Cross, 1000 E. South, Salt Lake City, UT 84111

DEIS LIBRARY LOCATIONS:
 Ogden: Riverside Library, 1575 W. 1000 N., Salt Lake City, UT 84403
 Alton: Alton Library, 4740 W. 4300 S., West Valley City, UT 84117
 Aspen: Aspen Library, 8330 W. 3300 S., Magna, UT 84048
 Provo: Provo Library, 4070 S. 2700 W., Provo, UT 84601
 Kaysville: Kaysville Library, 5305 S. 4200 W., Kaysville, UT 84037
 West Jordan: West Jordan Library, 1970 W. 7800 S., West Jordan, UT 84088
 South Jordan: South Jordan Library, 10873 S. Riverview Rd., South Jordan, UT 84091
 American Fork: American Fork Library, 13605 S. Riverview Rd., American Fork, UT 84003
 Mountain View: Mountain View Library, 13198 S. 5400 W., American Fork, UT 84003
 American Fork: American Fork Library, 645 E. 1001 S., American Fork, UT 84003
 Pleasant Grove: Pleasant Grove Library, 301 E. Center St., Pleasant Grove, UT 84062
 Lehi: Lehi Library, 120 N. Center St., Lehi, UT 84043
 Provo: Provo Library, 2151 N. Union, Provo, UT 84601
 Eagle Mountain: Eagle Mountain Library, 1801 E. Heritage Dr., Eagle Mountain, UT 84003
 Salt Lake County (DEIS CD 3040): Salt Lake County (DEIS CD 3040), 3615 S. Riverview Rd., Provo, UT 84601
 Utah County (DEIS Book Copy): Utah County (DEIS Book Copy), 501 W. 120 N., American Fork, UT 84003

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

COMMENT **
 After looking at the 2100 N. Lehi, and Southern Freeway alternatives, I think Lehi's 4800 N alternative should be given serious consideration. It will have the shortest route between I-15 and the Mountain View Corridor, reducing fuel costs and pollution. It would also impact the fewest properties. While it would likely be more expensive, the long term impact is worth the extra money.

Comment 1949

Comment 1950

Response Section in Chapter 35
 ↳
 35.2.9C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Fob Bailey
 Organization (if applicable):
 Mailing Address: 339 W Shadburn PI
 City: Saratoga Springs State: UT ZIP: 84505
 Email: _____ Phone: 766-9739

Check all that apply:
 Add me to the project email update list
 I already receive project emails

LIBRARY LOCATIONS:
 Salt Lake City Main Library 301 S 400 S, Salt Lake City
 J. Willard Huntington Library Government Documents 295 S 3900 E, Salt Lake City
 Ogden Branch Library 1570 W 3000 S, Salt Lake City
 Heber Library 4200 W 4100 S, West Valley City
 Alameda Library 833W W 3500 S, Alameda
 Provo Library 4070 S 2700 W, Provo
 Kaysville Library 5150 S 4200 W, Kaysville
 West Jordan Library 7970 W 7900 S, West Jordan
 South Jordan Library 3007 S Redwood Rd, South Jordan
 Blount Branch Library 12805 S Redwood Rd, Herriman
 Mountain Library 13195 S 5600 W, Herriman
 American Fork Library 64 S 100 E, American Fork
 Pleasant Grove Library 301 E Center St, Pleasant Grove
 Lehi Library 1203 E Center St, Lehi
 Poudre Branch Library 2315 W Pointe Meadows Dr, Lehi
 Eagle Mountain Library 1000 E Heritage Dr, Eagle Mountain
 EBERHARDT LOCATIONS
 Salt Lake County EBERHARDT BRANCH 500 W 3000th St, Provo
 Utah County EBERHARDT BRANCH 601 S Main St, Panguitch
 Wasatch-Cache National Park 541 W 1910 N, American Fork

► To read this comment form held in Mountain View Corridor, please call, stop, or file a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

COMMENT ▼▼
4800 North on Lehi is too far north to alleviate the east-west congestion in Lehi. I work in Draper and would never have that far north to go south.

Response Section in Chapter 35
 ↳
 35.2.7C

Page 1 of 1

Print View

From: "Chris Trusty" <ctrusty@emcity.org>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 1:55 PM
 Subject: Mountain View Corridor

I would like to thank UDOT for their hard work and dedication in studying the alternatives for the Mountain View Corridor. As a resident living and working in northern Utah County, I would like to support the preferred 2100 North alternate. I believe this alternate provides the best benefit to all the residents of northern Utah County with the least impact

Again, thank you for all you've done to keep the public informed during the process, and for allowing for input from residents.

Christopher T. Trusty, P.E.
 Public Works Director
 2545 North Sweetwater Road
 Eagle Mountain, UT 84005
 Phone: (801) 789-6671
 Fax: (801) 789-8920
 Cell: (801) 420-2288

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Rj2lj3qg1Cm7&Item.drm=669z1z0&...> 1/14/2008

Comment 1951

Response Section in Chapter 35
 35.2.3A
 35.1.1A
 35.2.1A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Diana Beckstrom
 Organization (if applicable):
 Mailing Address: 1408 West 4200 South
West Valley State: UT ZIP: 84128
 Email: SCedid@hotmail.com Phone: 801-252-0537

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

LIBRARY LOCATIONS:

DES HEADQUARTERS - Salt Lake City	Big Bendville Library 1537 W 1000 S, Salt Lake City	Pink Library 4870 2700 W, Upland	Provo Library 1200 E Center St, Utah	FERGUSON LOCATIONS
Central City Public Library 201 E 400 S, Salt Lake City	Amery Library 4242 W 400 S, West Valley City	Kearns Library 5180 S 4200 W, Kearns	Phonix Mountain Library 2151 N Phoenix Mountain Dr, Utah	Salt Lake County (DES CD #46) 5670 S Redwood Rd, Upland
2nd Ward Mountain Library 420 E 1000 S, Salt Lake City	Maple Library 833W 1500 S, Maple	West Valley Library 10700 W 2000 S, West Jordan	English Mountain Library 14601 Henning Dr, English Mountain	Great Valley (DES CD #47) 5670 S 191 N, American Fork
3515 1500 S, Salt Lake City		South Jordan Library 10075 Silverwood Rd, South Jordan	Provo Center St, Provo 301 E Center St, Provo	

COMMENT **
 This will have an impact on several aspects I do not want my child playing next to a freeway. Light rail makes more sense and will have less environmental impact and less impact on our children. East West is a bigger problem. Please reconsider this issue. SDD west is already there, use it! People would use it if you improve it!

► To read this comment from back to Mountain View Corridor, please hold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1952

Response Section in Chapter 35
 35.31C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Haley Borenidge
 Organization (if applicable):
 Mailing Address: HASN 3350W
 City: Lehi State: VT ZIP: 84043
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

LIBRARY LOCATIONS:

DES HEADQUARTERS - Salt Lake City	Big Bendville Library 1537 W 1000 S, Salt Lake City	Pink Library 4870 2700 W, Upland	Provo Library 1200 E Center St, Utah	FERGUSON LOCATIONS
Central City Public Library 201 E 400 S, Salt Lake City	Amery Library 4242 W 400 S, West Valley City	Kearns Library 5180 S 4200 W, Kearns	Phonix Mountain Library 2151 N Phoenix Mountain Dr, Utah	Salt Lake County (DES CD #46) 5670 S Redwood Rd, Upland
2nd Ward Mountain Library 420 E 1000 S, Salt Lake City	Maple Library 833W 1500 S, Maple	West Valley Library 10700 W 2000 S, West Jordan	English Mountain Library 14601 Henning Dr, English Mountain	Great Valley (DES CD #47) 5670 S 191 N, American Fork
3515 1500 S, Salt Lake City		South Jordan Library 10075 Silverwood Rd, South Jordan	Provo Center St, Provo 301 E Center St, Provo	

COMMENT **
 I am happy about how well it is being planned. I am excited for this new development!

► To read this comment from back to Mountain View Corridor, please hold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1954

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Wesley H Brown, PE
 Organization (if applicable):
 Mailing Address: 2312 N 750 W
 City: Lehi State: UT ZIP: 84043
 Email: Ceseyth@comcast.net Phone: 801 746 2257
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

can't see you are following the NEPA process I think that left city is trying to detail the process by walking outside of the it. they would be become partners and stop lawsuits.
 Thank you for responsive the future TRANSPORTATION NEEDS.

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES UPDATE -
LIBRARY LOCATIONS:
 Salt Lake City Area Library
 2101 400 S. Salt Lake City
 J. Randal Danner Library
 General Post Office
 2815 1500 E. Salt Lake City

Day Alternative Library
 1575 W 1000 S, Salt Lake City
 River Library
 4140 W 4100 S, West Valley City
 Alameda Library
 8330 W 3500 S, Midvale

Peak Library
 4970 S 2700 W, High Uintahs
 Keenan Library
 5350 S 4250 W, Keenan
 West End Library
 1970 W 700 S, West Jordan
 South Jordan Library
 1907 S Redwood Rd, South Jordan

Benjamin Library
 1280 S Redwood Rd, Benetton
 Hermosa Library
 13195 S 6000 W, Benetton
 American Fork Library
 441 S 100 E, American Fork
 Pleasant Grove Library
 20 E Center St, Pleasant Grove

Valley Library
 1201 N Center St, Lehi
 Pioneer Middle Library
 2151 N Pine Meadow Dr, Lehi
 Eagle Mountain Library
 1401 E Heritage Dr, Eagle Mountain

FERRIS KIMMICK LOCATIONS:
 Salt Lake County (DES CD ABN)
 5015 S. Decker Blvd, Taylorsville
 Rich County (DES CD ABN)
 501 W 131 N, Henrieville, UT

Response Section in Chapter 35 35.31C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Richard Black
 Organization (if applicable):
 Mailing Address: Box 123
 City: Lehi State: UT ZIP: 84043
 Email: Rblack@comcast.net Phone: 801-789-4260
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

We worry about the impact on the environment by putting in the Corridor, however if you claim the travel times will double, what about the impact on the Environment if you don't build the Corridor SOD N, Quit worrying about the Swamp lands + get it built!

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES UPDATE -
LIBRARY LOCATIONS:
 Salt Lake City Area Library
 2101 400 S. Salt Lake City
 J. Randal Danner Library
 General Post Office
 2815 1500 E. Salt Lake City

Day Alternative Library
 1575 W 1000 S, Salt Lake City
 River Library
 4140 W 4100 S, West Valley City
 Alameda Library
 8330 W 3500 S, Midvale

Peak Library
 4970 S 2700 W, High Uintahs
 Keenan Library
 5350 S 4250 W, Keenan
 West End Library
 1970 W 700 S, West Jordan
 South Jordan Library
 1907 S Redwood Rd, South Jordan

Benjamin Library
 1280 S Redwood Rd, Benetton
 Hermosa Library
 13195 S 6000 W, Benetton
 American Fork Library
 441 S 100 E, American Fork
 Pleasant Grove Library
 20 E Center St, Pleasant Grove

Valley Library
 1201 N Center St, Lehi
 Pioneer Middle Library
 2151 N Pine Meadow Dr, Lehi
 Eagle Mountain Library
 1401 E Heritage Dr, Eagle Mountain

FERRIS KIMMICK LOCATIONS:
 Salt Lake County (DES CD ABN)
 5015 S. Decker Blvd, Taylorsville
 Rich County (DES CD ABN)
 501 W 131 N, Henrieville, UT

DES UPDATE -
LIBRARY LOCATIONS:
 Salt Lake City Area Library
 2101 400 S. Salt Lake City
 J. Randal Danner Library
 General Post Office
 2815 1500 E. Salt Lake City

Day Alternative Library
 1575 W 1000 S, Salt Lake City
 River Library
 4140 W 4100 S, West Valley City
 Alameda Library
 8330 W 3500 S, Midvale

Peak Library
 4970 S 2700 W, High Uintahs
 Keenan Library
 5350 S 4250 W, Keenan
 West End Library
 1970 W 700 S, West Jordan
 South Jordan Library
 1907 S Redwood Rd, South Jordan

Benjamin Library
 1280 S Redwood Rd, Benetton
 Hermosa Library
 13195 S 6000 W, Benetton
 American Fork Library
 441 S 100 E, American Fork
 Pleasant Grove Library
 20 E Center St, Pleasant Grove

Valley Library
 1201 N Center St, Lehi
 Pioneer Middle Library
 2151 N Pine Meadow Dr, Lehi
 Eagle Mountain Library
 1401 E Heritage Dr, Eagle Mountain

FERRIS KIMMICK LOCATIONS:
 Salt Lake County (DES CD ABN)
 5015 S. Decker Blvd, Taylorsville
 Rich County (DES CD ABN)
 501 W 131 N, Henrieville, UT

Comment 1953

Response Section in Chapter 35 35.31C

Comment 1955

Response Section in Chapter 35
 35.2.7D
 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview/; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Tyler Capson
 Organization (if applicable):
 Mailing Address: 2229 N 2270 W
 City: Lehi State: UT Zip: 84043
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DEIS MAILING LOCATIONS:
 LIBRARY LOCATIONS:
 Salt Lake City: Lehi
 201 E 400 S, Salt Lake City
 J. Merial Montross Library
 Government Postmaster
 265 S 1900 S, Salt Lake City

Dependent Library: 1571 W 3000 S, Salt Lake City
 Baker Library: 4200 W 4100 S, West Valley City
 J. Merial Montross Library: 8330 W 5300 S, Magna
 Penn Library: 4870 S 2700 W, Taylorsville
 Keenan Library: 5310 S 4200 W, Kearns
 West Jordan Library: 1970 W 7000 S, West Jordan
 South Jordan Library: 1907 S Redwood Rd, South Jordan

Depot Library: 12805 Redwood Rd, Burmans
 Herndon Library: 3195 S 5600 W, Westman
 American Fork Library: 64 S 100 E, American Fork
 Pleasant Grove Library: 301 E Center St, Pleasant Grove

Lehi Library: 1201 Center St, Lehi
 Pioneer Middle Library: 2315 N Pioneer Middle Dr, Lehi
 Eagle Mountain Library: 1801 E Heritage Dr, Eagle Mountain

FEEDBACK LOCATIONS:
 Salt Lake County (200) CP-2000
 5070 S Redwood Rd, Taylorsville
 Salt County (200) West Copy
 24 W 100 N, American Fork

COMMENT **
 I am opposed to the 2100N freeway option. I support the 4800 N option (proposed by Lehi City) or the aerials option. Another freeway in Lehi will destroy our community which is already split by I-15 and commuter rail. We are not a corridor for Saratoga Springs & eagle mtn. Our community did not exist when the project did all its public outreach. Please consider a community aware solution e.g. 4800 N option.

► Read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1956

Response Section in Chapter 35
 35.6.3A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview/; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Lynsey Carter
 Organization (if applicable):
 Mailing Address: 2782 W. 3746 S.
 City: W.V.C State: UT Zip: 84108
 Email: lynseycarter@yahoo.com Phone: 801-871-8640

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DEIS MAILING LOCATIONS:
 LIBRARY LOCATIONS:
 Salt Lake City: W.V.C
 201 E 400 S, Salt Lake City
 J. Merial Montross Library
 Government Postmaster
 265 S 1900 S, Salt Lake City

Dependent Library: 1571 W 3000 S, Salt Lake City
 Baker Library: 4200 W 4100 S, West Valley City
 J. Merial Montross Library: 8330 W 5300 S, Magna
 Penn Library: 4870 S 2700 W, Taylorsville
 Keenan Library: 5310 S 4200 W, Kearns
 West Jordan Library: 1970 W 7000 S, West Jordan
 South Jordan Library: 1907 S Redwood Rd, South Jordan

Depot Library: 12805 Redwood Rd, Burmans
 Herndon Library: 3195 S 5600 W, Westman
 American Fork Library: 64 S 100 E, American Fork
 Pleasant Grove Library: 301 E Center St, Pleasant Grove

Lehi Library: 1201 Center St, Lehi
 Pioneer Middle Library: 2315 N Pioneer Middle Dr, Lehi
 Eagle Mountain Library: 1801 E Heritage Dr, Eagle Mountain

FEEDBACK LOCATIONS:
 Salt Lake County (200) CP-2000
 5070 S Redwood Rd, Taylorsville
 Salt County (200) West Copy
 24 W 100 N, American Fork

COMMENT **
 Federal Gov. needs to get done the Record of Decision? I have the right to know if my house is going to be taken and when?!

► Read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1958

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Karen Christensen
 Organization (if applicable):
 Mailing Address: 3199 W Davenport
 City: Lehi State: UT ZIP: 84043
 Email: Karenchristenr@hotmail.com Phone: 735-47700
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

I think that there has been a thorough study done on the 2100 N Freeway. This freeway makes sense. It needs to be built right away! It's the shortest route to I-15 from Redwood, and the 14th west interchange needs to be realigned. It's a mess. I'm satisfied with the project, and I think it should go forward as soon as possible. I don't like the 4800 proposal - the land ^{seem} seem too unstable, and the gorge would make the road too expensive. - The opposition to 2100 N just doesn't make sense. -

► To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES UPDATE - LIBRARY LOCATIONS
 Salt Lake City Main Library
 210 E 500 S, Salt Lake City
 2 Federal Reserve Library
 385 S 500 E, Salt Lake City
 Ogden Branch Library
 421 W 400 S, West Valley City
 Provo Branch Library
 833 W 500 S, Provo
 Padmuli Library
 4070 S 2700 W, Taylorsville
 Kaysville Branch Library
 5295 S 1200 E, Kaysville
 West Jordan Branch Library
 1770 N 100 S, West Jordan
 South Jordan Branch Library
 1870 S Redwood Rd, South Jordan

Provo Branch Library
 1880 S Redwood Rd, Provo
 West Valley Branch Library
 3130 S 500 E, West Valley
 American Fork Branch Library
 645 100 E, American Fork
 Pleasant Grove Branch Library
 20 E Center St, Pleasant Grove

Lehi Library
 1318 Center St, Lehi
 Provo Branch Library
 2151 N River Street St, Lehi
 Eagle Mountain Branch Library
 1800 E Heritage St, Eagle Mountain

FIELD BRANCH LOCATIONS
 Salt Lake County (DES CD-RM)
 5615 Redwood Rd, Taylorsville
 Davis County (DES Field Copy)
 581 W 101 N, American Fork

Response Section in Chapter 35
 35.2.7C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Clark Carter
 Organization (if applicable):
 Mailing Address: 5782 Masters Ct
 City: WVC State: UT ZIP: 84128
 Email: ClarkCarter@Yahoo.com Phone: 801-755-3262
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

COMMENT **

Get the Record of Decision Done! We need to know if we should sale our house or wait for UDOT. Please make a decision!

► To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES UPDATE - LIBRARY LOCATIONS
 Salt Lake City Main Library
 210 E 500 S, Salt Lake City
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 385 S 500 E, Salt Lake City
 Ogden Branch Library
 421 W 400 S, West Valley City
 Provo Branch Library
 833 W 500 S, Provo
 Padmuli Library
 4070 S 2700 W, Taylorsville
 Kaysville Branch Library
 5295 S 1200 E, Kaysville
 West Jordan Branch Library
 1770 N 100 S, West Jordan
 South Jordan Branch Library
 1870 S Redwood Rd, South Jordan

Provo Branch Library
 1880 S Redwood Rd, Provo
 West Valley Branch Library
 3130 S 500 E, West Valley
 American Fork Branch Library
 645 100 E, American Fork
 Pleasant Grove Branch Library
 20 E Center St, Pleasant Grove

Lehi Library
 1318 Center St, Lehi
 Provo Branch Library
 2151 N River Street St, Lehi
 Eagle Mountain Branch Library
 1800 E Heritage St, Eagle Mountain

FIELD BRANCH LOCATIONS
 Salt Lake County (DES CD-RM)
 5615 Redwood Rd, Taylorsville
 Davis County (DES Field Copy)
 581 W 101 N, American Fork

Comment 1957

Response Section in Chapter 35
 35.6.3A

Comment 1959

Response Section in Chapter 35
→
35.2.4A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Jeffrey Coleman
 Organization (if applicable):
 Mailing Address: 3265 South Park Hill Drive
 City: Provo UT State: UT ZIP: 84604
 Email: Jeffreycoleman59@gmail.com, Phone: 604 2287

Check all that apply:
 Add me to the project mailing list
 Add me to the project mailing list
 I already receive project emails

DESKTOP COPY
 LIBRARY LOCATIONS:
 Salt Lake City Main Library
 3718 E. 400 S, Salt Lake City
 J. Willard Loveland Library
 Government Documents
 295 S 500 E, Salt Lake City

Day Alternative Library
 1575 W 1000 N, Salt Lake City
 Murray Library
 4740 W 4100 S, West Valley City
 Morgan Library
 833W 3300 S, Morgan
 Ogden Library
 4070 S 2700 W, Ogden
 Kaysville Library
 5305 S 4200 W, Kaysville
 West Jordan Library
 1970 W 700 S, West Jordan
 South Jordan Library
 3007 S Redwood Rd, South Jordan

Bayview Library
 1200 S Redwood Rd, Bayview
 Bountiful Library
 1319W S 5000W, Bountiful
 American Fork Library
 64 S 100 E, American Fork
 Pleasant Grove Library
 30 E Center St, Pleasant Grove

Lehi Library
 120 N Center St, Lehi
 Provo Mountain Library
 2151 N Pinion Mountain Dr, Lehi
 Eagle Mountain Library
 1680 E Heritage Dr, Eagle Mountain

FIELD COPY LOCATIONS:
 Salt Lake County (DES CD 2040)
 3610 S Redwood Rd, Ogden
 Utah County (DES Field Copy)
 361 W 120 N, American Fork

COMMENT **
 I hope the 5800 west project goes through you state say 248 home will be impacted, yet the number is at least 3 times that number. My house would be directly behind the 7200 Alternating. I'm impacted by that even though you state descript that so. Thank you

[Handwritten Signature]

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1960

Response Section in Chapter 35
→
35.2.9C
35.2.13A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Roger C. Harp
 Organization (if applicable):
 Mailing Address: 1228 E. 3570 S.
 City: Orem State: UT ZIP: 84058
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project mailing list
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DESKTOP COPY
 LIBRARY LOCATIONS:
 Salt Lake City Main Library
 3718 E. 400 S, Salt Lake City
 J. Willard Loveland Library
 Government Documents
 295 S 500 E, Salt Lake City

Day Alternative Library
 1575 W 1000 N, Salt Lake City
 Murray Library
 4740 W 4100 S, West Valley City
 Morgan Library
 833W 3300 S, Morgan
 Ogden Library
 4070 S 2700 W, Ogden
 Kaysville Library
 5305 S 4200 W, Kaysville
 West Jordan Library
 1970 W 700 S, West Jordan
 South Jordan Library
 3007 S Redwood Rd, South Jordan

Bayview Library
 1200 S Redwood Rd, Bayview
 Bountiful Library
 1319W S 5000W, Bountiful
 American Fork Library
 64 S 100 E, American Fork
 Pleasant Grove Library
 30 E Center St, Pleasant Grove

Lehi Library
 120 N Center St, Lehi
 Provo Mountain Library
 2151 N Pinion Mountain Dr, Lehi
 Eagle Mountain Library
 1680 E Heritage Dr, Eagle Mountain

FIELD COPY LOCATIONS:
 Salt Lake County (DES CD 2040)
 3610 S Redwood Rd, Ogden
 Utah County (DES Field Copy)
 361 W 120 N, American Fork

COMMENT **
 We live in Orem with a construction company in Saratoga Springs. Lehi's proposal would not benefit any person going to Utah county. The traffic through Lehi would still be a problem for people going to Utah county. The free way from the point of the mountain is still very crowded. The 2100 South proposal would be nice but I still think extra roads need to address the traffic going into Utah county.

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1962

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Kyle Carter
 Organization (if applicable):
 Mailing Address: 950 East 950 North
 City: Lehi State: UT Zip: 84043
 Email: _____ Phone: _____

- Check all that apply:
- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DEIS HEADQUARTERS Salt Lake City Area Library 201 E. 400 S. Salt Lake City Government Documents 285 S 500 E, Salt Lake City	Deer Creek Library 4249 W 4100 S, West Valley City Mogul Library 4339 W 5000 S, Sandy	Pinak Library 4870 S 2700 W, Taylorsville Kearns Library 5150 S 4200 W, Kearns MFC Jordan Library 17970 W 2005 S, West Jordan	South Jordan Library 13013 S Redwood Rd., South Jordan
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Bonanza Library 12805 Redwood Rd., Bonanza	Madri Library 1201 Center St., Lehi	FIBER KIDNAP LOCATIONS Salt Lake County (DEIS CD #M) 5615 S. Riverdale Rialto Library (DEIS West Copy) 541 W 100 N, American Fork
--	---	--

COMMENT ▼▼
I am concerned about the disconnected nature of Environmental Analysis on a myriad of projects in Northern Utah County. This includes a lack of Comprehensive Consistency between SR-42, 1000 South, I-15, M16, SR-66. It is clear there is a predisposition toward 2100 Northland City interests/requirements been ignored. I believe this knowledge is premature without equal opportunity for the public to comment on 1000 North (Lehi's option).

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Comment 1961

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: Karla Colthrop
 Organization (if applicable):
 Mailing Address: 383 W Carrington Circle
 City: Provo State: UT Zip: 84058
 Email: coltk@gmail.com/home 319-6681

- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DEIS HEADQUARTERS Salt Lake City Area Library 201 E. 400 S. Salt Lake City Government Documents 285 S 500 E, Salt Lake City	Deer Creek Library 4249 W 4100 S, West Valley City Mogul Library 4339 W 5000 S, Sandy	Pinak Library 4870 S 2700 W, Taylorsville Kearns Library 5150 S 4200 W, Kearns MFC Jordan Library 17970 W 2005 S, West Jordan	South Jordan Library 13013 S Redwood Rd., South Jordan
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Bonanza Library 12805 Redwood Rd., Bonanza	Madri Library 1201 Center St., Lehi	FIBER KIDNAP LOCATIONS Salt Lake County (DEIS CD #M) 5615 S. Riverdale Rialto Library (DEIS West Copy) 541 W 100 N, American Fork
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COMMENT ▼▼
Because I am from Provo I'm not immediately involved. It seems to me the South Freeway that goes clear into Salt Lake makes more sense. I realize it's not expensive but what a road you would get! Or like UDOT proposed with the south arterial. I just think if you are going to do something do it big!

► To read this comment from back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Response Section in Chapter 35
 → 35.2.6A

Response Section in Chapter 35
 → 35.25A
 35.2.9A

Comment 1963

Response Section in Chapter 35 → 35.2.3A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview.
 e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: William Conkle
 Organization (if applicable):
 Mailing Address: 1115 Oak Hills Way
 City: SLC State: Utah Zip: 84108
 Email: _____ Phone: 578-1734

Check all that apply:
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DES HEAD COPY - LIBRARY LOCATIONS	Daytonville Library 1575 W 3000 S, Salt Lake City	Park Library 4070 S 2700 W, Taylorsville	Benning Library 1280 S Redwood Rd, Benning	Lehi Library 1370 E Center St, Lehi	FEEDBACK LOCATIONS
Salt Lake City Head Library 210 E 400 S, Salt Lake City	Amery Library 4740 W 4300 S, West Valley City	Kearns Library 5395 S 4200 W, Kearns	Midvale Library 1070 W 7800 S, West Jordan	Provo/Anderson Library 3130 N Hiwassee Avenue Dr, Lehi	Salt Lake County (DES CD-ABM) 5615 S Redwood Rd, Taylorsville
J. Mitchell/Amesbury Library Government Documents 295 S 1500 E, Salt Lake City	Alpine Library 8330 W 3500 S, Magna	Midvale Library 1070 W 7800 S, West Jordan	South Jordan Library 1807 S Silverwood Rd, South Jordan	English Mountain Library 1801 E Fremont Dr, English Mountain	Utah County (DES Head Copy) 561 W 101 W, American Fork

COMMENT **

The public wants tax. Not another highway. Please do what the public wants to do and don't tax dollars.

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► To read this comment form back to Mountain View Corridor, please read, copy, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1964

Response Section in Chapter 35 → 35.2.3A, 35.12.1A, 35.12.4A, 35.2.2A

We want to hear what you have to say.

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 e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: W. Conkle
 Organization (if applicable): citizen
 Mailing Address: 1115 Oak Hills Way
 City: SLC State: Utah Zip: 84108-2026
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
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DES HEAD COPY - LIBRARY LOCATIONS	Daytonville Library 1575 W 3000 S, Salt Lake City	Park Library 4070 S 2700 W, Taylorsville	Benning Library 1280 S Redwood Rd, Benning	Lehi Library 1370 E Center St, Lehi	FEEDBACK LOCATIONS
Salt Lake City Head Library 210 E 400 S, Salt Lake City	Amery Library 4740 W 4300 S, West Valley City	Kearns Library 5395 S 4200 W, Kearns	Midvale Library 1070 W 7800 S, West Jordan	Provo/Anderson Library 3130 N Hiwassee Avenue Dr, Lehi	Salt Lake County (DES CD-ABM) 5615 S Redwood Rd, Taylorsville
J. Mitchell/Amesbury Library Government Documents 295 S 1500 E, Salt Lake City	Alpine Library 8330 W 3500 S, Magna	Midvale Library 1070 W 7800 S, West Jordan	South Jordan Library 1807 S Silverwood Rd, South Jordan	English Mountain Library 1801 E Fremont Dr, English Mountain	Utah County (DES Head Copy) 561 W 101 W, American Fork

COMMENT **

*I have negative responses to the construction of this highway
 1. We need to have adequate tax adjust friendly public transportation for this entire valley
 2. The pollution level in this valley is increasing each day. No one needs a severe PM degree to realize this. From 3955' we just look across the valley during daylight hours.
 3. This highway is designed to cut right through the west side residential areas. These children should not be thrown into a situation where they spend twenty-four hours a day breathing poisonous air.
 4. This highway is not necessary. No bridge would be needed to bypass the express.*

► To read this comment form back to Mountain View Corridor, please read, copy, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

► To read this comment form back to Mountain View Corridor, please read, copy, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1966

Response Section in Chapter 35
 → 35.2.4F

We want to hear what you have to say.

COMMENT **

I am concerned about the Freeway interchange at 41st South and at 35th So. All the people west of the Freeway have to use those 2 roads to get east. Also 1/2 the students at Hunter live west of the school and my kids will have to walk along 411 So ~~past~~ the interchange to get to school and also my college school has to walk from 6000 W to 5600 W past the interchange to get to the buses. I have heard a tunnel is proposed which I don't feel is safe in any way for all the pedestrian traffic. Get rid of 4100 interchange. Same \$

▶ To read this comment from back to Mountain View Corridor, please hold, flip, and return this comment stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

DEIS MAIL ROOM – Salt Lake City Distribution Center 2015 430 South Lake City Salt Lake City, UT 84119	Big Bendville Library 1575 W 1000 S, Salt Lake City Salt Lake City, UT 84119	Fruit Library 4910 S 2700 W, Taylorsville Salt Lake City, UT 84120	Mountain Library 1760 S 1500 W, West Valley City West Valley City, UT 84114	Redden Library 1575 N 1000 E, Provo Provo, UT 84601	Utah Library 1300 E Center St, Lehi Lehi, UT 84043	REGIONAL SIGHTS LOCATIONS Salt Lake County (DEIS CD-000) 5610 S Redwood Rd, Taylorsville Utah County (DEIS West Copy) 541 W 131 N, Henrieville Park
DEIS MAIL ROOM – Salt Lake City Distribution Center 2015 430 South Lake City Salt Lake City, UT 84119	Big Bendville Library 1575 W 1000 S, Salt Lake City Salt Lake City, UT 84119	Fruit Library 4910 S 2700 W, Taylorsville Salt Lake City, UT 84120	Mountain Library 1760 S 1500 W, West Valley City West Valley City, UT 84114	Redden Library 1575 N 1000 E, Provo Provo, UT 84601	Utah Library 1300 E Center St, Lehi Lehi, UT 84043	REGIONAL SIGHTS LOCATIONS Salt Lake County (DEIS CD-000) 5610 S Redwood Rd, Taylorsville Utah County (DEIS West Copy) 541 W 131 N, Henrieville Park

Comment 1965

Response Section in Chapter 35
 → 35.2.3D
 35.12.4A

We want to hear what you have to say.

COMMENT **

I think that the 5600 rd looks good, but 2 questions for you: - Can we make ~~the~~ it with light rail along side it at the same time? - What will you do about the increased air pollution that this road will cause next to so many schools? thanks
 Kyle

▶ To read this comment from back to Mountain View Corridor, please hold, flip, and return this comment stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Kyle Crane
 Organization (if applicable): _____
 Mailing Address: 5797 S. Chatterleigh Rd.
 City: WVC State: UT ZIP: 84128
 Email: krylcrane@gmail.com Phone: 966-2022

Check all that apply:
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DEIS MAIL ROOM – Salt Lake City Distribution Center 2015 430 South Lake City Salt Lake City, UT 84119	Big Bendville Library 1575 W 1000 S, Salt Lake City Salt Lake City, UT 84119	Fruit Library 4910 S 2700 W, Taylorsville Salt Lake City, UT 84120	Mountain Library 1760 S 1500 W, West Valley City West Valley City, UT 84114	Redden Library 1575 N 1000 E, Provo Provo, UT 84601	Utah Library 1300 E Center St, Lehi Lehi, UT 84043	REGIONAL SIGHTS LOCATIONS Salt Lake County (DEIS CD-000) 5610 S Redwood Rd, Taylorsville Utah County (DEIS West Copy) 541 W 131 N, Henrieville Park
DEIS MAIL ROOM – Salt Lake City Distribution Center 2015 430 South Lake City Salt Lake City, UT 84119	Big Bendville Library 1575 W 1000 S, Salt Lake City Salt Lake City, UT 84119	Fruit Library 4910 S 2700 W, Taylorsville Salt Lake City, UT 84120	Mountain Library 1760 S 1500 W, West Valley City West Valley City, UT 84114	Redden Library 1575 N 1000 E, Provo Provo, UT 84601	Utah Library 1300 E Center St, Lehi Lehi, UT 84043	REGIONAL SIGHTS LOCATIONS Salt Lake County (DEIS CD-000) 5610 S Redwood Rd, Taylorsville Utah County (DEIS West Copy) 541 W 131 N, Henrieville Park

Comment 1967

Response Section in Chapter 35
 35.12.1A
 35.2.3A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Nesha Hussler
 Organization (if applicable): _____
 Mailing Address: 8875 S 127th E
 City: Sandy State: UT ZIP: 84094
 Email: husslerd@gmail.com Phone: (801) 677-2483

Check all that apply:
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DEIS INFO COPY -
 Salt Lake City Metropolitan Library
 3101 4300 S, Salt Lake City
 J. Mitchell Anderson Library
 Government Documents
 2815 S 3000 E, Salt Lake City

DEIS INFO COPY -
 Ogden/Provo Library
 1575 W 3000 S, Salt Lake City
 Ameri Library
 4200 W 4100 S, West Valley City
 Ogden Library
 833W W 3300 S, Ogden

DEIS INFO COPY -
 Provo Library
 4870 S 2700 W, Taylorsville
 Everett Library
 3330 S 4200 W, Kearns
 West Jordan Library
 1707W 7000 S, West Jordan
 South Jordan Library
 10673 S Redwood Rd, South Jordan

DEIS INFO COPY -
 Riverton Library
 12805 S Redwood Rd, Riverton
 American Library
 13195 S 5600 W, Herriman
 American Ford Library
 645 100 E, American Fork
 Pleasant Grove Library
 301 E Center St, Pleasant Grove

DEIS INFO COPY -
 Lehi Library
 1301 E Center St, Lehi
 Pioneer Middle Library
 2151 N Forest Meadows Dr, Lehi
 Eagle Mountain Library
 1061 E Heritage Dr, Eagle Mountain

DEIS INFO COPY -
 Salt Lake County (DEIS) CD 0400
 5670 S Redwood Rd, Ogden
 South County (DEIS) (Paper Copy)
 545 100 E, American Fork

COMMENT **
 UDOT is performing alternative transit to build this Mountain View Corridor through multiple neighborhoods and schools. This will greatly increase emissions and pollution to the air. The air quality for this valley is enough to live around the MVC. We need to look towards the light rail transit, which is a healthier and more economical form of transit. Do not let UDOT pull this through at the expense of our health and well-being.

▶ To send this comment from back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1968

Response Section in Chapter 35
 35.2.7B
 35.2.7A
 35.2.1F

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Andrew Heywood
 Organization (if applicable): _____
 Mailing Address: 884 W 8150 Rd.
 City: Lehi State: UT ZIP: 84043
 Email: _____ Phone: 801-616-3081

Check all that apply:
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DEIS INFO COPY -
 Salt Lake City Metropolitan Library
 3101 4300 S, Salt Lake City
 J. Mitchell Anderson Library
 Government Documents
 2815 S 3000 E, Salt Lake City

DEIS INFO COPY -
 Ogden/Provo Library
 1575 W 3000 S, Salt Lake City
 Ameri Library
 4200 W 4100 S, West Valley City
 Ogden Library
 833W W 3300 S, Ogden

DEIS INFO COPY -
 Provo Library
 4870 S 2700 W, Taylorsville
 Everett Library
 3330 S 4200 W, Kearns
 West Jordan Library
 1707W 7000 S, West Jordan
 South Jordan Library
 10673 S Redwood Rd, South Jordan

DEIS INFO COPY -
 Riverton Library
 12805 S Redwood Rd, Riverton
 American Library
 13195 S 5600 W, Herriman
 American Ford Library
 645 100 E, American Fork
 Pleasant Grove Library
 301 E Center St, Pleasant Grove

DEIS INFO COPY -
 Lehi Library
 1301 E Center St, Lehi
 Pioneer Middle Library
 2151 N Forest Meadows Dr, Lehi
 Eagle Mountain Library
 1061 E Heritage Dr, Eagle Mountain

DEIS INFO COPY -
 Salt Lake County (DEIS) CD 0400
 5670 S Redwood Rd, Ogden
 South County (DEIS) (Paper Copy)
 545 100 E, American Fork

COMMENT **
 Being a resident approximately 100 yards away from the arterial and freeway options at 8100 North, I am obviously concerned about these two options. I would like to understand how far "below grade" the freeway would go down given the water table and the Jordan River must be crossed via an "above grade" bridge. I'd like to know how noisy it will be. The Southern Freeway alternative, together with an artery (east-west) at the point of the mountain makes the most sense. Lehi would be least disrupted this way. It would be like the belt freeway model that has already been tested with I-915 in St. George and a very successful. Breaking up Lehi with 8100 Rd. would hamper growth. Stream existing "leveling" of new residential developments and favor a very narrow boulevard of the city.

▶ To send this comment from back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1970

Response Section in Chapter 35
 ↳ 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Ysle Jackson
 Organization (if applicable):
 Mailing Address: 3906 Britton Rd
 City: SLC State: UT ZIP: 84119
 Email: _____ Phone: _____
 Check all that apply:
 Add me to the project mailing list
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 I already receive project emails

DEIS HARD COPY - LIBRARY LOCATIONS	Day Riverside Library	Post Library	Day Riverside Library
1351 W 1900 N, Salt Lake City	4035 S 2700 W, Taylorsville	1351 W 1900 N, Salt Lake City	4035 S 2700 W, Taylorsville
Salt Lake City Main Library	Kennett Library	Ammer Library	Kennett Library
2112 E 402 S, Salt Lake City	5193 S 4230 W, Kearns	4740 W 4100 S, West Valley City	5193 S 4230 W, Kearns
1. National Mountain Library Government Documents	West Jordan Library	Alpena Library	West Jordan Library
2951 S 1500 E, Salt Lake City	1970 W 7800 S, West Jordan	8339 W 9100 S, Magna	1970 W 7800 S, West Jordan
	South Jordan Library		South Jordan Library
	18423 S Silverdale Rd., South Jordan		18423 S Silverdale Rd., South Jordan

COMMENT **
*We already have air traffic over this area. All measures to put transit in first should be done - Britton = Construction = Freeways/Highways
 THINK GREEN*

▶ To read this comment form hand in Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Business Library	1360 S Redwood Rd, Riverton	Lehi Library	1201 N Center St, Lehi	FEEDS KINNO'S LOCATIONS
Mountain Library	13198 S 5400 W, American Fork	Provo Mountain Library	2151 N Provo Mountain St, Lehi	Salt Lake County (DEIS CD 2004)
American Fork Library	64 S 1001 E, American Fork	Eight Mountain Library	1681 E Heritage Dr, Eight Mountain	5615 S Redwood Rd, Taylorsville
Pleasant Grove Library	301 Center St, Pleasant Grove			8048 County (DEIS Road Copy)
				561 W 1201 N, American Fork

Comment 1969

Response Section in Chapter 35
 ↳ 35.2.4B

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Fristen Hunt
 Organization (if applicable):
 Mailing Address: 12415 West 3740 South
 City: West Valley City, UT ZIP: 84128
 Email: thunt@att.net Telephone: 801-614-1451
 Check all that apply:
 Add me to the project mailing list
 Add me to the project mailing list
 I already receive project emails

DEIS HARD COPY - LIBRARY LOCATIONS	Day Riverside Library	Post Library	Day Riverside Library
1351 W 1900 N, Salt Lake City	4035 S 2700 W, Taylorsville	1351 W 1900 N, Salt Lake City	4035 S 2700 W, Taylorsville
Salt Lake City Main Library	Kennett Library	Ammer Library	Kennett Library
2112 E 402 S, Salt Lake City	5193 S 4230 W, Kearns	4740 W 4100 S, West Valley City	5193 S 4230 W, Kearns
1. National Mountain Library Government Documents	West Jordan Library	Alpena Library	West Jordan Library
2951 S 1500 E, Salt Lake City	1970 W 7800 S, West Jordan	8339 W 9100 S, Magna	1970 W 7800 S, West Jordan
	South Jordan Library		South Jordan Library
	18423 S Silverdale Rd., South Jordan		18423 S Silverdale Rd., South Jordan

COMMENT **
I do not want to see the Mountain View Corridor go through 5600 West. Please consider the impact this will have on the homes and sheds in our neighborhoods. West Valley City should be looking and supporting their residents. They aren't but maybe you (UDOT) will listen. I feel 7200 West would be a better option with less impact on sheds and homes. Don't tear our neighborhood apart. We live here for 25 years. We want to live here longer but we will move if this goes through. Thank you, Fristen Hunt

▶ To read this comment form hand in Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Business Library	1360 S Redwood Rd, Riverton	Lehi Library	1201 N Center St, Lehi	FEEDS KINNO'S LOCATIONS
Mountain Library	13198 S 5400 W, American Fork	Provo Mountain Library	2151 N Provo Mountain St, Lehi	Salt Lake County (DEIS CD 2004)
American Fork Library	64 S 1001 E, American Fork	Eight Mountain Library	1681 E Heritage Dr, Eight Mountain	5615 S Redwood Rd, Taylorsville
Pleasant Grove Library	301 Center St, Pleasant Grove			8048 County (DEIS Road Copy)
				561 W 1201 N, American Fork

Comment 1971

Response Section in Chapter 35
 → 35.8B

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Rebecca Johnson
 Organization (if applicable): _____
 Mailing Address: 6074 So. 6105 East
 City: SLC State: UT Zip: 84119
 Email: johnsonrc62@yahoo.com Phone: 801-966-8885

Check all that apply:
 Add me to the project mailing list
 Add me to the project mailing list
 I already receive project emails

DEIS INFO/ORG - LIBRARY LOCATIONS

Big Bend Library 1371 W 1000 S, Salt Lake City	Daytona Library 4249 E 4100 S, West Valley City	Daytona Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City

COMMENT **

I agree that roads needs to be built for increased traffic. I think future planning should be done to set aside future roads so neighborhoods are not destroyed.

I am concerned about 6200 South becoming a major road - traffic to house. This will make my neighborhood lose it's friendly atmosphere. I'm concerned about noise & congestion on east-west streets getting to the new freeway. We need neighborhoods not traffic.

► To read this comment from back to Mountain View Corridor, please visit www.udot.utah.gov/mountainview, click on the project name, and click on the comment number. Thank you for your comments.

DEIS INFO/ORG - LIBRARY LOCATIONS

Big Bend Library 1371 W 1000 S, Salt Lake City	Daytona Library 4249 E 4100 S, West Valley City	Daytona Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City

Comment 1972

Response Section in Chapter 35
 → 35.2.7C

We want to hear what you have to say.

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CONTACT INFORMATION:
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 Organization (if applicable): _____
 Mailing Address: 582 W Goldenrod Way
 City: Saratoga Springs, UT Zip: 84055-1
 Email: _____ Phone: _____

Check all that apply:
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DEIS INFO/ORG - LIBRARY LOCATIONS

Big Bend Library 1371 W 1000 S, Salt Lake City	Daytona Library 4249 E 4100 S, West Valley City	Daytona Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City

COMMENT **

Please keep the 2100 W alignment in Utah County. We support it and think it is the only reasonable alternative. Please don't give in to the "not in my backyard" attitude that Lehi city has.

Thank You

► To read this comment from back to Mountain View Corridor, please visit www.udot.utah.gov/mountainview, click on the project name, and click on the comment number. Thank you for your comments.

DEIS INFO/ORG - LIBRARY LOCATIONS

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East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City
East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City	East Valley Library 3011 400 S, Salt Lake City	East Valley Library 4249 E 4100 S, West Valley City	East Valley Library 1371 W 1000 S, Salt Lake City

Comment 1974

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CONTACT INFORMATION:

Name: Debra Ludwig
 Organization (if applicable):
 Mailing Address: 175 E. Airport Dr.
 City: Lehi State: UT ZIP: 84043
 Email: _____ Phone: _____
 Check all that apply:
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DEIS HARBOR – LIBRARY LOCATIONS

Daytonville Library 1575 W. 1000 S., Salt Lake City	Foot Library 4870 S. 2700 W., Taylorsville
Soledad City-Mesa Library 2712 E. 400 S., Salt Lake City	Kearns Library 5305 S. 4200 W., Kearns
1. Wilson Elementary Government Documents 2855 S. 1000 E., Salt Lake City	Maple Valley Library 8339 W. 3300 S., Maple
	West Jordan Library 1970 W. 7800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan

ALTERNATE LIBRARY LOCATIONS

Alpena Library 12865 S. Redwood Rd., Riverton	Lehi Library 1301 E. Center St., Lehi	FEEDBACK LOCATIONS
Ardenwood Library 11818 S. 5600 N., Herriman	Provo-Mesa Library 2133 N. Howe-Mesa Blvd., Lehi	Salt Lake County (DEIS CD #040)
American Fork Library 64 S. 100 E., American Fork	Eight Mile Library 1805 E. Heritage Dr., Eight Mile	5015 S. Redwood Rd., Taylorsville
Provo-Center Library 391 E. Center St., Provo-Center		0401 County (DEIS Road Copy)
		501 W. 100 N., American Fork

COMMENT **

As a resident of Lehi, over the past 5 years Lehi has become increasingly difficult. The need for more roadway is obvious. I feel a road along SR160 North is a good idea, but it alone is not enough. The original portion are of equal importance, both Provo because of F105 S. Those roads are all desperately needed.

► To read this comment from back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 1973

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Charles Larson
 Organization (if applicable):
 Mailing Address: 2693 Garden Dr
 City: Lehi State: UT ZIP: 84043
 Email: clarsn@comcast.net Phone: 766-7604
 Check all that apply:
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DEIS HARBOR – LIBRARY LOCATIONS

Daytonville Library 1575 W. 1000 S., Salt Lake City	Foot Library 4870 S. 2700 W., Taylorsville
Soledad City-Mesa Library 2712 E. 400 S., Salt Lake City	Kearns Library 5305 S. 4200 W., Kearns
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	West Jordan Library 1970 W. 7800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan

ALTERNATE LIBRARY LOCATIONS

Alpena Library 12865 S. Redwood Rd., Riverton	Lehi Library 1301 E. Center St., Lehi	FEEDBACK LOCATIONS
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American Fork Library 64 S. 100 E., American Fork	Eight Mile Library 1805 E. Heritage Dr., Eight Mile	5015 S. Redwood Rd., Taylorsville
Provo-Center Library 391 E. Center St., Provo-Center		0401 County (DEIS Road Copy)
		501 W. 100 N., American Fork

COMMENT **

Saratoga Springs & Eagle Mtn road, note access to I-15, but that should be done with as little distress to Lehi, as possible. The SR160 North proposal is very restrictive to Lehi, and make no sense. The solution should be a combination of the Southern Freeway and the Lehi 4800 North proposal OR some combination of arterials that address the road for east-west access from I-15 to Saratoga Springs/Eagle Mtn. Going thru North Lehi, at 2100 N asks people who don't need the access to pay the price (in lost use of their property) for it. This is NOT a good idea.

► To read this comment from back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Response Section in Chapter 35

35.2.8C

Response Section in Chapter 35

35.2.7A
35.2.1F

Comment 1975

Response Section in Chapter 35
 ↳ 35.2.7C

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Sara McBride
 Organization (if applicable):
 Mailing Address: 333 W. Sweet Corn Dr.
 City: Saratoga Springs State: UT ZIP: 84045
 E-mail: _____ Phone: 801-372-2686

Check all that apply:
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DEIS MAPS ONLY
 Salt Lake City Metro Library
 3718 E. 400 S, Salt Lake City
 1. National Mountain Library
 Government Documents
 295 S 1500 E, Salt Lake City

Day Alternative Library 1535 W 1000 S, Salt Lake City
Mountain Library 4740 W 4100 S, West Valley City
Maple Library 8339 W 3100 S, Maple
Park Library 4010 S 2700 W, Ogdenville
Kennel Library 5103 S 4200 W, Kennel
West Jordan Library 1970 W 7800 S, West Jordan
South Jordan Library 10623 S Silverwood Dr., South Jordan

American Library 1380 S Silverwood Dr., American
Mountain Library 13198 S 5400 W, American
American East Library 64 S 1001 E, American Fork
Pineview Grove Library 391 E Center St., Pineview Grove

Lakli Library 1330 E Center St., Lakli
Pioneer Mountain Library 2153 W Pima Mountain Dr., Lakli
Eagle Mountain Library 1881 E Heninger Dr., Eagle Mountain

FEDERAL LIBRARIES LOCATIONS
 Salt Lake County (DEIS CP 1004)
 5615 Silverwood Dr., Ogdenville
 Utah County (DEIS Road Copy)
 541 W 120 N, American Fork

COMMENT **
 I definitely, 100% support 2100 N. I want a faster way to get to Lindon. Lehi, main street is terrible! All roads in Lehi are so packed with traffic it's awful. 2100 N. allows more East/West access for Saratoga Springs Eagle Mtn. Lehi should leave the pioneer roads in the past and get real nice roads

↳ Read this comment form back at Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

Comment 1976

Response Section in Chapter 35
 ↳ 35.2.7C
 35.2.9C

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CONTACT INFORMATION:
 Name: Corey McBride
 Organization (if applicable):
 Mailing Address: 333 W. Sweet Corn Dr.
 City: Saratoga Springs State: UT ZIP: 84045
 E-mail: CoreyMcBride@gmail.com Phone: 372-2686

Check all that apply:
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DEIS MAPS ONLY
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 3718 E. 400 S, Salt Lake City
 1. National Mountain Library
 Government Documents
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Day Alternative Library 1535 W 1000 S, Salt Lake City
Mountain Library 4740 W 4100 S, West Valley City
Maple Library 8339 W 3100 S, Maple
Park Library 4010 S 2700 W, Ogdenville
Kennel Library 5103 S 4200 W, Kennel
West Jordan Library 1970 W 7800 S, West Jordan
South Jordan Library 10623 S Silverwood Dr., South Jordan

American Library 1380 S Silverwood Dr., American
Mountain Library 13198 S 5400 W, American
American East Library 64 S 1001 E, American Fork
Pineview Grove Library 391 E Center St., Pineview Grove

Lakli Library 1330 E Center St., Lakli
Pioneer Mountain Library 2153 W Pima Mountain Dr., Lakli
Eagle Mountain Library 1881 E Heninger Dr., Eagle Mountain

FEDERAL LIBRARIES LOCATIONS
 Salt Lake County (DEIS CP 1004)
 5615 Silverwood Dr., Ogdenville
 Utah County (DEIS Road Copy)
 541 W 120 N, American Fork

COMMENT **
 Of the 3 proposals I think that the 2100 North Freeway is the best choice. It impacts the least amount of homes, is the most cost effective and has the least environmental impact. The 4900 W proposal doesn't address the need of Saratoga Springs & Sage Mountain. 4900 W is way to far north to be good. Many people work in Utah valley. 4900 W doesn't do them any good.

↳ Read this comment form back at Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

Comment 1977

Comment 1978

Response Section in Chapter 35
 35.2.9A
 35.2.7A

Response Section in Chapter 35
 35.2.9A
 35.2.7A

We want to hear what you have to say.

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CONTACT INFORMATION:
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 Organization (if applicable):
 Mailing Address: 1877 N. 2800 W.
 City: Yeni State: UT ZIP: 84093
 Phone: (801) 746-3450

Check all that apply:
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DEIS LIBRARY LOCATIONS

DEIS LIBRARY LOCATIONS	Big Horn Library 1571 W. 1000 S., Salt Lake City	Foot Library 4803 S. 2700 W., Ogden	Mountain Library 1328 Center St., Lehi
DEIS LIBRARY LOCATIONS	East Lake City Area Library 201 E. 400 S., Salt Lake City	Hammer Library 4249 W. 4100 S., West Valley City	Palmer-Madsen Library 2111 N. Sunset, Midway, Dr., Lehi
DEIS LIBRARY LOCATIONS	J. Andrew Hansen Library Government Documents 295 S. 500 E., Salt Lake City	Maple Library 4331 W. 1500 S., Midway	South Jordan Library 1801 S. Redwood Rd., South Jordan
DEIS LIBRARY LOCATIONS	Maple Library 4331 W. 1500 S., Midway	Northwest Library 1700 W. 700 S., West Jordan	South Jordan Library 1801 S. Redwood Rd., South Jordan

COMMENT **

Please only consider 4800 N. Leni's proposal. It is a shorter distance to build. It won't affect as many homes. It will have less impact on the peoples health. (because of the small population in that area). It is not right to have to relocate so many people. It is not right to divide Leni by a large free-way. It is not right to bring in so much pollution into Leni. It is not right to decrease the value of our homes!

► To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DEIS LIBRARY LOCATIONS

DEIS LIBRARY LOCATIONS	Lehi Library 1328 Center St., Lehi	FEEDS LIBRARY LOCATIONS
DEIS LIBRARY LOCATIONS	Palmer-Madsen Library 2111 N. Sunset, Midway, Dr., Lehi	East Lake County (DEIS CD 4040) 5610 S. Redwood Rd., Ogden
DEIS LIBRARY LOCATIONS	South Jordan Library 1801 S. Redwood Rd., South Jordan	East Mountain Library 3601 S. Mountain View
DEIS LIBRARY LOCATIONS	South Jordan Library 1801 S. Redwood Rd., South Jordan	East Mountain Library 3601 S. Mountain View

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CONTACT INFORMATION:
 Name: William Nectoy
 Organization (if applicable):
 Mailing Address: 1877 N. 2800 W.
 City: Yeni State: UT ZIP: 84093
 Phone: _____

Check all that apply:
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DEIS LIBRARY LOCATIONS

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DEIS LIBRARY LOCATIONS	Maple Library 4331 W. 1500 S., Midway	Northwest Library 1700 W. 700 S., West Jordan	South Jordan Library 1801 S. Redwood Rd., South Jordan

COMMENT **

I feel 4800 is the best option. The distance is shorter and less homes will be negatively affected. Going north on the 2800 option takes you all the way back in Leni causing more time to travel. Less pollution affecting our homes and our children's health. 2800 should cause property values in N. Utah county to fall. Please consider the 4800's!

► To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DEIS LIBRARY LOCATIONS

DEIS LIBRARY LOCATIONS	Lehi Library 1328 Center St., Lehi	FEEDS LIBRARY LOCATIONS
DEIS LIBRARY LOCATIONS	Palmer-Madsen Library 2111 N. Sunset, Midway, Dr., Lehi	East Lake County (DEIS CD 4040) 5610 S. Redwood Rd., Ogden
DEIS LIBRARY LOCATIONS	South Jordan Library 1801 S. Redwood Rd., South Jordan	East Mountain Library 3601 S. Mountain View
DEIS LIBRARY LOCATIONS	South Jordan Library 1801 S. Redwood Rd., South Jordan	East Mountain Library 3601 S. Mountain View

Comment 1980

We want to hear what you have to say.

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CONTACT INFORMATION:

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 Phone: 766-6505
 Check all that apply:
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- Salt Lake City Main Library 1571 W 1000 S, Salt Lake City
 - Salt Lake City West Library 4700 W 4100 S, West Valley City
 - Utah State Library 400 S 1500 E, Salt Lake City
 - 2. Northern Mountain Library 4330 W 3500 S, Magna
 - 3. Southern Mountain Library 265 S 1500 E, Salt Lake City
 - Daytonville Library 4003 S 2700 W, Taylorsville
 - Provo Library 5150 S 4200 W, Provo
 - West Valley Library 1030 W 3000 S, West Valley
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
 - Payson Library 4003 S 2700 W, Taylorsville
 - Albany Library 5300 S 4200 W, Provo
 - Midvale Library 1030 W 3000 S, West Valley
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
 - Blaine Library 1300 S 1000 E, Blaine
 - Provo Business Library 3115 W 5000 N, Provo
 - American Fork Library 44 S 100 E, American Fork
 - Payson Community Library 30 E Center St, Payson
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
 - South Jordan Library 3003 S Silverdale Rd, South Jordan

COMMENT **

I'm in favor of the 2100 alignment not 4800. We need to think ahead the future and growth out west. This directly affects Saratoga Springs, Eagle Mountain, Cedar Fort & other West side communities. We cannot allow development in forest within the city. If we do, the west side will experience major gridlock of other transportation issues in the very near future. *pleas for the*
 To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and sign by registered first class mail. Thank you for your comments.
 I believe not the present

Comment 1979

We want to hear what you have to say.

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CONTACT INFORMATION:

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 Email: Maasha@mountainview.com Phone: 801-380-2074
 Check all that apply:
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 - American Fork Library 44 S 100 E, American Fork
 - Payson Community Library 30 E Center St, Payson
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
 - South Jordan Library 3003 S Silverdale Rd, South Jordan

COMMENT **

I prefer the Sehi City option because the cost is 25% less and promotes more options for travel. This plan can also allow mass transit, something we need as our population grows. The Sehi City plan allows for growth in small business.
 The UDOT plan ripps out homes & small business growth. It eliminates alternate travel patterns. It removes hundreds of jobs we only have 16% left in the valley.

To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

- DEIS HUBS COPY – LIBRARY LOCATIONS**
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 - Midvale Library 1030 W 3000 S, West Valley
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
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 - Provo Business Library 3115 W 5000 N, Provo
 - American Fork Library 44 S 100 E, American Fork
 - Payson Community Library 30 E Center St, Payson
 - South Jordan Library 3003 S Silverdale Rd, South Jordan
 - South Jordan Library 3003 S Silverdale Rd, South Jordan

Response Section in Chapter 35
 35.2.9A
 35.2.7A
 35.2.1H

Response Section in Chapter 35
 35.2.7C

Comment 1981

Comment 1982

Response
Section in
Chapter 35



35.2.7C

My name is Jacob Smith, I am a resident of Saratoga Springs.

I am here to give my comment on the Mountain View Corridor and especially on the east-west connector alternatives. I fully support the preferred alternative that connects the proposed Mountain View Corridor to I-15 at 2100 N in Lehi.

The Cedar Valley and Saratoga Springs are expected to build out to more than 200,000 individuals and this same area is one of the fastest growing in the state of Utah. Congestion is already bad not just for commuters but anyone in this area who would like to connect with South Salt Lake County or the rest of Utah County. Main Street in Lehi is a nightmare as is driving through Bluffdale on Redwood Road. Arterial roads through Lehi are a good idea, only if most of the commuting traffic can be diverted on to an east-west freeway. I have had the opportunity to look at Lehi's 4800 North bridge proposal and it is not a very good alternative. It will not divert most of the commuting traffic off the roads in Northwest Utah County. Lehi says it is a better all around plan for many reasons. The main reason is because it has less impact on a few individuals. I hope that UDOT, Lehi, surrounding communities, and the Federal Highway Authority will think of what is best for increasing the quality of life for 200,000+ individuals as well as the economy of Northwest Utah County as a whole rather than the complaining handful in Lehi. Thank you.

Response
Section in
Chapter 35



35.2.7C

My name is Melissa Smith, I am a resident of Saratoga Springs.

I am here to give my comment on the Mountain View Corridor and especially on the east-west connector alternatives. I fully support the preferred alternative that connects the proposed Mountain View Corridor to I-15 at 2100 N in Lehi.

35.2.9C

Traffic is very bad trying to get to the rest of Utah County and the Orem/Provo area. Main Street in Lehi is the only real alternative for those of us in Saratoga Springs and Eagle Mountain. Most of the nearby shopping is either in the east part of Lehi or in American Fork and I am forced, along with all of my neighbors, to suffer through Lehi's Main Street. What would be nice is if we could hop onto an uninterrupted highway that could take us across the valley and wasn't located too far north. Lehi's 4800 North bridge proposal puts the connector too far north to be useful and will not decrease traffic on Main Street or any other proposed arterial roads. Please think of all of us who have to drive for 20 minutes on 10 miles of road to get anywhere in Utah County. If you ever had to drive that with a screaming baby in the back you would understand. The problem is only going to get worse. My only wish is that the east-west connector in Saratoga Springs could be started sooner. Thank you.

Comment 1983

Comment 1983 (continued)

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Response
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35.2.7A

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From: "Jeremy Morgan" <jmorgan@slcval.com>
To: <mountainview@utah.gov>
CC: "Michelle Morgan" <mmorgan@adoptex.org>
Date: Thursday - January 24, 2008 11:05 AM
Subject: No major freeway on 2100 North

UDOT,

My wife and I own a house close to 2100 north. I have three major concerns:

1. The future of my children and having to live close to a major freeway with cars speeding over 65mph.
2. The decrease of our property value.
3. General safety; more people will be driving in the area, my wife likes to run and walk and the safety of the area would go down.

Please consider the 100s of families that will be affected in this area. This area has many, many children and they could be affected negatively.

Thanks,

Jeremy Morgan
Valcom Salt Lake City
w 801-262-9277
f 801-262-4752
c 801-879-2000

<https://email.udot.utah.gov/gw/webacc?User.context=lx8vn0Uneur&df3Jm5&Item.drm=814z9z0&...> 1/24/2008

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jmorgan@slcval.com
www.slcval.com

<https://email.udot.utah.gov/gw/webacc?User.context=lx8vn0Uneur&df3Jm5&Item.drm=814z9z0&...> 1/24/2008

Comment 1984

Comment 1985

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From: William Green <sandman1036@yahoo.com>
 To: <raymontbennett@utah.gov>, <mountainview@utah.gov>, <sr-92@hwlochner.com>, <gdupair@utah.gov>, <seliot@mountainland.org>
 Date: Thursday - January 10, 2008 4:56 PM
 Subject: comments on transportation projects

35.2.6A i have attached my comments on the various projects in northern Utah County. i have included the references on wetlands in both the CFR and Washington State Law. let me know if you want me to assist in further pursuit of this issue. as for 1000 south and the interchange at American Fork Main Street, i prefer the "southern freeway" be built, but if that is not feasible, i would prefer an alignment of 1000 south as in option C--the southern SPU, but running along the southern side of the railroad tracks rather than cutting through the middle of the agricultural zone. thanks for your attention to these comments.

William Green
 Environmental Consulting
 1171 N 250 W
 American Fork, UT 84003-2786
 USA
 (801) 763-7921
 (253) 228-1558 (message)
 email: sandman1036@yahoo.com

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<https://email.udot.utah.gov/gw/webacc?User.context=eodiz2Qjbn2nr0Aqb&Item.dr=635z3z0&...> 1/11/2008

Comments on Transportation Proposals for northern Utah County Page 1 of 2

Comments on Transportation Proposals for northern Utah County

I have consolidated my comments on the various projects that recently underwent public review. The reason I have done this is that the main problem in all these projects is the same: a lack of coordination and a comprehensive approach to the congestion and mobility issues these projects are intended to address. This is especially evident when all the projects terminate at or near Interstate 15. Although I-15 is the backbone of the transportation, dumping the traffic from major roads onto it at various interchanges will only increase congestion. For smoother traffic, thoroughfares should be designed to intersect with the interstate, not end there.

35.2.9B The best example of this is the proposed termini for the Mountain View Highway. The proposal to site the terminus at 4800 North in Lehi would combine the traffic from the interstate and the highway, which would create a complete bottleneck between 4800 North and State Route (SR) 92.

35.2.7D Equally, the proposal on 2100 North lacks the same foresight. The highway, as currently proposed just dumps its traffic onto the interstate. The interchange ends without connecting to any useful road east of the interstate. The connection to 1500 East is flawed as it only leads back north to SR 92 near its interchange with the interstate. That would also create a bottleneck. Although an arterial along 2100 North is in the 30 year transportation plan, there is no connection to it; it is not even mentioned in any of the project proposals. We need to start thinking about roads in terms of moving traffic from the Oquirrh to the Wasatch mountains, all the way across the valley.

35.2.6A Ideally, the Mountain View Highway should follow the original route of the "Southern Freeway" along the north shore of Utah Lake. 2100 North, if developed, should be extended from Redwood Road to Canyon Road. American Fork Main Street should also be extended to 1000 South in Lehi. The "Southern Freeway" proposal meeting the interstate at the Pleasant Grove interchange (exit 275) would connect the highway not only with the interstate, but also three major arterials in Utah County: the new Timpanogos Parkway, Pleasant Grove Boulevard, and the recently constructed 700 North in Lindon. Connecting to this interchange would allow the traffic to distribute onto various roads in the county, easing congestion on each.

35.2.6D The major concern with the "Southern Freeway" seems to be the destruction of wetlands along Utah Lake. However, USDOT rules (23 CFR 777) allows for mitigation for wetland loss. It can be easily demonstrated that the current alternatives are not as feasible as the "Southern Freeway" alternative. For the first reason, the "Southern Freeway" is a more direct route; connects at a better interchange, as noted above; does not disrupt an agricultural reserve; does not interrupt railroad and mass transit services; nor creates a road with many twists, turns, and hazards for drivers and adjacent properties. Mitigation could be centered on the Old Mill Pond, a nearby wetland, which could be expanded, and more importantly, set aside as a state wildlife preserve or park, creating a much needed haven in an increasingly urban area. Alternatively, additional wetlands could be constructed on the south end of Utah Lake, such as the mouths of the Provo River or Hobbie Creek. In some states, such as Washington, the Department of Transportation is allowed to do mitigation in advance, lessening delays in actual road construction (see the Revised Code of Washington (RCW) 47.12.330) In the long run, such mitigation should actually increase the environmental quality for migrating waterfowl and other wildlife.

35.2.1K If the "Southern Freeway" is not acceptable, some consideration should be given to bringing the Mountain View in at SR 92. However, this would require one of two actions: (1) construction of the highway over the Thanksgiving Point Golf Course. A separation of grade would be necessary here as the west side of the Golf Course is the Jordan River, which would require a bridge; supports could be designed so as to not interfere with the Golf Course—an example of this would be the western terminus of the Evergreen Point Bridge in Seattle, which crosses the Washington State Arboretum, or (2) using the current frontage road area bring the highway in north of Thanksgiving Point and then down to SR 92.

<https://email.udot.utah.gov/gw/webacc/eodiz2Qjbn2nr0Aqb/GWAP/AREF/2?action=Attachment...> 1/11/2008

Comment 1985 (continued)

Comment 1986

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35.2.1B

35.2.1F

35.31C

Comments on Transportation Proposals for northern Utah County Page 2 of 2

At any event, whatever road is constructed across southern Lehi should terminate at the Mountain View Highway, not Redwood Road. Additional right of way should be acquired down the west side of Utah Lake prior to development. Not only does this save the state money, it would also provide early notice to developers who then could minimize disruption of residential areas by the road.

Additional roads should be considered to complete a comprehensive transportation system: an extension of SR 92 to the Mountain View Highway, and an extension of Timpanogos Parkway or other north south corridor under Traverse Mountain, through Hog Hollow/Corner Canyon to meet the expanded Highland Drive in Draper. The cost savings of residents in eastern Utah and Salt Lake counties in time and fuel costs would easily compensate for such a highway.

The use of parallel roads across Utah County, both east-west and north-south, would relieve congestion on each, and even reduce strains on the interstate. The need to widen Redwood Road is obvious in this regard. Equally obvious is that these roads are past due. All projects should be conducted such that all roads under discussion, as well as the 2100 North corridor should be completed and in use by 2015 at the latest.

Finally, a quick question on the express lanes proposed for SR 92: would these lanes require a separation of grade in order to avoid the cross streets and traffic lights? Would access to these lanes be restricted to the eastern cities, such as Alpine and Cedar Hills? How would these lanes interact with the regular traffic lanes?

Thank you for your time and attention. If you wish to discuss any of this further, I can be contacted by mail at 1171 N 250 W in American Fork, by calling (801) 763-7921, or at my email: sandman1036@yahoo.com

Respectfully submitted.

William P. Green

<https://email.udot.utah.gov/gw/webacc/eodjz2Ojbn2nr0Aqb/GWAP/AREF/2?action=Attachment...> 1/11/2008

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35.2.1F

Mountain View and I-15 Commenters Page 1 of 1

Keller, Cyndi

From: Rupper, H Steve @ CSW-SLC [h.steve.rupper@L-3com.com]
Sent: Monday, November 26, 2007 9:43 AM
To: i15utahcounty@utah.gov
Subject: Mountain View and I-15 Commenters

I live in Lehi and think that the Mountain View Corridor is needed today and it should be a Freeway. I think that 2100 north Lehi is the best Choice for a connector Freeway between I-15 and Mountain View. I can't believe that Lehi City wants to make the mistakes of no east/west corridors. We also need a freeway connection from Mountain View to the new Pleasant Grove exit on I-15 and this also should be a Freeway. I hope my input is not to late to stop the madness of Lehi City.

Thank You

11/29/2007

Comment 1987

Comment 1988

Response Section in Chapter 35

Response Section in Chapter 35

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From: "Lo Nestman" <Lo.Nestman@zionsbank.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 10:05 AM
 Subject: NO to 2100 North

35.2.7A

I am opposed to the 2100 North connector proposal through Lehi because it will DESTROY our community, home values, and wildlife along the Jordan River.

Lo B. Nestman
 Central Utah Regional Sales Administrator
 W 801-370-4107
 C 801-870-8144
 Zions First National Bank

<https://email.udot.utah.gov/gw/webacc?User.context=qweil8Uhdorclk0Gqe&Item.dr=735z11z0...> 1/23/2008

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From: "Brian Preece" <BPreece@sjc.utah.gov>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 14, 2007 12:30 PM
 Subject: Preferred Alternative

35.2.13A

My preference is to have the east west portion of Mountain View corridor just North of Utah Lake, however, the preferred alternative route as out lined by the draft EIS would be my next choice. The Salt Lake County Alternative proposed by Lehi City does not appear to meet the needs of the residents and other travelers in the North west portion of Utah County.

Brian Preece
 City of Saratoga Springs Resident
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Comment 1989

Comment 1989 (continued)

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From: "Bandle, Lance" <lance.bandley@aruplab.com>
To: <mountainview@utah.gov>
Date: Wednesday - November 14, 2007 11:52 AM
Subject: Community comments

I am passing along my comments for the proposed Mountain View Corridor. My interest in the road pertains to the section connecting Utah County to Salt Lake County. As a resident of South West part of the Salt Lake Valley, I will soon be moving from Riverton to Eagle Mountain. My job will require me to travel from Eagle Mountain to South Jordan on a daily basis. I look forward to the Mountain View corridor being constructed as a faster alternative to Redwood Road. I like the proposed route connecting to 800 West in Saratoga Springs.

35.2.10C

I feel if it is a toll road that many residents from Eagle Mountain will drive past the new Mountain View corridor and just take Redwood Road like they always have to head north. I also wonder if Redwood Road would still be expanded from Riverton to Lehi if the Mountain View Corridor is being built. I wouldn't mind seeing the Mountain View Corridor expanded down from Lehi to connect to the freeway in Pleasant Grove and Lindon, but again with gas prices already hitting record highs I don't know if I would be able to afford paying for a toll road.

35.2.6A

Just looking at the maps I wouldn't mind seeing a connection from Redwood through Bluffdale to the Freeway near Draper (Porters connection). But again if there is a toll for this road, I will just take the expanded Redwood Road from Eagle Mountain to work in South Jordan. I know funding is a problem but with gas prices going up and residents on the West side facing a very large tax increase with the splitting Jordan school district, it just feels like the West side is taking an undue tax burden that the rest of the folks are not going to share.

Lance Bandle
Community Relations Representative

ARUP Blood Services
500 S. Chipeta Way
Salt Lake City, UT 84108
Office: (801) 583-2787 ext. 2639
Toll Free: (800) 242-2787 ext. 2639

<https://email.udot.utah.gov/gw/webacc?User.context=ipbvzeSh0kn5gfePm4&Item.dr=238z194...> 11/28/2007

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Cell: (801) 870-3200
Fax: (801) 584-5056
E-mail: lance.bandley@aruplab.com
Web: www.utahblood.org

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Comment 1990

Comment 1991

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From: "jennifer pettus" <jennifer.pettus@granite.k12.ut.us>
To: <mountainview@utah.gov>
Date: Tuesday - November 13, 2007 9:39 AM
Subject: (no subject)

35.2.3A

Please take a stance on this project and shift the focus and funds to creating a more advanced and usable public transportation rather than another highway. Just moving from Portland, Oregon with a fantastic light rail system that was always PACKED! That makes more sense than creating more roads = more promotion of drivers = greater air pollution. Thanks, Jennifer Pettus

<https://email.udot.utah.gov/gw/webacc?User.context=lrpup4Smegn6ke9Au6&Item.drn=213z197...> 11/29/2007

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From: Brian Kretschmar <bkimages@comcast.net>
To: <mountainview@utah.gov>
Date: Monday - November 12, 2007 8:39 PM

35.2.3A

I oppose the Mountain View Corridor. We need more mass transportation not more freeways.

Brian Kretschmar

BKimages.com
1720 E. Millcreek Circle
Salt Lake City, Utah 84106
801-474-2934
801-599-2913

<https://email.udot.utah.gov/gw/webacc?User.context=lrpup4Smegn6ke9Au6&Item.drn=211z197...> 11/29/2007

Comment 1992

Comment 1993

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35.2.7A
35.2.9A

35.2.7C

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: <lisagentry@digis.net> Monday - November 12, 2007 11:02 AM
 To: <mountainview@utah.gov>
 Subject: Please don't destroy my neighborhood!!!!!!
 Attachments: Mime.822 (2541 bytes) [\[View\]](#) [\[Save As\]](#)

To Whom It May Concern:

I strongly oppose the 2100 North connector proposal because it will DECREASE my property value, it DIVIDES the fine city of Lehi, and it DESTROY the wildlife habitat and fragile ecosystem along the Jordan River. For these reasons and others, such as noise and air pollution, I object to this freeway. Lehi City's smaller, boulevard-type proposal is what I support to ease the traffic congestion in our area.

PLEASE don't put a freeway in so many Lehi families' backyards! We are AGAINST it!

Sincerely:
[Lisa Gentry](#)
 (801) 691-3064
 2153 N. 2600 W.
 Lehi UT 84043

https://email.udot.utah.gov/gw/webacc?action=Item_Read&User.context=lrbus4Smegn6ke9Au6... 11/29/2007

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From: "Stetson Lowe" <stetsonlowe@gmail.com>
 To: <mountainview@utah.gov>
 Date: Monday - November 12, 2007 8:09 AM
 Subject: 2100 North Connector

I would like to comment on the proposed 2100 North Connector in Lehi. I am ALL FOR THIS. As a former resident of lehi I still own a home there and still want whats best for property values and I think that this is best. I am a current resident of saratoga springs I have always thought that the 2100 North area is a natural fit for a connector road from I-15 to Red Wood Road. Lehi and Saratoga Springs need this road ASAP as it is getting harder and harder to get down lehi main street. Something needs to be done NOW not 5 years from now. I am all for this proposed connector road and will support it any way I can.

Stetson Lowe
 Saratoga Springs

<https://email.udot.utah.gov/gw/webacc?User.context=lrbus4Smegn6ke9Au6&Item.drn=204z197...> 11/29/2007

Comment 1994

Comment 1995

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From: <antelopestephen@netscape.net>
To: <mountainview@utah.gov>
Date: Monday - November 12, 2007 7:08 AM
Subject: Mountain View Corridor

35.2.10A

NO TOLL!? It's not fair that we pay taxes for roads and then be the only public road in the state that charges a toll. It is easy for people who don't live on the west side to vote to make this? a toll road. Those of us who would need to use it on a daily basis should not suffer. Carla Stephen

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<https://email.udot.utah.gov/gw/webacc?User.context=lrbup4Smegn6ke9Au6&Item.drn=203z196...> 11/29/2007

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From: BRADLEY NIELSON <bknielson@prodigy.net>
To: <mountainview@utah.gov>
Date: Monday - November 12, 2007 1:11 AM
Subject: Mountain View Corridor

35.2.7C

It's about time we got another freeway/major connector in Utah County. Waiting will only cause more delays, more traffic, more problems. If the 2100 route makes the most sense, start building.

Kellie Nielson

<https://email.udot.utah.gov/gw/webacc?User.context=lrbup4Smegn6ke9Au6&Item.drn=202z196...> 11/29/2007

Comment 1996

Comment 1997

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From: "HARLEY AND DEENA PETERSON" <hardeepete@msn.com>
To: <mountainview@utah.gov>
Date: Sunday - November 11, 2007 6:08 PM
Subject: 2100 N Lehi

35.2.7C

We strongly support the proposed Mountain View Corridor connector at 2100 N in Lehi!!
The Petersons

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=198z17...> 11/29/2007

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From: "Natalie Young" <no1utefan@gmail.com>
To: <mountainview@utah.gov>
Date: Wednesday - November 14, 2007 10:24 PM
Subject: My Comments

35.2.9A

35.12.1A

35.2.7A

I am opposed to the Mountain View corridor because of these reasons:
The Design and the location - I don't like the design and I think that udot can come up with a better location a few miles north of 2100 north to build this thing.
The effect on our health with the increased pollution so close to Lehi homes and schools.
The negative effect on future Lehi commercial development in the area.
Taking away that land will do nothing for the city.

I don't know how much of a difference my comments will make, but I am strongly opposed to this. I don't like that fact that our source of future income for the city Lehi is being taken away from us. Do the right thing and build it somewhere else a little further north. Thank you.

I am not opposed to building it somewhere...just not where it is proposed.

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=258z19...> 11/29/2007

Comment 1998

Comment 1999

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From: "Benjamin Rackham" <bvr0806@westminstercollege.edu>
To: <mountainview@utah.gov>
Date: Wednesday - November 14, 2007 11:09 PM
Subject: My concerns about the proposed Mountain View Corridor

Hello there,

My name is Ben Rackham. I'm a graduate of both Hillside Elementary and Hunter High School. I'm writing you because the proposed Mountain View Corridor on 5800 West would cut through my childhood neighborhood and would do irreparable harm to its people and land. In elementary school, I played in the schoolyard that borders the open field in question and would border the proposed corridor. There's no denying that this corridor would prove a threat to the children that play in that schoolyard today, not only in terms of the potential for bodily injury but also in terms of the air and noise pollution the corridor would inflict upon the children of Hillside Elementary.

35.13.1C

35.12.1A

35.2.3A

My high school, which forms the other border with the field in question, also borders 5600 West, a sprawling expanse of asphalt and cement. The proposed corridor would effectively sandwich Hunter High between two rivers of traffic, choking it and the surrounding neighborhoods with car exhaust. Before reverting to this unhealthy and ecologically damaging alternative, I urge you, as a citizen, taxpayer and native of West Valley City, to pursue the more feasible and friendly alternatives of increasing public transportation options along 5600 West. A light rail line, for example, could serve the burgeoning population of West Valley City up and down 5600 West and could potentially connect to the main rail at the proposed airport extension. As West Valley City continues to flourish and its population continues to grow, we must implement sustainable solutions for our transportation needs--and not quick fixes chock-full of problems like the Mountain View Corridor.

Sincerely,

Benjamin Rackham
Salt Lake City, UT

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=259z19...> 11/29/2007

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From: <davenmar@comcast.net>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 5:55 AM

35.2.6A

We live in Utah County, and just wanted to let you know that we are HUGELY in favor of the proposed freeway, particularly the main proposal that picks up at the PG exit and carries you down to Saratoga. The current access to the West side of Utah County is completely frustrating, and something obviously must be done. Let's freeway the whole thing and provide quicker, safer access. My only complaint is that it has to take so long to even get it approved... Gotta do it, though, right? Thanks,

Dave & Marianne Wilcock

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=260z18...> 11/29/2007

Comment 2000

Comment 2000 (continued)

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From: Cameron Alston Cova <cameroncova@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 11:01 PM
Subject: Utah Moms for Clean Air and Utah Physicians for a Healthy Environment Comments

Attached are the comments to the Mountain View Corridor DEIS prepared by Utah Moms for Clean / Utah Physicians for a Healthy Environment.

Thank you for your consideration.

Cameron Cova
Utah Moms for Clean Air
Chair, Transportation Committee

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<https://email.udot.utah.gov/gw/webacc?User.context=fkeum3Vc6skccscBq9&Item.drm=872z3z0&...> 1/25/2008

Comments to the Mountain View Corridor
Draft Environmental Impact Statement

Submitted by:
Utah Moms for Clean Air
And
Utah Physicians for a Healthy Environment

Introduction

Utah suffers from a serious air quality problem. During times of winter inversion, the Wasatch Front is among the ten most acutely polluted areas in the country. During the hot summers, ozone levels can also rise to alarming levels. The brown haze that hangs over us is more than an eyesore – it literally sickens those who live here, especially the most vulnerable in our society: children, pregnant women, fetuses, the elderly, and anyone with compromised health. This pollution is largely, though not entirely, the result of motor vehicles.

Against the backdrop of this air quality reality, Utah is also at a development crossroads. The state is growing rapidly – adding population faster than almost any other state in the country. We have large swaths of undeveloped land that are likely to be filled with residential, industrial, and corporate development. The Mountain View Corridor is a crucial piece of this development puzzle in the state. The Western valley is still in its nascent development period, and decisions made now will shape the development patterns for generations. We have the opportunity to shape this development in a way that is economically robust while also ensuring a high quality of life and safe and healthy air quality for all those living here.

Comment 2000 (continued)

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Chapter 35



35.12.4A

A well-designed transportation plan, with robust public transit and well-placed, correctly-sized roadways, will shape that development for the common good. On the other hand, poor transportation decisions made now will negatively affect generations of Utahns.

While our organizations recognize that the growing population base in the western edge of the valley will require increased transportation options, we believe that the preferred alternative presented in the Mountain View Corridor Draft Environmental Impact Statement (hereinafter referred to as "the DEIS") does not adequately balance the need for increased road capacity with the parallel, and we argue paramount, need for improved air quality and improved transportation alternatives. In addition, the preferred alignment of the road, along 5800 West, is particularly problematic due to the known and serious health risks to those who live and attend school near its path. Specifically, four schools are within 500 meters of the proposed freeway, a distance that has been shown to be associated with poor lung development; three of those schools would be within 250 yards of the freeway, a distance that has been shown to be associated with an increase in, among other diseases, childhood cancer. The DEIS inadequately analyzes and discloses these health effects to the public and decision makers, making it impossible for them to make informed decisions about the future health and welfare of the state.

Utah Moms for Clean Air and Utah Physicians for a Healthy Environment believe that two fundamental changes must be made to the preferred alternative presented in the DEIS in order to adequately protect the health and welfare of those living along the Wasatch Front, as well as those attending school near the proposed freeway:

- 1) The alignment of the freeway along 5800 West must be abandoned. This alignment places children attending school nearby the freeway at an unacceptable risk of

Comment 2000 (continued)

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35.2.3A

developing serious and potentially life-long health problems, with a series of related health and economic costs. UDOT should consider other alignments for the road that do not pass nearby schools.

- 2) The plan must include robust public transportation earlier in the development cycle so transit is built at the same time, or preferably before, the roadway in order to improve air quality along the entire Wasatch Front.

A) Alignment of the Proposed Freeway along 5800 West Places Schoolchildren at Risk.

1) What the plan calls for.

The preferred alternative in the DEIS, a six to eight lane freeway running along 5800 West, lies within 500 meters of four schools: Hunter High School, Hunter Junior High School, Hillside Elementary and Whittier Elementary. Three of those schools are within 500 feet of the proposed freeway: Hunter High, Whittier and Hillside. For those children living in the school boundary area, these schools represent the facilities they will attend during their entire thirteen-year primary education career. For example, the children who start at Whittier Elementary proceed to Hunter Jr. High and then move to Hunter High School will spend an average of eight hours a day, five days a week, from the time they are five or six years old until they are seventeen or eighteen years old within 500 meters of the freeway. As discussed below, this proximity to the highway will place these children at an unacceptable risk of developing serious health problems.

2) Why the preferred alternative presented in the DEIS fails.

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a. The proximity of the freeway to school children presents serious and unacceptable health effects which are not discussed or disclosed fully in the DEIS, in violation of NEPA.

Protecting the health of Utahns, specifically those most vulnerable in our population, should be among the paramount concerns of the state. Unfortunately the DEIS presents as its preferred alternative a freeway alignment that will place school children at an unacceptable risk of health problems. In addition, the DEIS fails to adequately discuss or disclose those risks to the public.

The DEIS mentions in cursory fashion a handful of recent studies that show an association between proximity to freeways and harm to public health. (DEIS at 12-33 through 12-35). This analysis is clearly inadequate given the gravity of the issues at stake. WE have included, as Appendix A to these comments, a summary of published, peer-reviewed studies that conclude that exposure to exhaust fumes from vehicles on freeways is linked to a variety of diseases, illnesses, and lung development problems.

For example, a 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia.¹ A 2004 Italian study found similar results,

¹ Pearson, Wachtel; Robert L. Pearson, and Kristie Ebie. (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. *Journal of Air and Waste Management Association* 50:175-180.

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concluding that childhood leukemia was almost four times higher for heavily exposed children compared to children who did not live near roadways.²

Other studies show clear correlation between traffic exhaust and asthma. For example, a study of 1,498 children in 13 schools found a positive relationship between school proximity to highways and asthma occurrence. Truck traffic intensity and the concentration of pollutants measured in schools were found to be significantly associated with chronic respiratory symptoms.³

Proximity to roadways has also been correlated with reduced lung function and development in children. In a very recent Lancet study, children from 12 southern California communities who lived within 500 meters of a freeway were found to have substantial deficits in respiratory volume and flow, compared with children who lived at least 1500 meters from a freeway. The study showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth.⁴

Due to our geography-induced inversions, PM 2.5 pollution is of particular concern in Utah. PM 2.5 is widely agreed to be among the most health threatening types of emissions –

² Crosignani P ;Tittarelli A; Borgini A;Codazzi T; Rovelli A; Porro E; Contiero P; Bianchi N; Tagliabue G; Fissi R; Rossitto F; Berrino F. Childhood Leukemia and Road Traffic: A population-based Case-Control study. *International Journal of Cancer*, 2004, V108, N4 (FEB 10), P 596-599.

³ Van Vliet, P., M. Knapc, et al. (1997).Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research*. 74(2): 122-32.

⁴ Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. *The Lancet*, Volume 369, Issue 9561, Pages 571-577. W. Gauderman, H. Vora, R. McConnell, K. Berhane, F. Gilliland, D. Thomas, F. Lurmann, E. Avol, N. Kunzli, M. Jerrett.

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because of its tiny size, PM 2.5 can penetrate deeply into lung tissue and even pass into the bloodstream. The Federal Environmental Protection Agency published a Criteria Document for Particulate Matter summarizing a substantial number of peer-reviewed scientific studies that show a clear correlation between exposure to fine particulate matter (PM 2.5) and a number of serious health effects, including increased risk of cancer, fatal heart attacks, strokes, and respiratory diseases.⁵ In fact, because particulate matter has been shown to be damaging to human health at even lower levels than previously thought, the EPA recently revised the PM 2.5 air quality standards. Given these findings, UDOT had an obligation to fully consider this evidence when estimating, and disclosing to the public, the adverse health effects of emissions from the highway.

In fact, in recognition of the serious health effects of locating a school and a freeway in proximity to one another, California recently passed a state law prohibiting any new school construction within 500 feet of a freeway. Although such a law does not yet exist in Utah, the DEIS should take into account the changing legal landscape with respect to school and freeway proximity, as more and more evidence accumulates that close proximity of those uses put human health at risk.

Providing convenient transportation cannot and should not trump protecting children from harm. The health risks of the alignment of the proposed freeway along 5800 West are real and must be given much greater weight in the DEIS so that the public and the decision-makers can understand the true costs of the road.

⁵ Environmental Protection Agency, *Air Quality Criteria for Particulate Matter* (EPA/600/P-99/002aF, EPA/600/P-99/002bF)(2004)

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b. The DEIS fails to adequately consider and disclose the air pollution that will result from the freeway.

The DEIS fails to take the air quality of the immediate surrounding area of the freeway into proper account.

Specifically, the DEIS fails to include an adequate evaluation or analysis of the health impacts of fine particulate matter and air toxics from motor vehicle emissions that will result from the approval and construction of the proposed freeway. Because it is known that the proposed freeway, in its 5800 West alignment, would pass perilously close to four schools, this failure is unacceptable and, as explained below in section A.3.a (pages 8-10), unnecessary since methods exist that would allow the impacts of the freeway on nearby residents and schoolchildren to be measured.

A substantial number of peer-reviewed scientific studies show the serious negative health impacts of mobile-source fine particulate matter and air toxics emissions, especially on persons living or attending school near major roadways, as discussed above and in the appendices hereto. These studies support the argument that the analysis of particulate matter and air pollution in the DEIS is inadequate because it fails to evaluate the local impacts of fine particulate emissions and air toxics emissions, in violation of the requirements of the National Environmental Policy Act.

Given the seriousness of the health problems associated with proximity to freeways, as discussed in detail above, and the fact that once this freeway is built it will continue to have impacts for generations, it is unacceptable to us that the health effects of this freeway are not taken into greater account prior its authorization.

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Furthermore, the expectation in the DEIS that cleaner fuels and emissions regulations will have a large positive impact on the air pollution created by the project is overstated. The very recent (2008) California South Coast Air Quality Management District Multiple Air Toxics Exposure Study (MATES III) indicates that *despite reductions in vehicle emissions from cleaner fuels*, exposure to the concentration of air toxics near major transportation corridors is still associated with unacceptably high cancer risks. Any transportation strategy that relies only on future "cleaner" fuels to protect public health is likely to be inadequate. Any comfort derived from the prospect that cleaner fuels will reduce air toxics at some time in the future also ignores the medical realities that exposure to air toxics has a profoundly disproportionate impact on fetal and childhood development leading to a startling array of adult morbidities. For example, the EPA acknowledges that 50% of lifetime cancer risk is accumulated by the age of two. Toxicity of heavy metal exposure can be thousands of times greater during fetal development than even later on in childhood.

Those individuals exposed to heavy traffic exhaust early in life will not have their health consequences ameliorated by the introduction of cleaner fuels after they have passed those important stages in physical or neurological development. To rely on the strategy that the area will gradually become cleaner essentially sacrifices the health of thousands of children exposed during critical developmental years.

c. The DEIS does not consider the economic costs related to the health effects of the freeway.

In addition to failing to properly address the health effects of the freeway, the DEIS also fails to account for the *economic costs* associated with those health effects. The DEIS assigns economic values to factors such as delays caused by traffic congestion and performs a

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cost/benefit analysis between the alternatives based on the amount of economic harm caused by hours spent stuck in traffic. The DEIS completely fails to account for the economic impact of the *health problems* likely to be associated with the freeway, however.

Although dollar figures could never adequately measure the true impact of health problems as they relate to the individuals harmed, their families, and their communities, it can still act as a crude way of accounting for the financial impact of vehicle exhaust pollution. The cost of health care is a huge burden at the personal, corporate, and government level. The costs associated with illness caused by pollution includes current and future medical bills, reduced longevity of the population, reduced productivity of workers, and increased insurance costs, to name a few specific measures. If rerouting the freeway away from schools can prevent health problems from developing in the school children in the planned path of the freeway, it is inappropriate to leave those economic considerations out of the decision-making process.

3) What should be done?

a. UDOT should Assess Health Impacts from Fine Particulate Matter and Mobile-Source Air Toxics, Particularly Where the Road Passes Nearby Schools.

The DEIS fails to include a robust health impact assessment for pollutants that are known to have adverse health impacts, as required under NEPA. Such assessments must be made before any final decision can be made about the project.

The DEIS indicates that that the Mountain View Freeway will increase mobile-source air toxic ("MSAT") emissions in the study area by nine to twelve percent relative to a non-build

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alternative, due primarily to increased VMT for the build alternative. (DEIS at 12-36). However, the DEIS does not evaluate localized MSAT emissions and concentrations near the freeway. These emissions are especially likely to be of concern in the early years of operation of the road, when MSAT emissions can be expected to be at their highest levels (because older more polluting vehicles will still be on the road in greater numbers). UDOT states that it is unable to evaluate localized emission concentrations or health effects because of uncertainties in the MOBILE6.2 model and uncertainties surrounding the health effects of MSAT pollutants. (DEIS at 12-32). However, exposure and risk assessment tools exist that UDOT could use to establish the degree of risk roadside populations would face from exposure to fine particulate matter, MSAT emissions and diesel particulate emissions.

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Specifically, two different methods are available to assess the risks to human health from particulate matter and mobile-source air toxics. Both methods combine estimates of exposure with estimates of the “dose-response” function (an estimate of the risk of a specific health effect in response to a specified exposure to the pollutant) to produce an estimate of risk associated with that exposure. One method is based on epidemiologic data that establishes how the risk of particular health effects changes with exposure to particular pollutants. The second method assesses cancer risks from exposure to MSATs as a result of the freeway by estimating changes in the concentrations of the six priority MSATs using EPA’s MOBILE6.2 model. Both of these methods, as well as examples of where and how they have been used, are discussed at length in Dr. John Balbus April 2006 Statement, Appendix B.

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b. UDOT should address the economic costs related to health impacts.

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As discussed above, the DEIS should consider the economic costs associated with the negative health effects of the freeway generally, and specifically the costs associated with the health effects of its proposed alignment near the schools. Considering the economic benefit of reduced traffic delays and congestion without comparing those benefits with the economic costs of the health impacts fails to reveal the true economic reality of the planned highway, and makes a true, holistic comparison of the alternatives impossible.

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c. UDOT should align freeway along 7200 West or consider other alternatives.

If the road must be authorized before determining what the health effects of that choice will be, at the very least the alignment of the freeway must be shifted to reduce the known impact of the vehicle exhaust on children. For this reason, *of the alternatives included in the DEIS*, the 7200 West alternative is preferable to the 5800 West alignment because it does not pass in such close proximity to schools. Also, as indicated in the DEIS, the 7200 West alternative produces slightly less MSATs and particulate matter than the 5800 West alternative, which, in and of itself, argues for shifting the alignment away from 5800 West. However, we argue that because the health impacts include both the acute response to local pollution and the overall detriment to the health of people living all along the Wasatch Front, any other alternative alignment or transportation development plan that reduces the negative health effects of traffic exhaust also must be considered by UDOT before settling on a final road building plan.

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B) Public Transportation Sequencing is Flawed

1) What the plan calls for.

Although the DEIS does set forth a plan for public transportation along 5600 West, the sequencing of the implementation of that transit system comes far too late to have a positive impact on Utah's serious air quality problems. The Wasatch Front Regional Plan does not include any transit along 5600 West before the year 2030. Delaying transit until that time will have unacceptable long-term negative impacts on the transit ridership of the western valley.

The DEIS sequencing analysis states that there is no positive impact associated with building transit first. This statement is based largely on the opinions of currently-in-office elected officials in the municipalities along the corridor as to what their expectations are for development in their areas. This is an inadequate and flawed analysis. Awareness of the regional air quality problem has grown significantly in the last few years. The media has ramped up its reporting of the problem and grassroots groups such as ours are getting more and more involved with the issue; as a result, the public is becoming more interested in protecting our "air shed" and protecting the children and others who live here from the harmful effects of air pollution.

Citizen demand for public transit is growing every day and what may seem to be out of reach now, may very well be considered an obvious choice in the future. Likewise, awareness of planning in a way that encourages public transit ridership has been developing over time. As one recent example of the shifting attitude toward public transportation, in November 2006 Utah voters overwhelmingly voted to raise their own taxes to add TRAX lines in Salt Lake County

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and finish building the FrontRunner commuter rail from Ogden to Provo. This vote clearly demonstrates the public's commitment to mass transit. This reality is not reflected in the DEIS. Furthermore, the lack of transit-first approach also goes against the advice of the Governor's Blue Ribbon Advisory Council whose October 2007 report urged an aggressive mass transit strategy.

2) Why the plan fails.

a. Air Quality problem in Utah is serious and requires immediate action.

On certain days, Utah's air quality is among the worst in the country for acute spikes of pollution. PM 2.5 pollution is of particular concern here, and Salt Lake County will be in non-attainment for this pollutant under newly revised EPA guidelines. Awareness of the seriousness of the problem has grown and the question now is not whether there is a problem, but what can we do to improve it as soon as possible.

b. Public transit decisions will drive development patterns and driving habits.

Properly planned public transportation can shape the way the entire western side of the valley is developed. If robust public transportation (preferably light rail that connects to the current Trax system) is put into place, development will be oriented to take advantage of that public transportation.

c. What should be in the plan?

Utah Moms for Clean Air and Utah Physicians for a Healthy Environment believe that robust public transit should be built at the same time as, or preferably before the proposed road.

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Specifically, a fully integrated, center-running light rail system that connects with Trax, we believe, will have the greatest positive impact on local and regional air quality. Light rail has proven to be a huge success in Utah, with rider statistics far outpacing the forecasts predicted by the modeling preceding the projects. If the transit system is built before the freeway, or at the very latest at the same time as the freeway, development and driving patterns in the area will be fundamentally altered in a way that protects our air shed (despite the DEIS assumptions to the contrary). Simply put, under a transit-first approach, fewer people will drive and more people will ride public transit – the exact recipe Utah needs to address our critical air pollution problems.

Conclusion

Utah has the opportunity to make transportation decisions in the undeveloped western edge of the valley that will impact generations of its residents. If planned well, the transportation can serve the needs of those living, working and traveling in and out of that section of the state while also preserving and protecting the health of our most vulnerable communities. If planned poorly, thousands of Utahns will literally suffer the consequences.

New health studies summarized in these comments show that emissions from a project carrying over 100,000 vehicles per day, as the Mountain View Corridor is expected to do, will be associated with childhood cancer, impairment of children’s lung development, increased incidents of asthma and other allergy-related immune conditions in children among other health problems for those living or attending school within 500 meters of the freeway. Adults will be at greater risk of cardiovascular disease, and the elderly living in the corridor will experience greater respiratory disease. This evidence triggers the obligation to reconsider the freeway along

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with other alternatives to avoid or minimize these effects, and to determine whether the highway is in the best overall public interest.

Likewise, due to the overall air pollution problems in the state, a robust public transit strategy is needed. Simply allowing the Mountain View Corridor region to develop around a freeway would condemn our future to continued poor air quality. Public transportation added into the mix as an afterthought would be hobbled in its ability to truly provide for the region’s transportation needs.

Respectfully Submitted:

Utah Moms for Clean Air

and

Utah Physicians for a Healthy Environment

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APPENDIX A

In this appendix we summarize the studies showing the link between traffic-related pollution and health risks. The medical data regarding increased public health risks to residents who live within 500 to 1500 ft. of a major roadway and especially one with heavy diesel traffic is very clear. The use of indicator pollutants to assess exposures is appropriate but should not be interpreted as demonstrating that observed health effects are related only to exposures to the indicators. It is plausible if not likely that exposure to the complex mixture of traffic-related pollution is more harmful than exposure to only one or two of the primary constituents of the mixture.

The studies also suggest that health risks are elevated at traffic counts in the thousands and low tens of thousands of vehicles per day, far below the anticipated traffic on the Mountain View Corridor freeway. Strengths of the new studies include the fact that several involve following cohorts of children over time, which provides more certainty in the diagnosis of asthma and other conditions.

The most alarming of the studies mentioned here are those that indicate extremely high concentrations of ultrafine particulate matter near freeways, the growing understanding of the uniquely toxic effects of ultrafines and the just released data on intrauterine growth retardation from only modest traffic related air pollution. Taken together all these studies strongly suggest that UDOT must more closely assess the true health impact of the Mountain View Corridor on those most likely to be affected.

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Studies Supporting the Association between Air Pollution and Cancer

Children Living Near Busy Roads More Likely to Develop Leukemia and Cancer

A 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia. The study looked at associations between traffic density, power lines, and all childhood cancers with measurements obtained in 1979 and 1990. It found a weak association from power lines, but a strong association with highways. It suggested that Volatile Organic Compound pollution from traffic may be the cancer promoter causing the problem.

Pearson, Wachtel; Robert L. Pearson, and Kristie Ebie. (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. *Journal of Air and Waste Management Association* 50:175-180.

Road Traffic Contributes to the Origin of Childhood Leukemia

A 2004 Italian study found that childhood leukemia is partially caused by roadside emissions in the Province of Varese. The authors conducted a population-based, case-controlled study in the Province of Varese, northern Italy, which was covered by a population-based cancer registry. Their study found that the risk of childhood leukemia was almost four times higher for heavily exposed children compared to children whose homes were not exposed to road traffic emissions of benzene. Children either inhale benzene as a gas or particulate matter which has absorbed benzene. Their model included traffic density divided into two groups—one greater and one less than 10,000 vehicles per day, distance, and weather conditions to estimate benzene concentration. The researchers' data suggests that motor vehicle traffic emissions are involved in the origin of childhood leukemia.

"Childhood Leukemia and Road Traffic: A population-based Case-Control study." Crosignani P, Titarelli A, Borgini A, Codazzi T, Rovelli A, Porro E, Costiero P, Bianchi N, Tagliaboe G, Fiaschi R, Rossetto F, Berrino F. *International Journal of Cancer*, 2004, V108, N4 (FEB 10), P 596-599.

Exposure to Cancer-Causing Benzene Higher for Children Living Near High Traffic Areas

German researchers compared 48 children who lived in a central urban area with high traffic density with 72 children who lived in a small city with low traffic density. They found that the blood levels of benzene in children who lived in the high-traffic-density area were 71 percent higher than those of children who lived in the low-traffic-density area. Blood levels of toluene and carboxyhemoglobin (formed after breathing carbon monoxide) were also significantly elevated (56 percent and 33 percent higher, respectively) among children regularly exposed to vehicle pollution. Aplastic anemia, a serious condition in which bone marrow stops producing blood cells, and leukemia were associated with excessive exposure to benzene.

Jermann E, H. Hajimiriagha, A. Brockhaus, I. Freier, U. Ewers, A. Roscovaru: Exposure of children to benzene and other motor vehicle emissions. *Zentralblatt für Hygiene und Umweltmedizin* 189:50-61, 1989.

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Motor Vehicle Exhaust Dominates Cancer Risk from Air Pollution

The most comprehensive study of urban toxic air pollution ever undertaken shows that motor vehicles and other mobile sources of air pollution are the predominant source of cancer-causing air pollutants in Southern California. Overall, the study showed that motor vehicles and other mobile sources accounted for about 90 percent of the cancer risk from toxic air pollution, most of which is from diesel soot (70 percent of the cancer risk). Industries and other stationary sources accounted for the remaining 10 percent. The study showed that the highest risk is in urban areas where there is heavy traffic and high concentrations of population and industry.

South Coast Air Quality Management District. Multiple Air Toxics Exposure Study-II. March 2000.

Traffic Related Cancer Risk Still High After Introduction of Cleaner Fuels

In a follow up to the above mentioned study, the California South Coast Air Quality Management District essentially repeated the study during a period of six to eight years later after cleaner fuels had been introduced to the marketplace. They found that mobile sources still represented 94% of the overall air toxic related cancer risk with diesel exhaust being the major component of that risk. Levels of air toxics both monitored and modeled showed varying reductions in concentration from the first study to the second, and the overall cancer risk had dropped by 17% to 1.2 per thousand. Nonetheless, the cancer risks were still unacceptably high and highest in the vicinity of transportation corridors.

South Coast Air Quality Management District. Multiple Air Toxics Exposure Study-III. March 2008. Currently in draft form.

Cancer Risk Higher Near Major Sources of Air Pollution, Including Highways

A 1997 English study found a cancer corridor within three miles of highways, airports, power plants, and other major polluters. The study examined children who died of leukemia or other cancers from the years 1953-1980, where they were born and where they died. It found that the greatest danger lies a few hundred yards from a highway or polluting facility and decreases as you get further away from the facility.

Knox and Gilman (1997). Hazard proximities of childhood cancers in Great Britain from 1953-1980. *Journal of Epidemiology and Community Health*. 51: 151-159.

Soot Particulate Matter Linked to Lung Cancer and Cardiopulmonary Mortality

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A recent study appearing in the Journal of the American Medical Association showed that day-to-day exposure to soot or fine particulate matter, a major component of tailpipe pollution increased the risk of various adverse health effects. More specifically

the study shows that each 10 microgram/m³ elevation in fine particulate air pollution leads to an 8 percent increased risk of lung cancer deaths, a 6 percent increased risk of cardiopulmonary mortality (heart attacks and strokes) and 4 percent increased risk of death from general causes.

Pope, Clive Arden III, Richard P. Burnett, et al. Lung Cancer, Cardiopulmonary Mortality, and Long-term Exposure to Fine Particulate Air Pollution. *Journal of the American Medical Association*, March 6 2002— Vol. 287, No. 92.

Studies Supporting the Association between Vehicle Exhaust and Asthma

Increasing Public Transportation and Cutting Traffic Reduces Asthma Attacks

This 2001 Journal of the American Medical Association study found that increasing public transportation along with other traffic control measures during the 1996 Atlanta Olympics reduced acute asthma attacks by up to 44 percent in children, reduced ozone concentrations by 28 percent, and morning peak traffic by 22.5 percent. These data provide support for efforts to reduce air pollution and improve health via reductions in motor vehicle traffic.

Friedman, Michael; Kenneth Powell MD; Lori Hutwagner; Leroy Graham; Gerald Teague. Impact of Changes in Transportation and Commuting Behaviors During the 1996 Summer Olympic Games in Atlanta on Air Quality and Childhood Asthma. *Journal of the American Medical Association*, 2001; 285:897-905.

Truck Traffic Linked to Childhood Asthma Hospitalizations

A study in Erie County, New York (excluding the city of Buffalo) found that children living in neighborhoods with heavy truck traffic within 220 yards of their homes had increased risks of asthma hospitalization. The study examined hospital admission for asthma amongst children ages 0-14, and residential proximity to roads with heavy traffic. Lin, Shao.

Jean Pierre Masiac, Syni-An Hwang, Edward Fitzgerald, and Michael R. Cayo. (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. *Environmental Research, Section A*, Vol. 88, pp. 73-81.

Traffic-Related Air Pollution Associated with Respiratory Symptoms in Two Year Old Children

This cohort study in the Netherlands found that two year old children who are exposed to higher levels of traffic-related air pollution are more likely to have self-reported respiratory illnesses, including wheezing, ear/nose/throat infections, and reporting of physician-diagnosed asthma, flu or serious cold.

Brauer, Dr. Michael J. et al. (2002). Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children. *American Journal of Respiratory and Critical Care Medicine*. Vol. 166 pp 1092-1098.

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Asthma Symptoms Caused by Truck Exhaust

A study was conducted in Munster, Germany to determine the relationship between truck traffic and asthma symptoms. In total, 3,703 German students, between the ages of 12-15 years, completed a written and video questionnaire in 1994-1995. Positive associations between both wheezing and allergic rhinitis and truck traffic were found during a 12 month period. Potentially confounding variables, including indicators of socio-economic status, smoking, etc., did not alter the associations substantially.

Dahme, H.; S.K.Weiland, et al. (1996).The association between self-reported symptoms of asthma and allergic rhinitis and self-reported traffic density on street of residence in adolescents. *Epidemiology* 7(6):578-82.

Proximity of a Child's Residence to Major Roads Linked to Hospital Admissions for Asthma

A study in Birmingham, United Kingdom, determined that living near major roads was associated with the risk of hospital admission for asthma in children younger than five years of age. The area of residence and traffic flow patterns were compared for children admitted to the hospital for asthma, children admitted for non-respiratory reasons, and a random sample of children from the community. Children admitted with an asthma diagnosis were significantly more likely to live in an area with high traffic flow (more than 24,000 vehicles/ 24 hrs) located along the nearest segment of main road.

Edwards, J.; S.Walters, et al. (1994). Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom. *Archives of Environmental Health*. 49(4): 223-7.

Asthma More Common for Children Living Near Highways

A study of nearly 10,000 children in England found that wheezing illness, including asthma, was more likely with increasing proximity of a child's home to main roads. The risk was greatest for children living within 90 yards of the road.

Venn et al. (2001). Living Near A Main Road and the Risk of Wheezing Illness in Children. *American Journal of Respiratory and Critical Care Medicine*. Vol. 164, pp 2177-2180.

Exposure to Nitrogen Dioxide (NO2) from Vehicles Exacerbates Asthma Attacks

Researchers at St. Mary's Hospital in Portsmouth, England determined that while 80 percent of asthma attacks are initially caused by viral infections, exposure to traffic pollution can increase symptoms as much as 200 percent. The team measured the exposure of 114 asthmatic children between ages eight-eleven from nonsmoking families over almost a whole year. They found a strong correlation between higher NO2 pollution and the severity of an attack.

Chauban, A.J., et al. Personal exposure to nitrogen dioxide (NO2) and the severity of virus-induced asthma in children. *Lancet*. Volume 361 Issue 9373 Page 1939.

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A School's Proximity to Highways Associated with Asthma Prevalence

A study of 1,498 children in 13 schools in the Province of South Holland found a positive relationship between school proximity to highways and asthma occurrence. Truck traffic intensity and the concentration of pollutants measured in schools were found to be significantly associated with chronic respiratory symptoms.

Van Vliet, P., M. Knaap, et al. (1997).Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research*. 74(2): 122-32.

Diesel Exhaust Linked to Asthma

This study found that particulate matter from diesel trucks can act as an irritant in the airway causing asthma. The authors show that diesel exhaust can trigger asthma attacks in individuals with no pre-existing asthmatic history. When a natural allergen, such as pollen, was added to the situation, the reaction was even more dramatic.

Fandya, Robert, et al. "Diesel Exhaust and Asthma: Hypothesis and Molecular Mechanisms of Action." *Environmental Health Perspectives Supplements* Volume 110, Number 1, February 2002.

Low Levels of Air Pollution Cause Asthma Attacks

Exposure to miniscule amounts of ozone and soot particulate matter 2.5 µm or less (PM2.5) in air at levels above current U.S. Environmental Protection Agency (EPA) standards is a risk factor for respiratory symptoms in children with asthma. Daily respiratory symptoms and medication use were examined prospectively for 271 children younger than 12 years with physician-diagnosed, active asthma residing in southern New England. Exposure to ambient concentrations of ozone and PM 2.5 from April 1 through September 30, 2001, was assessed using ozone (peak 1-hour and 8-hour) and 24-hour PM 2.5. Logistic regression analyses using generalized estimating equations were performed separately for maintenance medication users (n = 130) and nonusers (n = 141). Associations between pollutants (adjusted for temperature, controlling for same- and previous-day levels) and respiratory symptoms and use of rescue medication were evaluated. Mean (SD) levels were 59 (19) ppb (one-hour average) and 51 (16) ppb (8-hour average) for ozone and 13 (8) µg/m3 for PM2.5. In co-pollutant models, ozone level but not PM2.5 was significantly associated with respiratory symptoms and rescue medication use among children using maintenance medication; a 50-ppb increase in one-hour ozone was associated with increased likelihood of wheeze (by 35 percent) and chest tightness (by 47 percent).The highest levels of ozone (one-hour or eight-hour averages) were associated with increased shortness of breath and rescue medication use. No significant, exposure-dependent associations were observed for any outcome by any pollutant among children who did not use maintenance medication. Asthmatic children using maintenance medication are particularly vulnerable to ozone, controlling for exposure to fine particles, at levels below EPA standards.

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Gent, Janneine PhD; Elizabeth W.Triche, PhD; Theodore R. Hofford, PhD; Kathleen Belanger, PhD; Michael B. Bracken, PhD; William S. Bockert,MD;Brian P. Loderer,PhD,Association of Low-Level Ozone and Fine Particles With Respiratory Symptoms in Children With Asthma, *Journal of the American Medical Association*. 2003; 290:1859-1867.

Studies Supporting the Association between Air Pollution and Prematurity, Low Birth Weight and Intrauterine Growth Retardation

Pregnant Women Who Live Near High Traffic Areas More Likely to Have Premature and Low Birth Weight Babies

Researchers observed an approximately 10-20 percent increase in the risk of premature birth and low birth weight for infants born to women living near high traffic areas in Los Angeles County. In particular, the researchers found that for each one part-per-million increase in annual average carbon monoxide concentrations where the women lived, there was a 19 percent and 11 percent increase in risk for low-birth weight and premature births, respectively.

Wilhelm, Michelle and Beate Ritz. (2002). Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996. *Environmental Health Perspectives*. doi: 10.1289/ehp.5688.

Intrauterine growth retardation associated with traffic exhaust

In one of the most important studies done to date on the impacts of air pollution, researchers in Australia found a significant correlation between exposure to primarily traffic exhaust air pollution and a reduction in fetus size. The lead author said, "The study found that mothers with a higher exposure to air pollution and fetuses that were, on average, smaller in terms of abdominal circumference, head circumference and femur length. Birth weight is a major predictor of later health." For example, bigger babies have been shown to have higher IQs in childhood and lower risk of cardiovascular disease, diabetes, and cancer and even obesity in adulthood.

Environmental Health Perspectives, A. Barnett, C. Hansen

Studies Supporting the Association between Air Pollution and Stunted Lung Development

Children Living Near Highways Suffer Pronounced Deficits in Lung Function

In this prospective study of 3677 children from 12 southern California communities who lived within 500 meters of a freeway had substantial deficits in 8-year growth of forced expiratory volume in 1 second (FEV1) and maximum midexpiratory flow rate (MMEF), compared with children who lived at least 1500

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meters from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth.

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. *The Lancet*, Volume 369, Issue 9561, Pages 571-577. W. Gauderman, H. Vee, R. McConnell, K. Burbano, F. Gilliland, D. Thomas, F. Lammann, E. Avol, N. Kundli, M. Jerrett.

Lung Function Reduced Among Children Living Near Truck Traffic

A European study determined that exposure to traffic-related air pollution, "in particular diesel exhaust particles," may lead to reduced lung function in children living near major motorways.

Brunkreef, B; N.A. Janssen ; J. Del'Intago; H. Harsoma ;M. Knape; P. Van Vliet (1997). "Air pollution from truck traffic and lung function in children living near motorways." *Epidemiology*. 8(3):298-303.

Other Important Studies

People Who Live Near Freeways Exposed to 25 times more Ultrafine Particulate Pollution

Studies conducted in the vicinity of Interstates 405 and 710 in Southern California found that the number of ultra-fine soot particles in the air was approximately 25 times more concentrated near the highways and that pollution levels gradually decrease back to normal (background) levels around 300 meters, or nearly 330 yards, downwind from the highway. The researchers note that motor vehicles are the most significant source of ultra-fine particles, which have been linked to increases in mortality and morbidity. Recent research concludes that ultra-fine soot particles are more toxic than larger particles with the same chemical composition. Moreover, the researchers found considerably higher concentrations of carbon monoxide pollution near the highways.

Zhu, Yifeng; William C. Hinds; Kim Seonghoon; Si Shen; Constantinos Sioutas. Concentration and size distribution of ultrafine particles near a major highway. *Journal of the Air and Waste Management Association*. September 2002. And, Study of ultrafine particles near a major highway with heavy-duty diesel traffic. *Atmospheric Environment*. 36(2002), 4323-4335.

Ultrafine Particulate Matter found to be much more toxic than larger particulate matter

Ambient ultrafine particles (UFP)s defined as those with a diameter of less than .18um are by far the most abundant particles by number in the urban environment. Many recent studies have suggested that they are the most dangerous part of particulate matter because they can penetrate the most deeply into the lungs and can even be translocated directly from the nose into the brain. Researchers demonstrated in laboratory animals that UFP was far more potent than PM2.5 in promoting a cascade of inflammation and oxidative stress that resulted in the development of atherosclerosis. The development was demonstrated after only 75 hours of exposure spread over a period of 40 days.

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J. Araujo, B. Barajas, M. Kleinman. Ambient Particulate Pollutants in the Ultrafine Range Promote Early Atherosclerosis and Systemic Oxidative Stress. Circulation Research, Jan. 17, 08 online version.

Air Pollution from Busy Roads Linked to Shorter Life Spans for Nearby Residents

Dutch researchers looked at the effects of long-term exposure to traffic-related air pollutants on 5,000 adults. They found that people who lived near a main road were almost twice as likely to die from heart or lung disease and 1.4 times as likely to die from any premature cause compared with those who lived in less-trafficked areas. The authors say traffic emissions contain many pollutants that might be responsible for the health risks, such as ultra-fine particles, diesel soot, and nitrogen oxides, which have been linked to cardiovascular and respiratory problems.

Hoek, Brunckreef, Goldbohm, Fischer, van den Brandt.(2002).Association Between Mortality and Indicators of Traffic-related Air Pollution in the Netherlands: A Cohort Study. Lancet, 360 (9341):1203-9.

Five Times More Deaths Due to Air Pollution than Traffic Accidents

This study analyzed the affect of traffic-related air pollution and traffic accidents on life expectancy in the area of Baden-Wurtemberg, Germany. It estimated that almost five times more deaths in this region resulted from motor vehicle pollution than from traffic accidents.

Szagan and Seidel. (2000). Mortality due to road traffic in Baden-Aurtemberg. Gesundheitswesen. 62(4): 225-33.

Motor Vehicle Air Toxins Cause High Pollution Levels Inside Homes

An air pollution study was done as a part of the West Oakland Diesel Truck Emissions Reduction Initiative. Researchers measured diesel particulates near mobile and idling trucks at the West Oakland Port. An aethalometer was used to measure indoor toxins and a high level of diesel particulates was found. The people who lived in these homes were exposed indoors to five times the level of diesel particulates that people were exposed to outdoors in other areas of Oakland.

W. Buchan, M.D. and M. Chan Jackson, Container Truck Traffic Assessment and Potential Mitigation Measures for the West Oakland Diesel Truck Emission Reduction Initiative, from "Clearing the Air, Reducing Diesel Pollution in West Oakland," a Report to Pacific Institute, 654 13th Street, Preservation Park, Oakland, California 94612, by TIAx LLC, 1601 S. De Anza Blvd., Suite 100, Cupertino, California 95014, November, 2003

Regulators are underestimating traffic pollution

Professors of chemistry and chemical engineering from Carnegie Mellon University reported in the esteemed journal *Science*, a new conceptual model for how microscopic particles behave in the atmosphere that suggest current air quality standards are inadequate. The authors state that their results indicate government officials need to adopt new ways of measuring and regulating fine particulate matter.

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They found new chemical processes that occur after soot and gaseous pollutants are emitted from vehicles, changing the chemical and physical properties of the particles and resulting in the creation of new particulate matter. These new particles are likely to be more toxic. Furthermore, these chemical processes lead to a spreading of pollution over a larger geographic area and help explain why urban air pollution can spread much further than previously thought.

Robinson AL, Donahue NM, Shrivastava MK, Weitkamp EA, Sage AM, Grieshop AP, Lane TE, Pierce JR, Pandis SN. Rethinking organic aerosols: semi-volatile emissions and photochemical aging. Science 2007 Mar 2;315(5816):1259-62

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APPENDIX B

The following documents, which summarize health studies related to traffic pollution and human health, were prepared by Dr. John Balbus, the Director of the Health Program at Environmental Defense, an environmental non-profit group. The statements were prepared in reference to a highway project recently under consideration in another state. Although the road under consideration was not the Mountain View Corridor, the information is clearly relevant to this DEIS and should be considered by UDOT.

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Statement of Dr. John Balbus
Director, Health Program
Environmental Defense
April 10, 2006

I. Introduction

This statement concerns the failure of the Federal Highway Administration and Maryland State Highway Administration to prepare an adequate project level conformity analysis of PM 2.5 or an adequate environmental impact statement ("EIS") to evaluate the health impacts of fine particulate matter and air toxics from motor vehicle emissions that will result from the approval and construction of the proposed Intercounty Connector in Maryland.

In this statement, I demonstrate that there exists a substantial body of peer-reviewed scientific studies showing the deleterious health impacts of mobile source fine particulate matter and air toxics emissions, especially on persons living or attending school near major roadways. These scientific studies support the argument that the final Environmental Impact Statement and proposed project level conformity analysis for fine particulates for the Intercounty Connector are inadequate because they fail to evaluate the local project hot spot impacts of fine particulate emissions and air toxics emissions, in violation of the requirements of the National Environmental Policy Act.

II. Peer-Reviewed Scientific Studies Demonstrate That Motor Vehicle Emissions Of Fine Particulate Matter And Air Toxics Have A Significant Impact On Health.

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Motor vehicles emit a soup of fine particulate matter ("PM_{2.5}")⁶ and toxic air pollutants, and motor vehicle emissions are a substantial source of these pollutants in the ambient air.⁷ The most recent EPA Criteria Document for Particulate Matter summarizes a substantial number of peer-reviewed, scientific studies that find a clear correlation between fine particulate matter and numerous health effects, including increased risk of fatal heart attacks, strokes, respiratory disease, and cancer.⁸ Since 2000, published scientific studies show that mobile source air toxics include six known or suspected carcinogens, as well as respiratory irritants that may trigger asthma attacks.⁹ Recent epidemiologic studies demonstrate the serious health consequences from exposure to mobile source air toxics and fine particulate matter. Methodological tools are available to evaluate the health risks from exposure to particulate matter and mobile source air toxics from traffic in close proximity to the proposed Intercounty Connector.

⁶ PM_{2.5} refers to particulate matter less than 2.5 microns.

⁷ See, e.g., Brauer, et al., *Estimating Long-Term Average Particulate Air Pollution Concentrations: Application of Traffic Indicators and Geographic Information Systems*, 14(2) *Epidemiology* 228 (2003) (a study conducted in three sites in Europe demonstrated that most of the variability in annual average concentrations of fine particulate matter was explained by vehicular traffic); Environmental Protection Agency, *Technical Support Document: Control of Emissions of Hazardous Air Pollutants from Motor Vehicles and Motor Vehicle Fuels*, EPA420-R-00-023, Table IV, A-1, p. 81 (2000) (EPA study estimating that motor vehicles accounted for 48% of the national total of benzene emissions, 43% of 1, 3-butadiene, 29% of acetaldehyde, and 24% of formaldehyde). Because air monitors generally do not collect data near roadways, these studies downplay the significance of human exposures to mobile source emissions near roadways.

⁸ Environmental Protection Agency, *Air Quality Criteria for Particulate Matter* (EPA/600/P-99/002aF, EPA/600/P-99/002bF)(2004)

⁹ Asthma is characterized by a chronic inflammation and narrowing of airway passages as well as acute flare-ups or asthma attacks, which are usually "triggered" by airway irritants, allergens, or infections.

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1. Pre-2000 Scientific Studies Of The Health Effects Of Fine Particulate Matter.

Fine particulate matter ("PM_{2.5}") consists of tiny particles less than 2.5 microns in diameter. Whereas coarse particulate matter ("PM_{10-2.5}"—particulates between 2.5 and 10 microns) is primarily composed of dusts and crustal elements from the earth in most locations, fine particulate matter is more likely to come from combustion sources, such as gasoline or diesel engines. PM_{2.5} is a mixture of chemicals and metals that may be composed of liquids, solids, or both. Constituents of PM_{2.5} may include acidic liquids, like sulfuric and nitric acids, organic chemicals including many of the air toxics, and tiny pieces of carbon soot. Because of its small size, PM_{2.5} penetrates deeper into lung tissue than coarse particulate matter, even passing into the bloodstream.

EPA's review of the health effects of fine and coarse particulate matter in the mid-1990s led it to promulgate a new ambient air quality standard for fine particulate matter in 1997. See 40 CFR §50.7. This new standard was based on epidemiologic studies consistently showing that many of the health effects previously attributed to PM₁₀, such as increased mortality, hospitalization for respiratory problems, decreased lung function, and increased respiratory symptoms, were also associated with PM_{2.5}.¹⁰ One study, for example, found that mortality was more strongly correlated with PM_{2.5} than with PM₁₀, especially with respect to cardiovascular

¹⁰ Environmental Protection Agency, *Review of the National Ambient Air Quality Standards for Particulate Matter: Policy Assessment of Scientific and Technical Information*, EPA452-R-96-013 (1996).

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and pulmonary causes of death.¹¹ In all, the EPA reviewed nine studies from the US and Canada and 11 from other parts of the world showing positive associations between fine particulate matter (or, in some cases, specific fine particulate constituents, such as sulfuric acids) and adverse cardiovascular and pulmonary health effects.¹² Based on these studies and other evidence of harm, EPA concluded --

that fine particles are a better surrogate for those components of PM that are linked to mortality and morbidity effects at levels below the current standards [i.e., PM₁₀ NAAQS]. Moreover, a regulatory focus on fine particles would likely also result in controls on gaseous precursors of fine particles (e.g., SO_x, NO_x, VOC), which are all components of the complex mixture of air pollution that has most generally been associated with mortality and morbidity effects.

62 Fed.Reg. 38,667 (July 18, 1997). Given these findings two years before FHWA commenced the EIS, it had an obligation to consider this evidence when estimating, and disclosing to the public, the adverse health effects of emissions from the highway.

2. The Recent Emergence Of Scientific Studies Of The Health Effects Of Mobile Source Air Toxics.

A growing body of scientific studies has emerged showing a strong correlation between exposure to mobile source air toxics and a variety of health impacts.

¹¹ Schwartz, et al., *Is Daily Mortality Associated Specifically with Fine Particulates?*, 46(10) J. Air Waste Mgmt. Assoc. 927 (1996).

¹² Environmental Protection Agency, *Review of the National Ambient Air Quality Standards for Particulate Matter: Policy Assessment of Scientific and Technical Information*, EPA452-R-96-013 (1996) (see Table V-12).

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In December 2000, EPA evaluated mobile source emissions¹³ and in March 2001 designated 21 chemicals as mobile source air toxics ("MSATs").¹⁴ EPA selected these chemicals based on a scientific consensus that exposure to the chemicals pose serious threats to health, as reflected by their inclusion in EPA's Integrated Risk Information System ("IRIS") database.¹⁵ To be listed in the IRIS database, a chemical must either be a known, probable, or possible carcinogen or cause significant non-cancer health effects, such as reproductive toxicity or neurotoxicity.

The chemical composition of the MSATs varies widely—ranging from metals to small organic compounds to dioxins—and their health impacts vary as well. Although significant information is available about the health effects of individual MSATs, less is known about the role they play compared to particulate matter, in part because of the difficulty of separately measuring the impact of each component of the toxic soup. A growing body of peer-reviewed scientific literature has identified serious health effects from short-term and long-term exposure to MSATs. Six of the MSATs come primarily from mobile sources (other MSATs have significant non-mobile sources). All six have extensive toxicologic data and many have substantial epidemiologic data documenting their health risks.

¹³ Environmental Protection Agency, *Technical Support Document: Control of Emissions of Hazardous Air Pollutants from Motor Vehicles and Motor Vehicle Fuels*, EPA420-R-00-023 (December 2000).

¹⁴ 66 Fed.Reg. 17,229-73 (Mar. 2001), citing *Technical Support Document*, see *id.* n.7.

¹⁵ *Technical Support Document*, at 36.

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- *Acetaldehyde* is a probable human carcinogen based on studies in which rats and hamsters exposed to acetaldehyde formed nasal and laryngeal tumors, respectively.¹⁶ It is also a potential developmental toxicant.¹⁷ Further, exposure to acetaldehyde leads to irritation of the eyes, skin, and respiratory tract, indicating that it may contribute to worsening of health in people with asthma and other lung diseases.¹⁸
- *Acrolein* is a possible human carcinogen and a potent eye and respiratory-tract irritant. Animals chronically exposed to acrolein develop inflammation of the lungs and nasal passages.¹⁹
- *Benzene* is a known human carcinogen with extensive epidemiologic and toxicologic evidence that it causes leukemia.²⁰ In addition, benzene is toxic to bone marrow and blood cells, leading to decreased numbers of white and red blood cells.²¹

¹⁶ Environmental Protection Agency, *Integrated Risk Information System*, available at <http://www.epa.gov/iris/subst/0419.htm#quaoral>.

¹⁷ Environmental Protection Agency, *Health Assessment Document for Acetaldehyde*, EPA/600/8-86-015A (1987).

¹⁸ Environmental Protection Agency, *Technical Support Document: Control of Emissions of Hazardous Air Pollutants from Motor Vehicles and Motor Vehicle Fuels*, EPA420-R-00-023 (2000).

¹⁹ Agency for Toxic Substance and Disease Registry, *Toxicological Profile for Acrolein* (1990), available at www.atsdr.cdc.gov/toxprofiles/tp124.html.

²⁰ Environmental Protection Agency, *Carcinogenic Effects of Benzene: An Update* (1998).

²¹ Aksoy, *Hematotoxicity, Leukemogenicity and Carcinogenicity of Chronic Exposure to Benzene*, in E. Arinc, J.B. Schenkman, & E. Hodgson, eds., *MOLECULAR ASPECTS OF MONOOXYGENASES AND BIOACTIVATION OF TOXIC COMPOUNDS* pp. 415-34 (1991); Goldstein, *Benzene Toxicity*, 3 *Occupational Medicine: State of the Art Reviews* 541 (1998); Rothman, et

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- *1, 3-butadiene* is a known human carcinogen based on epidemiologic evidence. It also causes reproductive and developmental toxicity in animals exposed to long-term, low-level doses.²²
- *Diesel particulate matter ("diesel PM") and diesel exhaust organic gases ("diesel EOG")* is a probable human carcinogen. There are several occupational epidemiologic studies associating diesel PM and EOG exposure with lung cancer, and EPA has estimated a range of cancer risk from a specific level of exposure.²³ The California Office of Environmental Health Hazard Assessment (OEHHA) conducted an independent review and determined a quantitative estimate of cancer risk that falls within the range of EPA estimates.²⁴

Diesel PM and EOG also cause respiratory irritation and inflammation.²⁵ Further, a growing body of laboratory studies shows that exposure to diesel PM worsens allergic responses,

al., *Hematotoxicity Among Chinese Workers Heavily Exposed to Benzene*, 29 *Am. J. Ind. Med.* 236 (1996).

²² Environmental Protection Agency, *Health Risk Assessment of 1, 3-Butadiene*, EPA/600/P-8/001A (1998).

²³ See Environmental Protection Agency, *Health Assessment Document for Diesel Engine Exhaust*, EPA/600/8-90/057F (2002), available at

<http://cfpub2.epa.gov/ncea/cfm/recordisplay.cfm?deid=29060&CFID=474991&CFTOKEN=43362109>.

²⁴ California Office of Environmental Health Hazard Assessment, *Proposed Identification of Diesel Exhaust As a Toxic Air Contaminant: Health Risk Assessment for Diesel Exhaust* (1998), available at <ftp://ftp.arb.ca.gov/carbis/regact/diesltac/partb.pdf>.

²⁵ Pandya, et al., *Diesel Exhaust and Asthma: Hypotheses and Molecular Mechanisms of Action*, 110(Supp. 1) *Environ. Health Perspect.* 103 (2002).

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leading scientists to speculate that it may have a role in initiating allergic diseases, including asthma.²⁶ Lastly, diesel PM constitutes a significant portion of ambient fine particulate matter, which is associated with both acute and chronic cardiovascular toxicity and premature death. Recent reviews suggest that the combination of fine soot, acids, and other toxic chemicals associated with diesel PM leads to significant toxicity.²⁷

• *Formaldehyde* is a potent eye and respiratory tract irritant that triggers asthma attacks and causes asthma-like symptoms in people without asthma.²⁸ EPA has classified formaldehyde as a probable human carcinogen, based on animal and human studies showing mainly nasal and upper respiratory cancers with exposure.²⁹

While EPA's review of mobile source emissions focused on identifying the potential hazards associated with MSATs, the Multiple Air Toxics Exposure Study, conducted by the South Coast Air Quality Management District, provides pioneering, yet rigorous insight into the

²⁶ See, e.g., Nel, et al., *Enhancement of Allergic Inflammation by the Interaction Between Diesel Exhaust Particles and the Immune System*, 102(4 pt 1) J. Allergy Clin. Immunol. 539 (1998); Diaz-Sanchez, et al., *Diesel Exhaust Particles Directly Induce Activated Mast Cells to Degranulate and Increase Histamine Levels and Symptom Severity*, 106(6) J. Allergy Clin. Immunol. 1140 (2000); Diaz-Sanchez, et al., *Diesel Fumes and the Rising Prevalence of Atopy: An Urban Legend?*, 3(2) Curr. Allergy Asthma Rep. 146 (2003).

²⁷ Diesel Epidemiology Working Group, *Part I: Report of the HEI Diesel Epidemiology Working Group* in RESEARCH DIRECTIONS TO IMPROVE ESTIMATES OF HUMAN EXPOSURE AND RISK FROM DIESEL EXHAUST (2002).

²⁸ Agency for Toxic Substance and Disease Registry, *Toxicological Profile for Formaldehyde*, available at www.atsdr.cdc.gov/toxprofiles/tp111.html.

²⁹ Environmental Protection Agency, *Integrated Risk Information System*, available at <http://www.epa.gov/iris/subst/0419.htm#quaoral>.

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magnitude of cancer risk associated with MSATs.³⁰ This landmark study, which relied on extensive monitoring data collected in and around the Los Angeles area, concluded that the overall cancer risk from air toxics to residents in the area was 1400 per one million, well over the 1:1,000,000 or 10:1,000,000 risk levels normally used by regulatory agencies. Using the estimate of diesel exhaust cancer risk from the California Office of Environmental Health Hazard Assessment, the MATES-II study found that 71% of overall cancer risk from air toxics in this area resulted from exposure to diesel exhaust emissions, 8% from 1, 3-butadiene, and 7% from benzene. Modeled exposure data for air toxics based on EPA's National Air Toxics Assessment reveal similar levels of cancer risk and demonstrate that diesel exhaust is the dominant source of that risk. For example, mobile sources contribute 96% of the cancer risk resulting from exposure to air toxics in Montgomery County, Maryland, where the proposed ICC is located, with diesel emissions responsible for 85% of the risk.³¹

3. Epidemiologic Studies Of Health Effects And Mobile Source Emissions Show That MSATs and Particulate Matter Have A Significant Impact On Health.

There is a strong body of indirect scientific evidence that exposure to mobile source air toxics has a substantial effect on human health. Most epidemiologic studies rely on exposure data for criteria air pollutants, such as PM_{2.5} and NO_x, because the data for those pollutants are much more widely available. Because concentrations of air toxics from mobile sources are highly correlated with these criteria pollutants, health effects correlated with exposure to these

³⁰ SCAQMD, *Multiple Air Toxics Exposure Study: MATES II* (2000), available at <http://www.aqmd.gov/matesiid/matestoc.htm>.

³¹ Green Media Toolshed Scorecard (2006), available at http://www.scorecard.org/env-releases/hap/source-chemicals.tcl?geo_area_id=24031&geo_area_type=fips_county_code

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criteria pollutants are likely also to correlate with exposure to mobile source air toxics. This is particularly true with health effects known to be associated with particular air toxics, such as cancer and respiratory irritation.³² Thus, to the extent epidemiologic studies use specific measurements of one or two constituents as proxies for the entire mixture of motor vehicle exhaust, the health effects correlated with these proxies may be correlated in part with the unmeasured air toxics.

a. Correlation Between Asthma And Attending School Near A Major Roadway.

Two studies specifically investigated the effects of motor vehicle emissions on children attending schools near major roadways. The first study assessed 2509 children from 24 schools located within 400 meters of a major roadway in the Netherlands. The study separately measured truck and car traffic, measured concentrations of PM_{2.5}, NO₂, and benzene on the school grounds, and took into account other factors that could cause allergic or respiratory problems, such as parental smoking. The study found that children going to school near roadways with heavy truck traffic were more likely to have allergies to outdoor pollens and to

³² In this respect, motor vehicle emissions are similar to tobacco smoke, which is also a mixture of toxic gases and fine particulate matter. In each case, it is difficult to attribute specific toxicity to specific constituents. Delfino, *Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages Between Occupational, Indoor, and Community Air Pollution Research*, 110(Supp. 4) Environ. Health Perspect. 573, 586 (2002). The extensive epidemiologic literature on indoor environmental tobacco smoke does not rely on measurements of individual constituent chemicals within tobacco smoke, but instead uses substitute measures of exposure. Studies of the health effects of motor vehicle emissions do the same thing.

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have hyper-reactive airways, and that sensitization to asthma was correlated with PM_{2.5} levels.³³

The second study looked at 1019 children at 10 school sites in the San Francisco Bay Area. Five schools were located far from or upwind from major freeways, and five were located downwind and near freeways, with traffic loads ranging from 130,000 vehicles per day (i.e., less than the current traffic loads on US 95) to 230,000 vehicles per day, approximately the predicted traffic load on US 95. The study concluded that children attending schools with higher exposure to motor vehicle emissions had an increased risk of being diagnosed with asthma. Notably, significantly higher concentrations of black carbon (a measure of diesel PM and EDG) were measured at the schools downwind from the highways, and concentrations of PM_{2.5} measured at the school located closest to a major freeway were 25% higher than measured at regional air quality monitoring stations (i.e., 15 µg/m³ compared to 12 µg.m³).³⁴

b. Correlation Between Respiratory Disease And Living Near A Major Roadway.

Many studies have found a strong correlation between living near roads with high traffic and asthma. Not only do these studies show that exposure to mobile source emissions may

³³ Janssen, et al., *The Relationship Between Air Pollution from Heavy Traffic and Allergic Sensitization, Bronchial Hyperresponsiveness, and Respiratory Symptoms in Dutch Schoolchildren*, 111(12) Environ. Health Perspect. 1512 (2003).

³⁴ Kim, et al., *Traffic-Related Air Pollution Near Busy Roads: The East Bay Children's Respiratory Health Study*, 170(5) Am. J. Respir. Crit. Care Med. 520 (2004).

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trigger asthma attacks, a growing body of laboratory and epidemiologic literature suggests that mobile source emissions, especially diesel emissions, may play a role in initially causing asthma.

Studies have found a variety of asthma-related health effects correlated with exposure to motor vehicle pollution. One epidemiologic study of 16-year old Hispanic children living in areas of East Los Angeles with very high traffic density assessed the role of air toxics in worsening respiratory function. The study, which separately measured the effect of specific air toxics and criteria air pollutants, found positive correlations between asthma symptoms and air toxics, including benzene, acetaldehyde, diesel exhaust, and formaldehyde.³⁵

Other studies show a strong correlation between exposure to mobile source emissions and asthma. A recent study from California showed that children living nearer freeways and with higher modeled exposures from freeway mobile source emissions had a higher risk of being diagnosed with asthma as well as higher medication use and wheezing.³⁶ One recent study showed higher rates of asthma in people exposed to mobile source emissions.³⁷ Another study, which followed a group of 3730 children from birth to two years of age and assessed each child's individual exposure to fine particulates and certain constituents of diesel exhaust, found significant correlations between exposure to motor vehicle emissions and upper

³⁵ Delfino, et al., *Asthma Symptoms in Hispanic Children and Daily Ambient Exposures to Toxic and Criteria Air Pollutants*, 111(4) Environ. Health Perspect. 647 (2003).

³⁶ Gauderman, et al., *Childhood asthma and exposure to traffic and nitrogen dioxide*, 16(6) Epidemiology 737 (2005).

³⁷ Kim, et al., *Traffic-Related Air Pollution Near Busy Roads: The East Bay Children's Respiratory Health Study*, 170(5) Am. J. Respir. Crit. Care Med. 520 (2004).

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respiratory infections.³⁸ A study involving 1068 Dutch schoolchildren found that children, especially girls, were more likely to be diagnosed with asthma and have respiratory symptoms if they lived within 100 meters of a major highway or if they had high exposure to truck traffic. The Dutch study also found a correlation between black carbon levels in school classrooms and respiratory symptoms in children living within 300 meters of a major roadway.³⁹ A study of children in Taiwan found that physician-diagnosed asthma was associated with traffic-related pollution.⁴⁰

One hypothesis explaining the correlation between exposure to mobile source emissions and asthma is that diesel exhaust increases the risk of developing allergic disease. This hypothesis is supported by epidemiologic studies showing increased rates of allergic sensitization in children with higher exposure to mobile source emissions, especially truck traffic-related pollutants,⁴¹ as well as by a growing body of laboratory evidence showing that components of diesel exhaust augment allergic responses to pollens and other allergens.⁴²

³⁸ Brauer, et al., *Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children*, 166(8) Am. J. Respir. Crit. Care Med. 1092 (2002).

³⁹ van Vliet, et al., *Motor Vehicle Exhaust and Chronic Respiratory Symptoms in Children Living Near Freeways*, 74(2) Environ. Res. 122 (1997).

⁴⁰ Guo, et al., *Climate, Traffic-Related Air Pollutants, and Asthma Prevalence in Middle-School Children in Taiwan*, 107(12) Environ. Health Perspect. 1001 (1999).

⁴¹ Brauer, et al., *Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children*. 166(8) Am. J. Respir. Crit. Care Med. 1092 (2002); Janssen, et al., *The Relationship Between Air Pollution from Heavy Traffic and Allergic*

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Epidemiologic studies have consistently shown that people with higher exposures to roadway air pollutants have more hospitalizations for asthma, more respiratory symptoms, and poorer lung function. A review of 20 studies published between 1993 and 2000, found all but one showed that higher exposures to roadway pollutants, especially heavy-truck exhaust, were correlated with worsened asthma, decreased lung function, and more symptoms of asthma.⁴³ Subsequent studies have confirmed this correlation. For example, a 2001 study showed that exposure to moderate traffic pollution was associated with increased inflammatory markers and decreased lung function in children.⁴⁴ A study in Roxbury, Massachusetts, found that exposure to fine particulate matter and polycyclic aromatic hydrocarbons (a constituent of

⁴³ Sensitization, Bronchial Hyperresponsiveness, and Respiratory Symptoms in Dutch Schoolchildren, 111(12) Environ. Health Perspect. 1512 (2003); Wyler, et al., Exposure to Motor Vehicle Traffic and Allergic Sensitization, 11(4) Epidemiology 450 (2000).

⁴² Nel, et al., Enhancement of Allergic Inflammation by the Interaction Between Diesel Exhaust Particles and the Immune System, 102(4 pt 1) J. Allergy Clin. Immunol. 539 (1998); Diaz-Sanchez, et al., Diesel Exhaust Particles Directly Induce Activated Mast Cells to Degranulate and Increase Histamine Levels and Symptom Severity, 106(6) J. Allergy Clin. Immunol. 1140 (2000); Diaz-Sanchez, et al., Diesel Fumes and the Rising Prevalence of Atopy: An Urban Legend?, 3(2) Curr. Allergy Asthma Rep. 146 (2003).

⁴³ Delfino, Epidemiologic Evidence for Asthma and Exposure to Air Toxics: Linkages between Occupational, Indoor, and Community Air Pollution Research, Environ. 110(Supp. 4) Environ. Health Perspect. 573 (2002).

⁴⁴ Steerenberg, et al., Traffic-Related Air Pollution Affects Peak Expiratory Flow, Exhaled Nitric Oxide, and Inflammatory Nasal Markers, 56(2) Arch. Environ. Health 167 (2001).

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diesel emissions) was associated with asthma hospitalizations.⁴⁵ A study from Nottingham, United Kingdom, concluded that living within 90 meters of main roads correlated with an increased risk of wheezing illness in children age 4-11.⁴⁶ A study in Munich, Germany, demonstrated that the mobile source emissions of particulate matter and nitrogen dioxide were associated with symptoms such as dry cough at night and cough without infection in children ages 1 and 2.⁴⁷ A study in East and West Germany found that during a time period of declining pollution in East Germany (1991-2000), improvements in lung function seen in 5-7 year old children over that time were diminished in children living within 50 meters of a busy roadway.⁴⁸ A study in Buffalo, New York, showed that the risk of asthma hospitalization increased with exposure to motor-vehicle emissions.⁴⁹ A study in Southeast Toronto demonstrated that the risk of hospital admission for asthma, bronchitis, chronic obstructive

⁴⁵ Levy, et al., Fine Particulate Matter and Polycyclic Aromatic Hydrocarbon Concentration Patterns in Roxbury, Massachusetts: A Community-Based GIS Analysis, Environ. 109(4) Environ. Health Perspect. 341 (2001).

⁴⁶ Venn, et al., Living Near a Main Road and the Risk of Wheezing Illness in Children, 164(12) Am. J. Respir. Crit. Care Med. 2177 (2001).

⁴⁷ Gehring, et al., Traffic-Related Air Pollution and Respiratory Health During the First 2 Years of Life, 19(4) Eur. Respir. J. 690 (2002).

⁴⁸ Sugiri et al., The influence of large-scale airborne particle decline and traffic-related exposure on children's lung function, 144(2) Environmental Health Perspectives 282 (2006).

⁴⁹ Lin, et al., Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic, 88(2) Environ. Res. 73 (2002).

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pulmonary disease (i.e., emphysema and chronic bronchitis), pneumonia, and upper respiratory tract infection increased with increased exposure to PM_{2.5}.⁵⁰ A 2002 study in 14 cities also associated increased hospital admissions for chronic obstructive pulmonary disease, heart disease, and pneumonia with particulate matter from motor vehicles.⁵¹ A 2005 study from Germany found 55 year old women living near roadways had a higher risk of developing COPD and having decreased lung function.⁵²

c. Association Between Lung Cancer And Living Near A Roadway.

Two studies of individuals living near roadways show a correlation between traffic density and lung cancer. A 2003 study found excess lung cancer risks associated with living near roads.⁵³ A study in Stockholm found a 40% increase in lung cancer risk for the highest group of average traffic-related NO₂ exposure.⁵⁴ Because NO₂ generally is not associated with

⁵⁰ Buckeridge, et al., *Effect of Motor Vehicle Emissions on Respiratory Health in an Urban Area*, 110(3) Environ. Health Perspect. 293 (2002).

⁵¹ Janssen, et al., *Air Conditioning and Source-Specific Particles as Modifiers of the Effect of PM₁₀ on Hospital Admissions for Heart and Lung Disease*, 110 Environ. Health Perspect. 43 (2002).

⁵² Schikowski, et al., *Long-term air pollution exposure and living close to busy roads are associated with COPD in women*. 6(1) Respiratory Research 152 (2005).

⁵³ Nafstad, et al., *Lung Cancer and Air Pollution: A 27 Year Follow up of 16,209 Norwegian Men*, 58(12) Thorax 1071 (2003).

⁵⁴ Nyberg, et al., *Urban Air Pollution and Lung Cancer in Stockholm*, 11(5) Epidemiology 487 (2000).

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lung cancer, it is likely the correlation reflects exposure to carcinogenic motor vehicle emissions, such as diesel particulates and other air toxics.

d. Association Between Adverse Reproductive Effects And Exposure To Motor Vehicle Pollutants.

One study demonstrated that long-term exposure to motor vehicle pollutants are correlated with low birth weight and pre-term birth.⁵⁵

C. Methods Are Available Methods To Assess Health Impacts From Fine Particulate Matter And Mobile Source Air Toxics.

The ICC FEIS indicates that an ICC build alternative will increase MSAT emissions in the ICC study area by one to six percent in 2030 relative to a non-build alternative, due primarily to increased VMT for the build alternative.⁵⁶ However, the ICC FEIS does not evaluate localized MSAT emissions and concentrations that can be anticipated to result in pollution hot spots close to the highway, especially in the early years of operation of the ICC, from 2010 onward, when MSAT emissions can be anticipated to be at their highest levels. FHWA asserts it is unable to evaluate localized emission concentrations or health effects because of uncertainties in the MOBILE6.2 model, especially with respect to diesel particulate matter, and uncertainties surrounding the health effects of MSAT pollutants.⁵⁷ However, exposure and risk assessment

⁵⁵ Wilhelm and Ritz, *Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996*, 111 Environ. Health Perspect. 207 (2003).

⁵⁶ Intercounty Connector Final Environmental Impact Study, FHWA, Page IV-326 (2006).

⁵⁷ Intercounty Connector Final Environmental Impact Study, FHWA, Page IV-328 (2006).

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tools are available to establish the degree of risk roadside populations face from exposure to fine particulate matter and air toxic emissions of motor vehicles and to determine diesel particulate emissions.

Two different methods are available to assess the risks to human health from particulate matter and mobile source air toxics. Both methods combine estimates of exposure with estimates of the “dose-response” function to produce an estimate of risk associated with that exposure.⁵⁸ One method is based on epidemiologic data that establishes how the risk of particular health effects changes with exposure to particular pollutants.⁵⁹ If epidemiologic data are insufficient (which is the case for many carcinogens), the dose-response function can be obtained from toxicologic experiments measuring the dose-response for rodents, with the results extrapolated to humans and real world exposures.

Based on epidemiologic data for fine particulate matter, EPA has estimated dose-response functions for a large number of health effects, including total mortality, hospitalizations for heart disease and lung disease, hospitalizations for asthma in children, and asthma attacks in children. For example, EPA’s regulatory impact analysis for heavy duty diesel standards calculated the change in 13 health effects as a result of reductions in PM_{2.5} emissions

⁵⁸ The “dose-response” is an estimate of the risk of a specific health effect in response to a specified dosage, or exposure, of the pollutant.

⁵⁹ Using epidemiologic data, one can calculate the “relative risk”—the increase in risk in a “real-world” human population from a measured exposure. When the relative risk is combined with the baseline frequency of the health effect (i.e., in the absence of exposure to the pollutant), one can calculate the increase in the number of cases in response to the increase in exposure.

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from diesel engines because of the new standard.⁶⁰ EPA’s 1996 criteria document for particulate matter, which was the basis for the 1997 air quality standard for PM_{2.5}, assessed four endpoints (short and long-term mortality, hospital admissions for all respiratory causes, and respiratory symptoms) using concentration-response parameters derived from epidemiologic studies.⁶¹ Similar concentration response parameters could be established for projected changes in PM_{2.5} due to the construction of the Intercounty Connector, yielding estimates of changes in health effects for individuals in affected neighborhoods.

Cancer risks from exposure to MSATs may be determined using a methodology similar to that used in the MATES-II study. Changes in the concentrations of the six priority MSATs may be estimated using EPA’s MOBILE6.2 model.⁶² For those MSATs with cancer unit risk values in EPA’s IRIS database, the estimated concentrations of the individual air toxics from the construction of the Intercounty Connector can be combined with the cancer unit risk values to produce estimates of cancer risk from exposure to individual air toxics as well as the total risk from exposure to all toxics combined.

⁶⁰ Environmental Protection Agency, *Heavy-Duty Standards/Diesel Fuel RIA* - EPA420-R-00-026 (Dec. 2000), Table VII-14, p. VII-42

⁶¹ Environmental Protection Agency, *Review of the National Ambient Air Quality Standards for Particulate Matter: Policy Assessment of Scientific and Technical Information*, EPA452-R-96-013 (1996), Table VI-2, p. VI-13

⁶² Environmental Protection Agency, *User’s Guide to MOBILE6.1 and MOBILE6.2 Mobile Source Emission Factor Model*, EPA420-R-03-010 (Aug. 2003), p.16

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The ICC FEIS argues that because large reductions in MSATs are expected by 2030 for all alternatives, FHWA does not believe that there will be significant adverse impacts on the human environment from MSATs as a result of the ICC.⁶³ Moreover, they note that uncertainties associated with the absolute emission estimates and difficulty assessing exposure at the project level and associated health impacts complicate health impact assessment. Thus, they argue they have no obligation to consider cancer risks that may decrease even if traffic increases. The argument is misguided. Health risks to populations in 2030, especially cancer risks, will be based on exposures from many years prior to 2030. Because old vehicles are not immediately removed from service, aggregate emissions from new cleaner vehicles and the pre-2007 vehicles likely will continue to increase for a decade or more before total emissions begin to decline. Thus cancer risks must be modeled on emissions characteristics that will be prevalent from 2010 to 2030, not just those that become prevalent in 2030. Moreover, acute and chronic cardiovascular and respiratory health risks will be significant impacts for communities adjacent to a new freeway from its construction on. It would be far more appropriate to estimate cumulative risks as of 2030 rather than assuming no risks prior to 2030, and then discounting them because of expected declines in mobile source air toxic emissions.

IV. CONCLUSION

Based on the foregoing reasons and authorities, the ICC FEIS should not be approved. Instead, FHWA should prepare a supplemental EIS evaluating the localized impacts of fine

⁶³ Intercounty Connector Final Environmental Impact Study, FHWA, Page IV-328 (2006).

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particulate matter for people living in close proximity to the proposed highway and other highways in the area that will experience increased traffic as a result of the ICC. This supplemental EIS should also evaluate the impacts of mobile source air toxics.

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SUMMARY OF NEW SCIENTIFIC LITERATURE DOCUMENTING ADVERSE HEALTH EFFECTS IN PEOPLE EXPOSED TO HIGH-TRAFFIC ROADWAYS

**John Balbus, MD, MPH
Environmental Defense
May 24, 2007**

Introduction

Studies published in the scientific literature since March 2006 strengthen the evidence for harm to health from traffic-associated air pollution and extend our understanding of the nature of roadside exposures and the special susceptibility of children, the elderly, and those with underlying diseases. These studies indicate that exposure to the mixture of toxic pollutants coming from motor vehicles, even in regions that are considered to be in attainment of federal air quality standards, can worsen asthma, impair lung development, and contribute to heart disease and premature death. These effects are especially apparent in children, who have heightened susceptibility to traffic-associated air pollution because of their smaller size, increased respiratory rates, actively developing lungs, and greater and more active time spent outdoors. The studies indicate a zone that extends from approximately 500 to 1500 feet around major roads that contains elevated levels of traffic-related pollutants and describe increased risks of adverse health effects for people living or going to school inside this zone. While not all studies explicitly link actual traffic counts to exposure levels, several studies below associate elevated exposures with traffic counts as low as 10,000 cars per day. This report summarizes recent publications and other information relevant to determining the public health impact of population exposures to traffic-related air pollution.

As indicated below, the U.S. EPA notes over 1000 chemicals in the mixture of air pollutants emitted by motor vehicles, of which four are criteria air pollutants and 93 are toxic chemicals appearing in EPA's IRIS database due to carcinogenic or other well-documented health effects. While many of the studies cited below measure specific air pollutants as indicators of traffic-related pollutants, the majority of the studies associate adverse health effects with proximity to traffic-related sources of air pollution and do not implicate specific air pollutants as the sole or even dominant contributor to adverse health effects. In fact, because of similarities in toxic effects and toxic mechanisms, it is likely that many of the traffic-related pollutants known to be harmful, as evidenced by their inclusion in the IRIS database, jointly contribute to the observed adverse health effects.

Exposure-related studies

A recently published meta-analysis from the Harvard School of Public Health reviewed studies of pollution concentrations near roadways. The authors conclude that the spatial extent of significantly elevated levels depends on the type of air pollution, with ultrafine particle counts elevated as far out as 300 meters, elemental carbon or fine particulate mass elevated as far out as 400 meters, and nitrogen dioxide elevated as far out as 500 meters.¹

In Amsterdam, researchers have also assessed outdoor and personal exposure to traffic-related air pollution among children living on streets with varying degrees of traffic intensity. The authors of a 2006 study monitored children aged 9-12 years who were exposed to soot and NOx and measured indoor/outdoor NOx levels at their homes and schools. Results demonstrate that children living near busy roads had 35 percent higher personal exposure to soot than those who lived at an urban background location, even when they attended schools away from busy roads. In this study, a

¹ Zhou Y, Levy JI. Factors influencing the spatial extent of mobile source air pollution impacts: A meta-analysis. BMC Public Health, in press.

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busy road was defined as one having average daily traffic of more than 10,000 cars. The study supports using "living near a busy road" as a measure of exposure in epidemiological studies on the effects of traffic-related pollution in children.²

In 2006, the EPA released an updated master list of more than one thousand chemicals emitted by mobile sources.³ This list includes, in Table 4, ninety-three chemicals emitted by mobile sources that are also in EPA's IRIS database and are well-recognized to have serious health effects from environmental levels of exposure, including cancer, respiratory irritation, and neurotoxicity. The large number of chemicals on this list underscores the complexity of the mixture of air pollutants to which people near roadways are exposed and the many opportunities for synergistic effects of similarly acting chemicals.

Studies of health effects in children

Several studies published recently have demonstrated serious effects of motor vehicle emissions on children living near roadways. A 2007 study published in the *European Respiratory Journal* looked at the relationship between traffic-associated air pollutants and the development of asthma, allergy, and infections in children during the first four years of life. The authors followed 4,000 children in the Netherlands, analyzing data on self-reported wheeze, dry-night-time cough, ear/nose/throat infections, skin rash and physician diagnoses of asthma, bronchitis, influenza and eczema. They found a positive association between traffic-related pollution and respiratory infections as well as certain measures of asthma and allergy.⁴

A 2007 *Lancet* study from California documented that both regional elevations of air pollution and local exposure to freeway traffic have harmful, independent effects on children's lung development. The authors followed 3,677 children living in 12 southern California communities with varying air quality over a period of eight years, recording annual lung-function measurements and identifying indicators of residential exposure to freeway traffic. Results from eight years of followup indicate that children living within 500 meters of freeways have substantial deficits in lung growth and development and pulmonary function compared with those living at least 1500 meters from freeways.⁵ Subsequent testimony from the lead author on this study indicates that the effects were seen in association with exposure to pollutants from freeways with average daily traffic levels as low as 45,000 vehicles.⁶

A third study, published in 2006, examined the relationship between local traffic-related exposure and asthma and wheeze in children in southern California, ages 5-7 years. The authors assessed residential exposure by proximity to a major road and modeled exposure to local traffic-related pollutants. They found an association between living within 75 meters of a major road and increased risk of lifetime asthma, prevalent asthma, and wheeze, and determined that the effect of

² Van Roosbroeck et al. Long-term personal exposure to traffic-related air pollution among school children: a validation study. *Science of the Total Environment*, September 2006, 338(2-3):565-573.

³ US EPA. Office of Air and Radiation. Expanding and Updating the Master List of Compounds Emitted by Mobile Sources - Phase III. Final Report. EPA420-R-06-005.

⁴ Brauer M et al. Air pollution and development of asthma, allergy and infections in a birth cohort. *European Respiratory Journal* 2007, 29(5): 879-888.

⁵ Gauderman WJ et al. Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. *The Lancet*, February 2007, 369(9561): 571-577.

⁶ Gauderman WJ. Written responses to questions posed by members of the Colorado legislature, submitted to Colorado House Education Committee hearing, March 5, 2007. Text appended to this report.

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residential proximity to roadways was more pronounced in girls. The authors conclude that living near a major road is associated with asthma.⁷

A study in 2007 estimated long-term exposure to traffic-related air pollutants and assessed adverse health effects, collecting particulate matter measurements at 40 sites in Munich, Germany. The authors found that estimated PM_{2.5} exposures, PM_{2.5} absorbance, and NO₂ were 12.8 µg/m³, 1.7x10⁻⁵ m⁻¹, and 35.3 µg/m³ respectively. There were significant associations between PM_{2.5} and symptoms including sneezing, runny/stuffed nose during the first year of life, as well as between NO₂ and dry cough at night during the first year of life. Living within 50 meters of busy roads increased the risk of wheezing and asthmatic/spastic/obstructive bronchitis. In this study, a "busy" road was defined as one with traffic greater than 3000 automobiles per day.⁸

Lastly, a UCLA Health Policy Research Brief described a study from Southern California that found that children with asthma, especially in low-income groups, had three-fold higher rates of emergency room visits and more severe asthma exacerbations when exposed to high traffic density compared to low traffic density. Traffic density was estimated by multiplying average daily traffic counts within a 500 foot buffer zone around the residence by the miles of road segments within that zone, then dividing by the area. Effects were seen at the medium traffic density level (20,000-200,000 vehicle miles traveled per square mile) as well as the high traffic density level. The authors conclude that "further reduction of traffic related air pollution is needed to reduce the burden of asthma, especially among low-income and racial/ethnic minority groups."⁹

Studies in other susceptible subpopulations

Other recent studies have examined the effect of traffic-related air pollution on specific populations aside from children, such as women or the elderly. A study from Worcester, MA, published in 2007 in *Environmental Health Perspectives*, found a 4-5% increase in the risk of acute myocardial infarction (heart attack) among men and women who were exposed long-term to greater amounts of vehicle traffic or lived near major roadways. The risks were highest among those less than 65 years of age.¹⁰ Another 2007 study published in the *New England Journal of Medicine* followed 65,893 postmenopausal women without history of cardiovascular disease in 36 U.S. cities over the course of six years. The authors found an association between long-term exposure to fine particulate air pollution and the incidence of cardiovascular disease and death among this population.¹¹ While this study did not specifically measure traffic-related particulate exposures, it complements previous studies of traffic-related particulate matter effects on the heart and strengthens the findings of an association in women.

One 2006 study looking at the association between hospital admissions for respiratory disease among the elderly and traffic intensity near the homes of the elderly in Montreal found that increased odds of being hospitalized for a respiratory versus control diagnosis were associated with

⁷ McConnell et al. Traffic, susceptibility, and childhood asthma. *Environmental Health Perspectives*, May 2006, 114(5):766-772.

⁸ Morgenstern et al. Respiratory health and individual estimated exposure to traffic-related air pollutants in a cohort of young children. *Occupational and Environmental Medicine*, January 2007, 64(1): 8-16.

⁹ Meng YY, Rull RP, Wilhelm M, Ritz B, English P, Yu H, Nathan S, Kuruvilla M and Brown ER. Living Near Heavy Traffic Increases Asthma Severity. Los Angeles: UCLA Center for Health Policy Research, 2006.

¹⁰ Tonne C, Melly S, Mittleman M, Coull B, Goldberg R, Schwartz J. A case-control analysis of exposure to traffic and acute myocardial infarction. *Environmental Health Perspectives*. 2007 Jan;115(1):53-7.

¹¹ Miller KA et al. Long-term exposure to air pollution and incidence of cardiovascular events in women. *New England Journal of Medicine*, February 2007, 356(5):447-458.

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higher road traffic levels near patients' homes, even after adjusting for the appraised value of those homes. The study's findings suggest that road traffic intensity might have an effect on the respiratory health of elderly residents, and this association is not just a reflection of socioeconomic status. Road traffic intensity was measured as the amount of estimated traffic during the 3 hour peak. The cutoff between medium and high intensity was 3160 vehicles per 3 hour peak. Effects were seen with both medium and high intensity traffic exposures.¹²

Conclusions

In summary, new scientific studies published since 2006 provide more robust evidence for serious health effects from exposure to traffic-related air pollution. The studies indicate that within a 500-1500 foot zone around major roadways, people are exposed to elevated levels of a complex mixture of air pollutants, many of which are known to cause significant health risks. The use of indicator pollutants to assess exposures is necessary but should not be interpreted as demonstrating that observed health effects are related only to exposures to the indicators. It is biologically plausible that exposure to the complex mixture of traffic-related pollution is more harmful than exposure to only one or two of the primary constituents of the mixture. The studies also suggest that health risks are elevated at traffic counts in the thousands and low ten thousands of vehicles per day. Strengths of the new studies include the fact that several involve following cohorts of children over time, which provides more certainty in the diagnosis of asthma and other conditions, and improved exposure assessments.¹³ Taken together, these studies strongly suggest that complying with regional federal air standards under the Clean Air Act is not sufficient to protect public health. Federal agencies must provide greater protection for populations exposed to traffic-related pollution from major roadways.

¹² Smargiassi A et al. Traffic intensity, dwelling value, and hospital admissions for respiratory disease among the elderly in Montreal (Canada): a case-control analysis. *Journal of Epidemiology and Community Health*, 2006, 60:507-512.

¹³ See, for example, Jerrett M. Does traffic-related air pollution contribute to respiratory disease formation in children? *Eur Respir J*. 2007 May;29(5):825-6.

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From: Jim STRUVE <jimstruve@mac.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 7:08 AM
Subject: Mountain View Corridor Feedback

Dear Sir/Maam,

I am a resident of Salt Lake City. I have been reading with interest the plans for the Mountain View Corridor highway. I am very concerned about the continued emphasis on building new highways rather than increasing the infra structures for public transportation. I believe that building an extensive and efficient public transportation network (TRAX, buses, bike corridors, etc.) will better serve the needs of the Salt Lake Metropolitan communities in the long run. I believe there is strong public support to move away from expensive investments in building new highways.

If new roads are to be built, please do not place such roadways so close to schools, homes, etc.

Thank you for your consideration of my input.

Jim Struve
722 East 900 South
Salt Lake City, UT. 84105
jimstruve@mac.com

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=261z18...> 11/29/2007

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From: "Kolby Billings" <gokougars@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 8:00 AM
 Subject: 2100 North Freeway!

As a resident of Lehi just to the south of 2100 North I can see the benefits of the 2100 North freeway connection to the Mountain View Corridor. It is a place where a road mostly already exists, it is a fairly central location, and it makes it so that people have an easy connection to I-15. However, I don't think this is the best idea! The Utah County Preferred Alternate is the better choice. The impact of this option will be better for the environment, the community, and drivers! In this plan drivers who are traveling to SLC from Eagle Mountain or to Eagle Mountain from SLC (which this would be my guess as to who would most frequently be using these arterials) will be able to take the Porter Rockwell Arterial and have it connect them directly to I-15 on their way to SLC! With the 2100 North Freeway, they will have to take a detour almost like they are headed toward Provo before they can head themselves to SLC. We all know the shortest distance between two points is a straight line, so why not use the option that gives you the straightest line to SLC from Eagle Mountain. The Porter Rockwell Arterial would also effect less homes than the 2100 North Freeway would. What a shame it would be if people had to leave the homes that they love so a stupid road could be built when there is another just as good, if not better, alternative that could be built! Sure it would take building another bridge to cross the Jordan River but wouldn't it be better to build another bridge rather than kicking more people out of their homes than really need to be???

Sincerely,

Kolby Billings
 gokougars@gmail.com
 801-473-4325

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=262z18...> 11/29/2007

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From: "Celeste Hickman" <CelesteHickman@peckormsby.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 8:21 AM
 Subject: UDOT on the Mountain

My name is Celeste Hickman, I am a resident of Lehi. I would like to put in my two-cents.

I am OPPOSED to the proposed freeway design in Utah County. I do not like the idea of the removal of Utah Lake wetlands.

Thanks,

Celeste

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From: "Donivan Killpack" <dkillpack@wolfelectronix.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 8:29 AM
Subject: My two cents

As the population in Saratoga Springs and Eagle Mountain rises the traffic leaving these areas increases. Some of this traffic goes north toward Salt Lake City. The remainder of this traffic goes south towards the Orem Provo area. I find it amusing that all of the studies and proposals for transportation are favoring traffic headed towards Salt Lake City. The problem along SR73, or "Main Street," in Lehi is not caused by people heading to Salt Lake City. People heading south are the ones that are creating this traffic along Main Street.

If you have ever tried to get on I15 south bound from SR73 you will notice a long line of traffic. There poses another problem of cars that think they are better than the other and will take the inside lane up to the intersection and cut in to the line to save themselves time. The time they save doing this is approximately five to six minutes on average of two minutes for every change of the traffic light. Those drivers that wait in the line have to sit through three to four changes in the traffic light until they are able to get on to the freeway.

In conclusion to my two bits, the Lehi and the Mountain View Corridor proposals are both not going to help the traffic down Main. I myself will not head miles north to go south. Going to Bluffdale is out of the way and I will continue to use Main Street as I suspect that the other cars on Main will as well. The best solution however if put to vote the Mountain View Corridor has my vote for it does not head that far north before merging onto I15 southbound.

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From: "R MICHAEL GIFFIN" <semiretiredat50@hotmail.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 9:23 AM

i don't know exactly what criteria is used to evaluate what and where to build a new road other than the obvious fact that the growth in the area needs it already..but i di take a drive around the area between 21 s 56 w 72 w and 47 south and did a count on what things would need to be 'relocated' in order to get a road through...concerning the 56 w route...you planning on moving walmart? if you do are you willing to give equal compensation to other busineses in the path of construction? it looks to me like 72 w. would be a better candidate. 72 w. is only 2 lanes now and it will need to be widdened anyway, while 56 west is pretty new and wide at least to 35 th.what about the property values of the newer homes 56 th w and 53 rd s.? i bet it will be cheaper to relocate the older homes on the 72 w route...but then again.....its government in action..so of course they will do things the hard way..or the least logical way. rmjg

35.2.8B

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=266z18...> 11/29/2007

Comment 2006

Comment 2007

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↳

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From: "Timo Brimhall" <tbrimhall@ereinsure.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 11:15 AM
 Subject: Opposed to 2100 N. Connector in Lehi

35.2.7A I really think it is a bad idea to divide the city of Lehi with another freeway like I-15. This will affect neighborhoods wildlife and is not the best option.

35.2.9A Please look at placing the connector farther North by the point of the mountain.

Thanks!

Timo Brimhall
 eReinsure
 tbrimhall@ereinsure.com
 (801)521-0600 xt.121
 (801)521-0601 Fax

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=269z18...> 11/29/2007

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↳

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From: "Ryan Rhodes" <RRhodes@slco.org>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 1:31 PM
 Subject: Corridor Comments

To Whom It May Concern:

I would like to express my opinion on the Mountain View corridor proposal. As it stands now I do not support the proposal, it is not a smart way to plan with the city or build a freeway. Numerous amounts of studies prove that more lanes of traffic just cause more delays for traffic; since everybody thinks it will be faster everybody goes to these roads and they get jammed up. This city needs to be planned out with the long-term needs met for our citizens. For that we need to integrate TRAX and bike paths into the design of this road, you have a chance to change the way that Utahns view transit and right now your current plan is just the status quo. TRAX already has a higher than projected ridership and with gas on the rise there is going to be more and more, this has to be included. In addition, people that live along this street, especially the young and old, are at a very high risk for pollution related diseases, you need to plan better in order to protect their safety. Please do not build an ugly 8 lane road that runs through Salt Lake County, please diversify the riding options you need to think about the needs of everybody in this state not just those with cars.

Thank you for reading,

Ryan Rhodes

35.2.3A

35.12.4A

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=271z17...> 11/29/2007

Comment 2008

Comment 2009

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From: "Marci Williams" <williamsflyers@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 1:33 PM
Subject: Comment--I vote for 2100 North

35.2.7C

To whom it may concern:
I believe that 2100 North is the best choice for moving traffic to the I-15 corridor. The Lehi bridge proposal would NOT solve our current traffic problem in the Eagle Mountain/Saratoga Springs area. Lehi Main Street has the worst traffic and 2100 North would help solve this problem. Our area is growing rapidly and we need transportation solutions that make sense.
Thank you,
Marci Williams

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=272z17...> 11/29/2007

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From: "Paul Ewert" <paul.ewert@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 1:40 PM
Subject: 2100 North Freeway response

35.2.13A

Dear UDOT:

I am surprised at your declaration of the 2100 North Freeway as your preferred "solution" for northern Utah County's traffic problems. I, and many others I speak to, do not believe a 2100 North Freeway is the solution to the congestion problems already plaguing western Utah County's residents. Highway 73 is already alarmingly overcrowded! This makes transit from the eastern side of the valley to the western side extremely cumbersome--a transit we West-Siders have no choice to make because of lack of jobs and services in Eagle Mountain and Saratoga Springs.

Traffic currently moves well in a north-south orientation for West-Siders. True, traffic is typically congested at Hwy 68 & Bangerter Hwy (Hwy 154), but the plans to alleviate this problem are already laid out (all alternatives address this area in relatively the same manner). It is the east-west flow of traffic which needs to be considered.

The majority of residents who will be using the east-west solution are and will continue to be living south and west of Highway 73. In my daily commute from Saratoga Springs, I have found very little traffic using 2100 North as a point to get on I-15--even fewer do so to head north. Most residents use Highway 73 through Lehi and head south on I-15. The predominant need is for a solution allowing residents to transit from western Utah County to the eastern and southeastern portions of Utah County. Making Utahans travel several miles north to catch the 2100 North Freeway and then backtracking several miles south again is an even worse long-term environmental impact than the minor wetland damage that will be sustained by cautious use of wetlands for the Southern Freeway (think of all the extra fuel that will be consumed by backtracking). Worse yet, many residents will continue to use more convenient, existing southern routes in order to avoid the backtracking.

Utah County's West-Side residents do not need a freeway connecting the very northern tip of the county's two sides. Yes, the 2100 Freeway will be less expensive, but *please: *Stop thinking with your wallet and start thinking with your brain. The 2100 Freeway will do little to change the Highway 73

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=273z17...> 11/29/2007

Comment 2009 (continued)

Comment 2010

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congestion. Only a more southern route providing residents of both Eagle Mountain and Saratoga Springs better, unrestricted access to Pleasant Grove, Orem, Provo, and other southeastern regions of Utah County will address our needs. Such a route has been proposed in the Southern Freeway option.

2100 North improvements are definitely necessary, but a *freeway* at 2100 North is not. Travellers to southeastern Salt Lake County already have a high-volume route constructed (Bangerter Highway). Please, please build the Southern Freeway and provide residents with the solution that truly meets their needs for access to Utah County stores, jobs, and events today and next century.

Sincerely,
---Paul Ewert---

Saratoga Springs Resident and
commuter to eastern Utah County

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=273z17...> 11/29/2007

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From: "Bronwen Oehlschlager" <bronweno@rapidwave.net>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 2:20 PM
Subject: 2100 North Corridor - Yes I want it.

35.2.7C

I want the 2100 North Corridor.

Bronwen Oehlschlager
ACN
801-766-2731
<mailto:bronweno@rapidwave.net> bronweno@rapidwave.net

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=275z17...> 11/29/2007

Comment 2011

Comment 2012

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35.2.7C

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From: "Danelle Butterfield" <butter217@alpine.k12.ut.us>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 2:33 PM
Subject: we support u

To whom it may concern,

We as current residents of Eagle Mountain support udot in the Mountain View project. We donot want to see Lehi get a chance to build according to there plans. We support you 100% and would love to see this matter settled so that we can get building the roads out here to relieve the congestion we face each day.

Thank you for your time,
Danelle Butterfield

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=276z17...> 11/29/2007

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35.2.7C

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From: "Tim Lindsey" <tlindsey@google.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 2:53 PM
Subject: Mountain View Corridor project

I live in Eagle Mountain. I am in support of the 2100 North Freeway as supported by the Saratoga Springs City Council and Mayor. I am opposed to the Lehi Bridge Proposal.

Regards,

Tim Lindsey
801-789-6824

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=277z17...> 11/29/2007

Comment 2013

Comment 2014

Response Section in Chapter 35

Response Section in Chapter 35

35.2.9C

35.2.7C

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From: "Debora Boyd" <debiboyd@digis.net>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 2:54 PM
 Subject: In favor of 2100N option UT County

To whom it may concern:

I am a resident of Eagle Mountain and am frustrated with the lack of intelligence in the MVC from Lehi lawmakers. I understand Lehi's concern of displacing homes with the 2100N option. However, the 4800North option is ridiculous and would be a waste of taxpayer money. No one will use this road. It is located WAY too close to the Bangerter passage to I-15. There will be NO change to the traffic volume through downtown Lehi even if this "4800N" road were to be built.

The largest percentage, by far, of traffic passing through downtown Lehi during either morning rush-hour or "mommy" rush-hour (about 9:30-10:30) is headed to either American Fork businesses or towards Southbound I-15. As such, there is no one person what-so-ever from any city that would travel all the way up to 4800N to access Southbound I-15, therefore it is obvious that this road would not be used, and would NOT alleviate ANY traffic. AND considering that there is but one I-15 freeway exit between 4800N area and the existing Bangerter Hwy exit, by and large people wishing to access northbound I-15 might as well use the Bangerter passage to I-15 anyway. No one will use 4800N passage. The effort to build the road is useless and wasteful.

I can respect Lehi's interest in wishing to preserve their own backyard. I would rather there be NO east-west UT county passage then see 4800 built, as it is a waste of money. But, traffic through Lehi will only grow and existing roads are insufficient to handle the traffic that will come (whether Lehi wants it or not, they will come). However, and obviously, the 2100N option would certainly alleviate a large amount of traffic along BOTH Lehi downtown roads as well as Redwood road north of 2100N. It is wrong to indulge one at the expense of so many others.

Most Sincerely,
 Debora F Boyd, Eagle Mountain resident

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=278z17...> 11/29/2007

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From: "Claudia S Cox" <claudiascox@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 3:01 PM

To whom it may concern,
 I just wanted to let you know my feelings about the road situation in Lehi and surrounding areas.

I am for the road across 2100 North in Lehi. Please do not let the bridge go through that they are proposing for the point of the mountain. That will be nothing but a headache with the ice and snow during the winter months.

I live in the area of 2100 north and will be glad to see this road go thru. I travel to the Ranches everyday and abhor the traffic getting out there. This road will make it an easy trip. I can get to Provo faster than going down Lehi Main Street to the Ranches, and that is sad. Do not let the Lehi government dictate to the State what to do. Do what you feel is best for us. I do not feel that road will have a bad impact on us in Lehi, it will help. They have allowed the growth, now they need to deal with the roads to carry us where we need to go.

Thank You,
 Claudia Cox

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=279z17...> 11/29/2007

Comment 2015

Comment 2016

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From: "Cluff Family" <tim@cluff-family.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 3:15 PM
Subject: Mountain View Corridor

35.2.7A

To Whom It May Concern,

I am opposed to the 2100 N connector proposal for the following reasons:

- 1.It negatively impacts my neighborhood, decreasing property values, taking away needed commercial property and increasing noise and air pollution.
- 2.It destroys wildlife habitat and negatively impacts the environment along the Jordan River.
- 3.It divides my city.
- 4.It doesn't fully solve the problem of traffic from Eagle Mountain/Saratoga Springs. They need a connector that more directly gets them from their communities to I-15, not one that sends them 21 blocks north, just to go south again.

There are many other reasons I oppose the 2100 N connector. It doesn't solve any problems, it only creates different problems.

Thank you,
Tiffini Cluff
Lehi resident
801-228-1710

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=281z16...> 11/29/2007

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From: "Anjanette Lofgren" <anjlofgren@gmail.com>
To: <mountainview@utah.gov>
Date: Saturday - November 17, 2007 3:07 PM
Subject: MVC Project

35.2.7C

I am sending this email to show my support for the 2100 N. option for MVC. I live in Eagle Mountain and the proposed bridge option in Bluffdale would have little to no use to me. Most of mine and my husband's travels are to Utah County. It is torture driving through Lehi's Main Street to get to the Freeway. I don't understand why they want a bridge so far away. That would not solve their traffic congestion on Main Street.

Thank you,

Anjanette Stone Lofgren

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=280z16...> 11/29/2007

Comment 2017

Comment 2018

Response
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From: James Cox
 To: mountainview@utah.gov
 Date: Thursday - November 15, 2007 3:20 PM
 Subject: I am in full suport of the UDOT alignmnet for the 2100 South connector link. I live in the immediate area and see no adverse effects from this proposal. Jim Cox

35.2.7C

I am in full suport of the UDOT alignmnet for the 2100 South connector link. I live in the immediate area and see no adverse effects from this proposal. Jim Cox

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From: "Brenda Craven" <bv@1gerber.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 3:28 PM
 Subject: the 2100 North Alternative

35.2.7C

Mike and Brenda Craven, The Ranches , Eagle Mountain

We support " The 2100 North Alternative "

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=283z16...> 11/29/2007

Comment 2019

Comment 2020

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From: Lisa <lmh55@digis.net>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 3:33 PM
 Subject: Mountain View Corridor

35.2.7C
 35.2.1D

I am grateful for the letter from the Mayor of Saratoga Springs re: the Corridor. Of the options I have seen, the 2100 N Alternative would be the best. HOWEVER, I do not know what structures, roads, etc. exist currently in that area, so I'm not sure that the employment opportunities discussed in the letter are real or simply argument ploys. I WOULD LIKE TO SEE (because I live in Eagle Mtn) an option to the south of SR 73/Main St. Lehi. I travel mostly to the South, so going North to catch the freeway doesn't make much sense to me. So I'm mostly looking for that arterial road along 1000 South in Lehi. Thank you,
 Lisa Hansen

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=284z16...> 11/29/2007

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From: Craig Harper <cutharp56@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 4:21 PM
 Subject: Disapproval of 2100 North Connector!

35.2.7A

To whom it may concern:

I strongly disapprove of the proposal to build a connector of the Mountain View Corridor at 2100 Nc Lehi. This connector will cause multiple problems including negative consequences to very nearby f elementary schools and homes with children in the area. I fear the safety of these children is at exl risk. I also see a problem with the habitat of the Jordan River. There is much area out there that v negatively affected by this plan. Please reconsider and DO NOT build the mountain view connector so close to already established homes in the area. There has got to be a better, safer, and more ecologically safer plan. Thank you.

Melissa Harper

Get easy, one-click access to your favorites.
 Make Yahoo! your homepage.
<http://www.yahoo.com/fr/hs>

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=285z16...> 11/29/2007

Comment 2021

Comment 2022

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From: "Brett and Stacy McKay" <bnsmkay@emcity.net>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 4:45 PM
Subject: Support for the 2100 north freeway

To whom it may concern:

My husband and I would like to express our opinion on the transportation situation in Eagle Mountain, Saratoga Springs and lehi.

We believe the 2100 north freeway to be the best option for us all.

Thank you for your time.

Brett & Stacy Mckay

Eagle Mountain Utah residents

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=286z16...> 11/29/2007

35.2.7C

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From: David Schoolcraft <dstdisarm@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 5:38 PM
Subject: Support for 2100 North Alternative

35.2.7C

The 2100 North plan makes a lot of sense. The Lehi proposal doesn't seem to address the congestion problem down here; it's so far north drivers may as well take Bangerter to the I-15. Please don't let the short sited city of Lehi ruin a perfectly good idea.

Thanks for Reading,

David Schoolcraft and Family
Saratoga Springs Residents

Be a better pen pal. Text or chat with friends inside Yahoo! Mail. See how.

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=288z16...> 11/29/2007

Comment 2023

Comment 2024

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From: "Matilde T. Wosnjuk" <wosnjuk@netzero.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 5:37 PM
 Subject: 2100 North in Lehi is the best choice

35.2.7C

My name is Matilde Wosnjuk, I live in Eagle Mountain and I am here to support the preferred alternative for the news roads and freeways to be built.
 Sincerely,
 Matilde Wosnjuk

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=289z16...> 11/29/2007

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From: Abel Kanigan <ongoo1@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 5:40 PM
 Subject: Support for 2100 N alternative in Lehi

35.2.7C

My name is Abel Kanigan. I live in Eagle Mountain and I would like to voice my support in favor of the 2100 N Lehi route. I will actually have moved out of our current home and out of the area by the time the project is complete. Nevertheless, I see the potential such a route would have to greatly reduce the Lehi traffic out to this area. The benefit of such a route to so many would certainly far out way any detriment or inconvenience to a few. I have lived here for 4 years and the increase in traffic flow has been quite dramatic and very noticeable during this time. It seems as though the commute time in to I-15 gets 5-10 minutes worse each year, depending on the weather and all to frequent accidents. I hope that this route will be carefully considered and the substantial future benefits to easing traffic congestion and safety of many will be weighted carefully against the preference and convenience of a few. Thank you.

Never miss a thing. Make Yahoo your home page.
<http://www.yahoo.com/r/hs>

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=290z15...> 11/29/2007

Comment 2025

Comment 2026

Response Section in Chapter 35

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From: Abel Kanigan
 To: mountainview@utah.gov
 Date: Thursday - January 10, 2008 6:17 PM
 Subject: I support the 2100 Lehi option

35.2.7C

I am a resident of Eagle Mountain at this time, but will not be by the time the corridor is built. Though I will not benefit from this connection, I am in full support of it. I believe that the rapidly growing areas of Eagle Mountain and Saratoga Springs are in need of such a convenience. I understand that not only will it ease the ridiculous congestion along lehi main/Sr-73, but it will make the travel safer. I am looking forward to this corridor's completion, though as I said, I will be gone from Eagle Mountain before it is ever made. Thank you for your consideration of this issue.

<https://email.udot.utah.gov/gw/webacc?User.context=eodiz2Qibgn2nr0Aqb&Item.drn=636z2z0&...> 1/11/2008

Novell WebAccess Page 1 of 1

Mail Message N

Reply Read Later

Mail Properties

From: Michael Robertson <jeffmikegordon@hotmail.com> Thursday - November 15, 2007 5:45 PM
 To: <mountainview@utah.gov>
 Subject: Mountain View Corridor In Northern Utah Valley
 Attachments: Mime.822 (2586 bytes) [\[View\]](#) [\[Save As\]](#)

35.2.7D

35.2.9A

My Name is Michael Robertson, I live on 1500 North in Lehi Utah and am very happy to give you feedback on the proposals for the Mountain View corridor.

I am against the 2100 north alternative, and its not for the fact that it would be in our backyard, I think that if you look at things to come, the Lehi bridge would be more effective. I'd say killing two birds with one stone, we have seen the plans for the enormous complex. Including Utahs tallest building. when that comes it would make more sense to have the lehi bridge already done and ready for easy access to the complex.

I look at the way some things were done by UDOT and wonder why they want that way, seeming like when they finish something they just have to re-do it after. I know Its easy to say that as an onlooker but I Sincerely think that we need to look down the road and see what best will fit Utahs needs not just fixing things for the traffic problems we have now.

I appreciate you for listening to my opinion
 Mike

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Comment 2027

Comment 2028

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From: "Barnes Family" <barnesfamily1@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 6:37 PM
 Subject: Mountainview Corridor East/West Alternatives

To whom it may concern:

As a resident of Saratoga Springs, I am writing in support of the 2100 North alternative of the Mountainview Corridor.

Thanks,

Jeff Barnes
 801-768-1640

<https://email.udot.utah.gov/gw/webacc?User.context=ll3gv9Tb8jv8io2Im2&Item.drn=293z156z...> 11/30/2007

35.2.7C

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From: "The Rollos" <therollos@digis.net>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 9:00 PM
 Subject: MV Corridor

Dear Committee:

I am opposed to the proposed route, but not for the reasons I've heard from other people. Population growth is still far south of the proposed route. I live in Saratoga Springs and must drive Main Street in Lehi all the time, which I hate. But I will continue to drive it to get to the interstate because driving so far north (2100 North) to connect would take me still further out of my way. We already have Bangerter north of us -- a connection at 2100 North is ridiculous. By the time it is completed in 3-5 years, the population in Eagle Mountain and S.S. will be that much larger, and most people will not drive up to 2100 North to connect. Why hasn't anyone else thought of this? You don't need to be a visionary to look at the growth pattern and realize that it is further south where the connection is needed. 2100 North will not take the pressure off Lehi's Main Street now, and it especially will not do so in the future. Poll the people who live in these two growing cities to see where they will actually drive. Please, someone open your eyes and look ahead a few years before spending all that money to accomplish so little.

Terri Rollo
 1301 Alpine Drive
 Saratoga Springs, UT 84045
 (801)766-2417

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35.2.13A

Comment 2029

Comment 2030

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From: "Pete Swiderski" <swid441@alpine.k12.ut.us>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 9:09 PM
 Subject: 2100

35.2.7C

This email is to voice my families opinion in favor of the 2100 project. As a communter from Saratoga Springs, I can strongly attest to the usefulness of this route.

Pete Swiderski
 517 W Tea Rose Ct
 Saratoga Springs

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=300z149...> 11/30/2007

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From: Adrian Jenkins <bigunclepooh@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 9:25 PM
 Subject: In favor of 2100 North Alternative.

35.2.7C

I wanted to say that I am in favor of the 2100 North alternative. I live about a quarter mile from w this road will be. I am in favor for one main reason, that I will use it. I work in South Jordan and this road everyday.

There is no perfect alternative, and you are not going to make everybody happy. So please do wha think is right and what you think is best for the majority of the people.

Adrian Jenkins
 2262 West 1750 North
 Lehi, UT 84043
 801-671-3572

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<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=301z148...> 11/30/2007

Comment 2031

Comment 2032

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35.2.7C

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From: "craig tedesco" <ctfreedom@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 9:58 PM
 Subject: mountain view corridor

To whom this is address;I been a resident of Saratoga Springs,since 1999.I have seen no traffic before but now,it is very busy, and dangerous.I fell the 2100 North proposal,is best for all of us who lives in this area.If you have any questions fell free to e-mail me. Thank You,Craig Tedesco

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=302z147...> 11/30/2007

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35.2.7C

35.31C

Print View Page 1 of 2

From: "Peter Rich" <peter_rich@byu.edu>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 10:17 PM
 Subject: 2100 North

To whom it may concern,

My family and I want to express our support for the 2100 North option to building a thoroughfare into the Eagle Moutain/Saratoga Springs area west of Lehi. We have heard that there are those in Lehi that would propose instead a bridge from point of the mountain to Redwood Road (just past camp Williams). I can't see how this could even be considered a likely alternative. Of all the trouble spots along I-15 every day, there is one that is sure to cause a slow-down any time traffic gets heavy--point of the mountain. Who in their right mind would want to bring more traffic to an already troubled spot? In addition, this would cause greater gas consumption as people would have to travel up a hill, just to travel back down and then up again (unless you built very large bridge).

Honestly, the 2100 North option seems to be the lesser of two evils. I mean this in the best way possible, but we left Utah 5 years ago and I am surprised that nothing was during that time. Traffic was already beginning to be heavy in this area and it is exponentially so now. I look forward to the extension of Trax along I-15 to the major points in Utah County (e.g., UVU and BYU). Again, the fact that this has not yet been built seems to be lack of foresight, or just good common sense. Trax was more successful than the state had imagined from the moment it opened and in an area in which inversion is a problem due to natural geography, I would imagine that resources would be quickly establish to reduce any adverse problems along the main cause of pollution in our state (i.e., I-15).

May I make one final plea as well to UDOT to consider wise needs assessments prior to swift action? Let me explain with a recent example. The overpass connecting Main Street in American Fork and the back side of Lehi is a constant traffic jam. A well-thought out solution could greatly reduce stoppage in this area. Unfortunately, the solution the city (or state?) seems to have come up with is to widen the road in that area. While this was the first solution that occurred to me, it is not the best solution to the problem. The stoppage problem is actually caused by people leaving American Fork who are trying to turn left onto I-15. Widening the road only allows more cars to be stopped at the same time. These cars stop traffic because they have to wait for drivers traveling from the Lehi side to the AF

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=303z146...> 11/30/2007

Comment 2032 (continued)

Comment 2033

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side to pass before they can turn left. The current solution will cause the need to increase the length of the green turn light and may still likely cause jamming on the overpass due to the great percentage of people turning left. A better solution would have been to construct a semi-circular ramp on the right-hand side that allows those wishing to access southbound I-15 to quickly exit the overpass and merge into traffic below. This would not require stopping traffic in the opposite direction and would allow those travelling through to the Lehi side to pass by quickly (and since there is a bus station on the Lehi side of this overpass, UTA ought to be interested in getting travelers from one side to the other as quickly as possible. A careful analysis of the situation would have led to a much better solution.

I am glad the state is looking for residential input into how to get a thoroughfare into the rapidly expanding Eagle Mountain/Saratoga Springs area. I hope those in charge are able to reason out the most amenable solution that allows for the steady and rapid flow of traffic. I just wish it would all have been done before there was the overwhelming need, so please move as quickly as possible (on both this and on extending TRAX to Utah County universities/big businesses)

--
 Peter Rich, PhD
 peter_rich [at] byu [dot] edu
 Instructional Psychology & Technology
 Brigham Young University
 Provo, Ut 84602

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=303z146...> 11/30/2007

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From: "Gary Whatcott" <gwhatt@burgoyne.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 9:50 PM
 Subject: Mountain View Corridor: Lehi Utah

Dated this November 16th 2007

Sir's

35.2.7A We are sending the e-mail to express our feelings regarding the Mountain View Corridor's proposed location at 2100 N. Lehi. After living in the area and reviewing the proposed site and considering the possible problems at that site we are stating that the 2100 N. Corridor is the worst of possible sites weI have considered. It has the following negative qualities:

1. Relocation of existing homes.
2. Noise to the area on both sides of the proposed route.
3. An interchange replacing the 1200W exit will be extremely costly
4. Traffic on I-15 will increase from SLC south to the proposed interchange at 1200W.
5. Noise walls would be extremely costly, subject to vandalism, and basically ineffective.
6. Property values in the surrounding areas would plummet.
7. There will be interference with the railroad.
8. Logically the area at 2100 N. can not support a road greater than 4 lanes (2 each way) without severely effecting the Jordan River wet lands. (Even a 4 lane highway would require heroic efforts to minimize the impacts).

35.2.9A Since negative statements only are not constructive so let us propose an alternate site. We agree with others that the area right along the SLCounty/UtahCounty boundry has many advantages with minimal negative impacts:

1. Easing traffic from the point of the mountain and south.
2. It is a more logical point for Northbound traffic to transfer to or from I-15 and the Corridor.
3. There will be much heavier traffic related to the proposed Commercial Center in the depression just south of the point and east of I-15. This will be a major destination from the north as well as the south.
4. The impact on existing homes will be minimal and much further away. In fact the site near the point effects virtually nothing except a sand pit.
5. The route of the connection will be approximately 1/3rd the distance of the 2100N site.
6. It will better facilitate growth in the south end of SLCounty, an area already exploding.

Consider the above reasoning in your evaluations and I'm sure you will agree the Point of the Mountain site is a much more advantageous location for the proposed freeways connector.

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Comment 2033 (continued)

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Thank You
Gary L. Whatcott
Jeri L. E. Whatcott

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=305z144...> 11/30/2007

Comment 2034

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From: <JFreyer114@aol.com>
To: <mountainview@utah.gov>
Date: Friday - November 16, 2007 7:02 AM
Subject: 2100 North Freeway

Parsons Brinckeroff,

Thank you for the mailing updating us on the 2100 North Freeway.

I moved to Eagle Mountain 3 years ago and have watched traffic increase from a trickle to what is now heavy grid lock at the primary commuting hours. I have also seen traffic accidents occurring at a higher rate as people struggle to get to work in this congestion.

When looking at any new highway project the primary concern is always the citizens of the affected communities. With that said, you need to address communities affected as a whole and not in a small circle by those who oppose any change at all.

35.2.9C The bridge at point of the mountain will not ease congestion, it will simply increase congestion at a spot on I-15 North that is already clogged. The other problem is that the congestion on 73 is also due to people heading east to American Fork, Orem, Pleasant Grove, Provo etc. Why drive all the way north to the connector at the point of the mountain and then drive south on I-15 back down to where you need to go. Most folks will simply still use 73/Lehi-Main street - therefore the congestion will stay the same.

The other concern is of course the 2 lane highway on SR-73 that will connect to the new freeway on SR 73. Will there be a road widening plan to accommodate the access point to the freeway?
There are signs on SR 73 that say a Wal-Mart is coming - what has been done to address this traffic nightmare in the works.

35.2.7C The 2100 North Freeway needs to be built with the corridor through Lehi - it is simply the smart thing to do. Without that connector, Lehi-Main street will simply be a traffic zone with idling cars, wasted fuel, exhaust pollution and frustrated drivers.

Thank You for listening to the citizens of Utah County

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John Freyer
9226 North Mount Airey Drive
Eagle Mountain, Utah
84005
801.789.8254

***** See what's new at <http://www.aol.com>

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35.2.7C

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From: "jolene hamouri" <jthorsen1@comcast.net>
To: <mountainview@utah.gov>
Date: Friday - November 16, 2007 7:56 AM
Subject: comments

I agree with the 2100 North connector because it will provide relief to Main Street. Main Street has continued to increase more and more with traffic problems. Motorist do not obey the roundabout traffic rules and I don't think they care, because they are tired of the congestion. Something needs to be done now. The problem is no matter where you put it, someone is going to come along and disagree and fight the issue. You can't please everyone. doesn't matter where you put the connector you'll have an argument. This connector will benefit everyone. Wildlife can be moved to another location cheaper. You can't move 50,000 people and homes. Just do it.

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=310z139...> 11/30/2007

Comment 2036

Comment 2037

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From: "Becky Lewis" <beckyl@provo.edu>
To: <Mountainview@utah.gov>
Date: Friday - November 16, 2007 8:03 AM
Subject: Comments

35.2.7C

I support the 2100 North Freeway as the best alternative.
Becky Lewis

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=311z138...> 11/30/2007

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From: Donna Long <longsgutah@hotmail.com>
To: <mountainview@utah.gov>
Date: Friday - November 16, 2007 8:21 AM
Subject: Mountain View Corridor

35.2.9C

35.2.7C

To Whom It May Concern,

The corridor in which the Lehi city has proposed would only benefit residents in Northern Utah County that travel into the Salt Lake area. This would not help any resident who works within Utah County; it would make their commute longer. The 2100 North alternative would meet somewhere in the middle and improve all residents commute regardless if they work in Salt Lake County or Utah County. If the big picture it to help all residents, the 2100 North alternative seems to meet that goal. The Lehi Bridge Proposal would only help those commuting into Salt Lake County and still cause commute problems to all who work within Utah County.

Thank you,

Donna Long
Eagle Mountain Resident

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Comment 2038

Comment 2039

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From: Sherilyn Kent
To: mountainview@utah.gov
Date: Friday - November 16, 2007 8:29 AM
Subject: Mountain View Corridor

To Whom It May Concern:

I am writing to let you know I strongly support the 2100 North alternative for helping transportation needs in northern Utah County. This would certainly ease the traffic congestion in Lehi, and it's the best solution of all the options available. Please make the decision to put a freeway running south along the west side of Redwood Road to the north end of Saratoga Springs where it will then go east across the valley and connect with I-15 at 2100 North in Lehi.

Thank you,
Sherilyn J. Kent
(801) 768-0997

<https://email.udot.utah.gov/gw/webacc?User.context=pve15Tb0tw5mo0Luf&Item.drn=314z135...> 11/30/2007

35.2.7C

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From: <huzwif@comcast.net>
To: <mountainview@utah.gov>
Date: Saturday - January 12, 2008 10:43 AM
Subject: 5800 WEST IS A BAD IDEA

35.2.4F

35.12.4A

35.6.3A

35.2.3A

35.2.1A

I CANNOT BELIEVE THAT UDOT AND THE WEST VALLEY CITY COUNCIL WOULD PREFER A FREEWAY THAT RUNS ADJACENT TO NUMEROUS GRADE SCHOOLS. POLLUTION AND SAFETY ARE NOT ON THEIR MIND AT ALL. HAVING ON AND OFF RAMP NEXT TO SCHOOLS WOULD ONLY CREATE MORE CONGESTION AND INCREASE THE DANGER OF OUR SCHOOL CHILDREN GETTING TO AND FROM SCHOOL. IT WOULD ALSO PUT A BURDEN ON THE SCHOOL DISTRICTS BY TRYING TO FIGURE OUT HOW TO BUS THE CHILDREN SAFELY TO AND FROM SCHOOL. THE FIRST TIME SOMETHING HAPPENS I CAN SMELL A LAWSUIT. NOT ONLY IS SAFETY AN ISSUE BUT THE POLLUTION IT WOULD CREATE IS ANOTHER. CHILDREN WOULD BE SUBJECT TO 12 YEARS OF CONSTANT POLLUTION FROM THE VEHICLES THAT USE THE FREEWAY. STUDIES HAVE SHOWN THAT CHILDREN HAVE DIMINISHED LUNG CAPACITY BY BREATHING THIS AIR. MY WIFE WORKS AT ONE OF THE SCHOOLS ALONG THE PROPOSED FREEWAY, AND I DO NOT WANT HER AND HER CO-WORKERS SUBJECT TO THIS. I HAVE LIVED IN WEST VALLEY FOR 25 YEARS. IN THAT TIME I HAVE RAISED MY CHILDREN HERE, BEEN INVOLVED IN SOCCER, BASKETBALL, SWIMMING, SCOUTING AND MANY OTHER ACTIVITIES INVOLVING MY CHILDREN AND MANY OTHERS. WE HAVE MADE MANY GREAT FRIENDS IN OUR AREA. NOW YOU WANT ME TO FEEL GOOD ABOUT BEING PACKED UP AND MOVED TO ANOTHER AREA AWAY FROM MY NEIGHBORS, FRIENDS AND WARD MEMBERS AND START OVER. I AM 55 YEARS OLD, HAVE FOUR YEARS LEFT TO PAY ON MY HOUSE AND PLAN ON RETIRING IN THE FUTURE. YOU WILL PLACE UNDO HARDSHIP UPON ME AND MY FAMILY, BY FORCING ME TO MOVE AND START OVER. WE HAVE 1 FREEWAY AND 1 HIGHWAY THAT ALREADY DIVIDES THE CITY. ALL THIS FREEWAY WOULD DO IS DIVIDE THIS CITY EVEN MORE. PLEASE STUDY MORE LIGHT RAIL, EAST-WEST AND U-111 ALTERNATIVES.

GLENN HOFFMANN

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiw0gg4Li8&Item.drn=652z6z0...> 1/14/2008

Comment 2040

Comment 2041

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From: <dblatter@q.com>
To: <mountainview@utah.gov>
Date: Friday - November 16, 2007 9:16 AM
Subject: Mountain View Corridor

35.2.7C

Dear Sir:
My wife and I moved here from Colorado about 18 months ago. We live on Coyote Run. Since moving here we have noticed the traffic through Lehi has almost doubled. If we have an appointment in Orem or Provo in the early morning or late afternoon we have to add an extra half hour to our travel time now just to get through Lehi. We were one of the people who were trapped in the traffic jam when the train stalled across the road in Lehi a few month back. My wife and I are in favor of the 2100 North road through Lehi. Please do what you can to push this through as fast as you can.

Thank you,
Don and Leslee Blatter

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=316z133...> 11/30/2007

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From: "Pearl Deal" <Pearl.Deal@slcc.edu>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 10:25 AM

35.2.4H

I live on 5600 west and my house is one of the ones to be taken. I really don't know why you bother with comments because you have your minds made up already. What we say and our input is not going to make a difference and you all know that. Just be up front and tell us all when we will have to move. I am very frustrated with this whole ordeal because we don't have a voice and we are giving the opportunity to voice but it's not going to make a difference. So build your highways and just know how many people are being relocated and nobody gives a crap. The only crap is us dealing with moving which won't be easy. When we purchased our home we had the intention of staying there for a long time.

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Comment 2042

Comment 2043

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35.2.7A

January 19, 2008

Dear UDOT,


We are residents of Lehi City and our home is right off the 2100 North. **The current freeway I-15 is on our back yard!!!** There are many reasons why we don't want another freeway. First, Twenty-nine people will have to relocate. This is severe. We've moved many times. We know the reality of this, especially on our children. It's hard to deal with. Property values have already gone down because of the home market slump, and if the freeway is built, it will make the values go lower.

We are already affected by the noise level the I-15 freeway brings, and the poor air pollution there is because of it. Health risks are threatening our families already. My husband's asthma is bad because of the short proximity to the I-15 freeway. If another freeway is built, it will be worse for many of us who live so close to the I-15. The Interchange congestion will be stifling!!!

Here are other reasons why you should not build another freeway through Lehi City: 14.75 wetlands will be impacted, Cars will speed through Lehi at 75 MPH, 100+ acres of commercial land will be lost, noise walls will be added ruining views, socioeconomic impacts will be severe, cumulative impacts will be extreme, and 60 approved dwellings will be lost.

Thank you for your time. We feel that there are other better options. We pled with you to consider the Lehi City proposal.

Sincerely,



Patricia and Andrew Peterson

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35.2.7C

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From: "April C. Jacobson" <april_may88@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 16, 2007 9:39 PM
 Subject: Eagle Mountain, Saratoga Springs roads

To whom it may concern:

I just received the two proposals that were sent to me by mail. I think that the uninterrupted road or 2100 north proposal is the best way to correct any current and future traffic problems.

Please consider this vote the vote for my entire household.
 Sincerely,

April C. Jacobson

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Comment 2044

Comment 2045

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From: "sue click" <csueclick@mcleodusa.net>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 11:03 AM
 Subject: Mountain view Corridor

Dear Mountain View Decision makers

Please let me second the recommendations of the concerned environmentalists and air quality consultants:

- 1) A high-capacity transit system on 5600 West in Salt Lake County should be constructed before any road capacity increases.
- 2) The transit riderships projections for Mountain View Corridor do not reflect the current high usage of TRAX light rail and greatly underestimates the effectiveness of transit alternatives.
- 3) The 5800 West MVC alignment should be abandoned for it places several schools in close proximity and will put many children at risk from concentrated freeway air pollution.
- 4) The tightening housing, heating, and earning dollar will create a need economically to have low cost, low impact public transit alternatives to the car to keep our lives going with food, housing and medical insurance.... If we could ditch our cars everyone would benefit. Light rail, busses and other public transit offers long term survival for many by just becoming independent of our cars.
- 5) The more we respect the earth, the more she will sustain our shared lives with all that lives. Those dependent on wetlands, bees, and other vital life forms that can only be further compromised by yet more toxic air and water. Cleaning up our act by joining to solve pollution problems may be more important than our addition to cars as the primary transport.

Thankyou for your kind consideration of my input

Cheryl Sue Click
 District 5
 Salt Lake City Utah 84105

<https://email.udot.utah.gov/gw/webacc?User.context=kp0sm0Tecnkahe4Hm5&Item.drn=270z11...> 11/30/2007

35.29A

35.2.3B

35.12.4A

35.2.3A

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From: Eric Anderson <ewander30@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 4:57 PM
 Subject: Support for 2100 North Freeway

To whom it may concern,

I strongly support the 2100 North (Lehi) Freeway. I believe this to be the best way to provide for future and current needs of Northern Utah County. I also feel that it will resolve the traffic congestion on Lehi's Main Street.

Thanks,

Eric Anderson
 2239 W. 1200 S.
 Lehi, UT 84043

35.2.7C

<https://email.udot.utah.gov/gw/webacc?User.context=kp0sm0Tecnkahe4Hm5&Item.drn=287z11...> 11/30/2007

Comment 2046

Comment 2047

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From: Bel - IT <belitco@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 14, 2007 10:09 AM
 Subject: No toll roads

I don't mind much about this new road but I will not use it if it is a toll road. I may start grass roots effort to boycott it as well.

Wrong to pick on West side SLCounty.

West side gets shoved into:

- District splits
- Toll roads
- Tom Dolan Soccer stadums
- Etc.

Just wrong.

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35.2.10A

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From: <khl123@netscape.net>
 To: <mountainview@utah.gov>
 Date: Friday - November 16, 2007 7:44 AM
 Subject: mountain view corridor

I would just like to say I thing it should go on 2100 north,what good does it do puting up that far on 4800 n. I live just off 700 s and 20 w in lehi and I am sick of the traffic you can't move in lehi. Why would any one drive up to 4800 n to get on the freeway to go south, no they will not so it still leaves the traffic in lehi. Nobody wants it in? there backyard but it needs to be in a place that will get more use. And I am so sick of how every one throws the kids up in your face our kids will die if it goes in on 2100 n I read that in the paper and it made me sick. You are more likely to get something from the pollution from all the cars that sit on main street in lehi for 5 or 10 minutes trying to get home and that is all day long then the cras and trucks that are at least going 45.

I say put it on 2100 north???????????????? Kathy

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35.2.7C

Comment 2048

Comment 2049

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From: "stealthblue@netzero.net" <stealthblue@netzero.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 14, 2007 10:14 AM
 Subject: No West side toll roads please

35.2.10A

It is funny how our East side heavy handed legislator approves toll roads for our West side communities.
 I hope UDOT or Govs office stands up to this tolling West Side salt lake. It is wrong and west siders will boycott such an Idea.

Regrets!

<https://email.udot.utah.gov/gw/webacc?User.context=kp0sm0Tecnkahe4Hm5&Item.drn=233z11...> 11/30/2007

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From: "Judy Evertsen" <bradandjudy@gmail.com>
 To: <mountainview@utah.gov>
 Date: Saturday - November 24, 2007 8:10 AM
 Subject: My opinion

35.2.10A

To Whom It May Concern,

I'd like to express my opinion about the Mountainview Corridor. I'm excited that we on the west side will finally have a north-south road that is far enough west to serve us. I've lived in Kearns for 21 years at approximately 5000 S and 5000 W. I've watched this community grow to the point that we really need the road out here. The reason that I'm writing is to express my strong feelings that this NOT be a toll road. Why should we west-siders have to pay to use a road that is so desperately needed? This would never happen if the road was on the east side of the valley. I'm tired of being the poor step child of Salt Lake City. I appreciate you taking the time to listen to our feedback.

Sincerely
 Judy Evertsen

<https://email.udot.utah.gov/gw/webacc?User.context=f11hvaU1chwbniAmd&Item.drn=425z18z4...> 12/5/2007

Comment 2050

Comment 2051

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From: "Joe Hancock" <jhancock@rydalch-electric.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 27, 2007 1:53 PM
 Subject: Proposed Plan

To whom it may concern,

I am not happy with the plan for the Mountain View Corridor. Not only will it pass right by Whittier Elementary, but also my other children's schools, Hunter Jr. and Hunter High. I am also very concerned with the Hunter Park Area. I have been told that this proposal will take out 2 ball fields. Being a member of the Hunter/Cyprus Baseball Board and former President this greatly concerns me. The loss of fields will be a problem, but I am even more concerned with the health issues this presents for the children playing at the existing fields or even over at the park.

I can understand that change is inevitable, but the future of our children must be taken in account. The second alternative(7200 W), I foresee less negative impact. For one, there are not three schools which will be affected. Secondly, Children using park services at Hunter Park will not be impacted as much. Thirdly, there appears more open land which in turn will result in less homes being bordered by a major freeway. I understand that per your plans, the 7200 plan does not remove as many homes, but the impact on the homes that will be left on the 6000 route will have a much more adverse affect with the highway being so close to their property lines. If my home was affected, I would much rather have it removed than backed up against a road! I am aware that one voice will not make much of a difference, but I feel it my responsibility as a concerned citizen to voice my opinion.

Joe Hancock
 Project Manager
 Rydalch Electric Inc.
 250 West Plymouth Ave.
 Salt Lake City, Utah 84115
 Office 801-265-1813
 Fax 801-265-2166
 Mobile 801-598-7300

<https://email.udot.utah.gov/gw/webacc?User.context=f11hvaU1chwbniAmd&Item.drn=451z4z48...> 12/5/2007

35.12.4A

35.2.4B

Print View Page 1 of 1

From: Clifford Gorham <clifford.gorham@analog.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 27, 2007 1:25 PM
 Subject: Mountain View Corridor

35.2.1G

I've heard of some interest but very little consideration given to building a causeway over Utah Lake which could intersect a freeway overpass of I15 in Orem/Lindon/Pleasant Grove. There would be environmental impacts to consider but there wouldn't be any home razed or property condemned to build it. The area on the west side of Utah Lake is not yet developed which the road could easily connect to Redwood Road.

There would not be any traffic congestion relief of those communities which would lie on either side of 2100 North or 4800 North but then these communities would not see an increase in traffic through their streets either.

Whatever develops, there is considerable need and interest to relieve traffic congestion developing along the northwest corner of Utah Lake.

Thanks.
 --

=====

Clifford Gorham
 clifford.gorham@analog.com 150 West Civic Center Drive #102
 Phone: 801 233-2405 Sandy, UT 84070 USA

<https://email.udot.utah.gov/gw/webacc?User.context=f11hvaU1chwbniAmd&Item.drn=449z5z48...> 12/5/2007

Comment 2052

Comment 2053

Response
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Chapter 35
↳

35.2.1F

Print View Page 1 of 1

From: "Kaye Lyn Funk" <funkka@msn.com>
 To: <mountainview@utah.gov>
 Date: Monday - November 26, 2007 1:37 PM
 Subject: Mountain View Corridor

Please do something FAST! The roadways in and around Saratoga Springs are a nightmare, and they are unsafe. It takes twice as long for my husband to commute from his work in south Provo as it did six years ago when we moved here. I hate letting my teenagers drive during rush hour bumper to bumper traffic. Now that school is in session it is next to impossible to get through Lehi main street before school, after school, and during lunch hour.

After reviewing your suggestions. I would have to believe that the 2100 North alternative looks most beneficial to traffic coming and going from north and south. However, as fast as things are growing, I would have to believe that a Southern Freeway needs to be in the works also at the same time, or the NEAR! future.

Commuting has got to get easier. I appreciate that studies must be done, and conscientious decisions made, but when we moved to Saratoga six years ago, we were under the impression that we would have a road to the freeway in five years. It has not been six years and we are still in the planning stages. There is no more time to wait! We have got to have an alternative route out of here SOON!

Concerned Citizen
 from Harvest Hills
 Saratoga Springs

<https://email.udot.utah.gov/gw/webacc?User.context=f11hvaU1chwbniAmd&Item.drm=436z9z48...> 12/5/2007

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Chapter 35
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35.2.10A

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From: "Sherrin Pelton" <sherrinp@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 8:11 AM
 Subject: NO TOLL IS THE ONLY OPTION

<file:///C:/Program%20Files/Common%20Files/Microsoft%20Shared/Stationery/ablanr.gif>

NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL

GET IT ! WE DON'T WANT A TOLL ROAD. PERIOD !

It is important to remember that this will be used by local commuters, not out of state tourists coming in to get a look at Utah. Also you elected to use the Federally money to improve 115 for the Olympics. You also waited and debated this issue for years on even whether to build it or not. Just do it!

Take a pay cut, bond it, ask Mitt Romney, we don't care. Just build it. We have waited too long all ready and the longer YOU wait now the more it will cost. YOU are our elected officials and are suppose to be looking out for us, so if you don't get this done now YOU could be looking for another job.

Just my two cents worth. Have a nice day. Sherrin

Sherrin Pelton

CRS, GRI, ABR, SRES, Broker/Owner

Copper Mountain Realty

<mailto:sherrin@coppermountainre.com> sherrin@coppermountainre.com

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Comment 2053 (continued)

Comment 2054

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35.2.9A

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Howard Johnson - Proposals for Mountain View Corridor

From:
To:
Date: 9/13/2007 4:43 AM
Subject: Proposals for Mountain View Corridor

Dear Mayor Johnson:

After careful review, Linda and I believe that the Lehi City proposal for the connections between the Mountain View Corridor and I-15 makes the most sense will best meet the needs of both Lehi City and Utah County.

We base our decision on the fact that:

- A. Four connections will better distribute and increase the traffic flow through Lehi and Northern Utah County;
- B. That there will be less impact upon property owners in the acquisition of property for construction;
- C. That Lehi's commercial development will be more favorably impacted; and,
- D. That four routes will allow alternate travel options in case of disaster or emergency needs.

The Bush Family strongly supports the Lehi City proposal.

William S. and Linda H. Bush
3332 N 660 E
Lehi, UT 84043
801-766-4616

6479-3801
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

file://C:\Documents and Settings\twilson.LEHI-UTV\Local Settings\Temp\XPGpWise\46E... 9/13/2007

Comment 2055

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From: David Coulter <davenbeth@mac.com>
To: <mountainview@utah.gov>
Date: Wednesday - November 28, 2007 7:59 PM

35.31C

I am a resident of Eagle mountain. I would just like to say that the proposed plan to run the MV corridor all the way to SR 73 would be a wonderful thing for all off the north Utah county residents. I feel that with all of the new growth In the aria any thing less would be a tragedy. The congestion going through Lehi is taking a toll on our roads and our nerves. to cut this project short at the north end of Lehi is obserd. Lets build roads for the future not take care of the now and worry about it later. This is the time to make changes that improve tomorrow. sincerely David Coulter.

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu8&Item.dr=462z19z...> 12/5/2007

Comment 2056

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From: Kenny Frasure <kennyfrasure@hotmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - November 27, 2007 11:23 AM
Subject: 2100 N. Alternative

35.2.7C

I live in the Harvest Hills community. I think the 2100 North Alternative is the best option. Give Kenny Frasure a call @ (801)768-2364 if you have any questions thank you.

Connect and share in new ways with Windows Live.
http://www.windowslive.com/connect.html?ocid=TXT_TAGLM_Wave2_newways_112007

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu8&Item.dr=445z4z7...> 12/5/2007

Comment 2057

Comment 2057 (continued)

Response
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Chapter 35
↳

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From: "Alan Sanders" <AlanSanders1@msn.com>
 To: <mountainview@utah.gov>
 Date: Saturday - November 24, 2007 8:56 PM
 Subject: Mountain View Corridor - No Toll Road

35.2.5A The Mountain View Corridor is necessary. I prefer the 7200 West proposed alternative in order to help move the traffic further west. This should divide some of the traffic load between 7200 West and Bangerter Highway.

35.2.10A THE PART I AM ANIMATEDLY OPPOSED TO IS MAKING THIS HIGHWAY A TOLL ROAD. I AM A NATIVE UTAH RESIDENT. I AM 49 YEARS OLD AND HAVE BEEN PAYING TAXES SINCE I WAS 16 OR YOUNGER. I HELPED PAY FOR I-215, FOR THE I-15 EXPANSION, AND MANY OTHER ROAD PROJECTS. NOW THAT OTHERS HAVE THE BENEFIT OF ROADS I HELPED PAY FOR, THEY DO NOT WANT TO PAY THEIR PART FOR PUBLIC INFRASTRUCTURE CLOSER TO ME. THAT IS NICE FOR THE GREEDY, BUT IT IS NOT THE WAY THIS STATE OPERATES.

BOND THE CONSTRUCTION OF THE MOUNTAIN VIEW CORRIDOR, USE ROAD, AND GAS TAXES TO PAY FOR THE PROJECT.

DO NOT MAKE THE MOUNTAIN VIEW CORRIDOR A TOLL ROAD.

By the way, the 7200 West option does not move the Mountain View Corridor further away from my home. I have no vested interest in which option (5800 West or 7200 West) is chosen. I only believe it makes more sense to move the traffic in the option area further away from Bangerter Highway.

Thank you,

Alan Sanders

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu&&Item.dr=429z9z7...> 12/5/2007

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5373 West 6570 South
 West Jordan, Utah 84084
 801-967-0665

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu&&Item.dr=429z9z7...> 12/5/2007

Comment 2058

Comment 2059

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From: "Dona" <dona@office-connection.net>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 27, 2007 12:09 PM
 Subject: Comments on Mountain Veiw Corridor

35.31C

I just received a flyer on this proposed corridor & I want to express my JOY! Yes we need something to move the cars south and out to Saratoga Springs area and help ease the traffic through Lehi and on the 15 south. It's sad hat some homes will have to be relocated and some Wetlands will be lost but that is part of progress. People want cheaper homes and so builders have to go out futher to develop land in areas that haven't been used in the past and the problem is our roads haven't kept pace with the growth. So I as a Lehi home owner am all in favor of this. Thank you, Dona Shadowen

801-407-6409

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu8&Item.dr=446z5z7...> 12/5/2007

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From: spencer stevens <spencersteve1@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Monday - November 26, 2007 9:36 PM
 Subject: MVC Project

35.2.7C

I would like to see the 2100 North alternative constructed in North Utah County. It is desperately needed.

Thank You,
 Spencer Stevens
 Eagle Mountain, Ut

 Get easy, one-click access to your favorites. Make Yahoo! your homepage.

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu8&Item.dr=441z5z7...> 12/5/2007

Comment 2060

Comment 2061

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Chapter 35

35.6.3A

35.2.7C

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: Kimberly Tiller <kimberly.tiller@yahoo.com> Wednesday - November 28, 2007 8:19 AM
 To: <mountainview@utah.gov>
 Subject: Chamber Guide
 Attachments: Mime.822 (4217 bytes) [\[View\]](#) [\[Save As\]](#)

Hello. I was in Magna yesterday but unfortunately, your office was closed. I wanted to get a Magna Chamber guide / relocation packet for the area. Will you be kind of enough to send this information to me? Thank you.

KIMBERLY TILLER
P.O. BOX 1793
ARLINGTON HEIGHTS, IL 60006-1793

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From: "Mike Wood" <mwood@pmidirect.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 28, 2007 6:07 PM
 Subject: in favor of the 2100 N Freeway in Lehi

If it is not too late I am in favor of the 2100 N Freeway in Lehi

Mike Wood
 Business Advisor

"imagination is more important than knowledge" ~Albert Einstein

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gz8Um2th9bq9Bu8&Item.drm=461z3z7...> 12/5/2007

Comment 2062

Comment 2062 (continued)

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From: "George Hilliker" <GHilliker@svb.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 10, 2008 12:36 PM
 Subject: Mountain View Corridor

Good afternoon,

Reading the Daily Herald this morning I could not help but notice that the city of Lehi is up in arms about the proposed routing of the Mountainview Corridor.

First, I am not a Lehi resident. I actually live in Eagle Mountain [Silver Lake subdivision]. I commute from the East side of Eagle Mountain via Pony Express Parkway, route 73 and Redwood Rd. (Route 68) to Salt Lake Valley, daily. I have no axe to grind with Lehi but Pony Express Parkway should be an embarrassment to UDOT as well as the lack of infrastructure planning for the 16,000 plus homes in Eagle Mountain.

That said, it is a total mystery to me why UDOT has not seriously considered a route for the MV southern connector further south of Lehi. As I look out my living room window I can see a clear shot from Redwood Road, due east across the north end of Utah Lake. I see few houses, mostly farms, and an interchange just south of the Lehi Main Street off ramp. From a layman's perspective, a route south of Lehi makes much more sense than the two under consideration - from a cost standpoint in addition to an access perspective. Saratoga Springs and Eagle Mountain are planning for over 300,000 houses in the next 5-7 years. Given highway construction lead times, this corridor will be ready about that time.

Unless you are planning to develop Camp Williams, the route proposed by the City of Lehi would be worthless! Serious consideration should be

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35.2.6A

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given to a southern connection at the extreme north end of Utah Lake or across Utah Lake itself (a toll road makes so much sense that to not consider it seems absurd).

Sadly, the infrastructure supporting Cedar Fort, Eagle Mountain and Saratoga Springs (and arguably, Lehi) is at least 5 years behind and given the current direction of UDOT will never catch up. Is there anything that can be done about this?

Regards,

George T. Hilliker
 SVB* Financial Group
 Data Center Operations
 Office (801) 977-3643
 Cell (801) 209-7880
 Data Center (408) 654-6362
 Thinking is what we do best...

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Comment 2062 (continued)

Comment 2063

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Protection Act. The Federal Reserve Consumer Help, PO Box 1200, Minneapolis, MN 55480 administers compliance with this law. Notice: To help the government fight the funding of terrorism and money laundering activities, federal law requires all financial institutions to obtain, verify, and record information that identifies each person who opens an account; an account includes deposit, transaction, or credit accounts. To review SVB Silicon Valley Bank's New Account Disclosure go to www.svb.com.

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From: "Jack Baily" <j.baily@worldnet.att.net>
 To: <mountainview@utah.gov>
 Date: Monday - December 10, 2007 2:00 PM
 Subject: The corridor

In view of the controversy over the Mountain View Corridor location specifically the connector to I-15, I am sending this memo to voice my opinion.
 In its opposition to the 2100 N. connector, the city of Lehi, has mailed out a circular declaring its views and enumerating several reasons. This text counters some of them. While some homes are to be relocated and commercial property sacrificed, it is nevertheless necessary for progress as has been done several times in the past in many US cities. The idea that it would divide the city is preposterous as any street does that. As to the damage it would do to the fragile ecosystems along the Jordan River banks because of a bridge, leaves little to the imagination of an ecosystem. There are several bridges that cross the Jordan River without disturbing a thing. This extra bridge would cross that river at a single point just as all the others do without disturbing a thing. Besides, there does not exist any fragile ecosystem along those banks. As for destroying wild animal habitt - well, what are wild animals doing in the middle of Lehi city anyway?

35.2.7C

I am for this connector at 2100 N.as it would take several thousand vehicles off of Main Street in downtown Lehi. At the present time, too much traffic uses Main St.thus clogging the only route some people have of getting to and from work who live in Lehi. Main St is not wide enough to accommodate such a plethora of traffic and the connector at 2100 N. would relieve that immensely.

35.2.9B
35.31C

The amount of air pollution (carbon monoxide) hanging over Main St at this time is in enough volume to constitute a health hazard to the population who own businesses along that street. Carbon monoxide lingers in the air at a low enough level to become a health hazard; too much can be lethal. This is because the traffic on Main St moves at so slow a pace as to permit a fog of poison gas to linger a longer time. On the other hand, the connector at 2100 N. would not cause a fog of such gas to stay very long. A car, travelling at 65MPH, rather than at 15MPH, would, by the Coanda Effect pull most of the poison gas along and fling it high into the atmosphere. A vehicle travelling at a mere 16MPH would little of the Coanda Effect thus leaving carbon monoxide to linger for a much longer time. Then there is the constand annoyance of moving along Main Street at a snail's pace as to cause vehicles to consume more fuel than if travelling much faster.

Now, in response to the proposal for a connecot at 4800 N. which I feel would congest much fasster and cause the same problem experienced at Main St. If the connetor at 2100 N. will accommodate 135,000 vehicles daily, how can the shorter one at 4800 N. accommodate a hgiher volume. I can not accept such figures; they do not make any sense.

As for the roadway proposed at the 1000 S. area, makes no engineering sense at all. Such a road would traverse wetlands being so close to Utah Lake. Then it would only be four lanes against the eight or more lanes fro the connector at 2100 N. This roadway seems foolhardy and

<https://email.udot.utah.gov/gw/webacc?User.context=iq0gr5Pf4pi4fjcOj9&Item.dr=623z1z0&Url....> 1/7/2008

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without much sensible thought behind it. It would dump out a large volume of traffic onto the American Fork streets thus creating further problems that it would solve. No, such a street would be absolute nonsense.

So, yes I am FOR the connector at 2100 N. for all the reasons just stated. I am of the opinion that such a connector would solve the Main St problem immediately. Let's get started on its construction.

Jack Bailly
Lehi resident

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Comment 2064

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35.2.7A

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From: PAUL MARLA GREENBERG <p_mgreenberg@q.com>
To: <mountainview@utah.gov>
Date: Sunday - December 2, 2007 9:34 AM
Subject: 2100 North connector

UDOT,
With many negative response's from the residents of Lehi about the 2100 N connector, I feel the best way would be the southern freeway alternative. It would not split through the middle of Lehi and probably affect less homes to be relocated by going over existing farmland terrain just north of Utah lake. The southern freeway route would benefit Eagle Mountain and Saratoga Springs residents with a freeway south to Provo and north to SLC without having to go through Lehi on highway 73(main). I would support the southern freeway even if it becomes toll collected.
Paul from Saratoga Springs.

<https://email.udot.utah.gov/gw/webacc?User.context=ol7pn3Wkagw7fe4Mm2&Item.drn=477z1...> 12/11/2007

Comment 2065

Comment 2066

Response
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Chapter 35
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From: "Mitch Combe" <mitchcombe@quomation.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - December 12, 2007 10:40 AM

To Whom It May Concern:

For most of us who live in the Cranberry Farms subdivision (which would be right next to the Mountain View Corridor) we bought in this area in order to raise a family peacefully away from the busy freeways and other distractions. Most of us have paid a considerable amount of money to live here and have invested our time countless hours to make our houses feel like our homes and by constructing the Mountain View Corridor in our backyard is going to disrupt all the hard effort we have put into making our community a great place to live. Please don't construct the Mountain View Corridor on 2100 North it will have negative impacts on our home values, our lives, and especially our children.

Thank you,

Mitchel Combe
 2272 N 2450 W
 Lehi UT 84043
 801-766-6591.

<https://email.udot.utah.gov/gw/webacc?User.context=rt0sr4Xa5ineps6Gmb&Item.drm=557z1z79...> 12/12/2007

35.2.7A

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From: Udot Public Relations
 To: Mountainview, Mountainview
 Date: Tuesday - December 11, 2007 9:34 AM
 Subject: 071211.A, opposed to 2100 North

>>> <udotweb@utah.gov> 12/10/2007 7:09 PM >>>
 Name:: Tyler Gerritsen
 City and State of Residence:: Lehi
 Phone:: 801-766-4268
 E-mail:: brothert Tyler@gmail.com
 Comments/Questions:: We are opposed to the Mountainview 2100 North connector project. Please consider alternatives.
 What is your overall impression of the Utah Department of Transportation?: Good

<https://email.udot.utah.gov/gw/webacc?User.context=rt0sr4Xa5ineps6Gmb&Item.drm=544z5z79...> 12/12/2007

35.2.7D

Comment 2067

Comment 2068

Response
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From: BRENT MILLWARD <brybec4600@msn.com>
To: <mountainview@utah.gov>
Date: Monday - December 10, 2007 10:15 PM

35.2.7A

I am concerned about the proposed freeway coming through lehi on 2100 n. on paper this looks like the best route, but it is not. this area is all residential and prime future residential area. bringing the freeway down 2100. would decrease the value of all the land around, will increase the noise levels, decrease the air quality, and bring light pollution to the area. I recently moved to lehi to get away from these problems. I wanted to breath clean air and be able to see the stars at night. I believe the porter rockwell alternative is the best, due to the fact that it will impact less people. I hope you will consider the impact on the people before you make your final decision. thank you for your time, Bryan

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<http://office.microsoft.com/en-us/outlook/HA102225181033.aspx?pid=CL100626971033>

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gcqgg8i5&Item.drm=543z5z79...> 12/13/2007

Response
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From: waldo ray <waldo_ray@yahoo.com>
To: <srwebmail@utah.gov>, <mountainview@utah.gov>, <hjohnson@lehicity.com>
Date: Monday - December 10, 2007 12:40 PM
Subject: Mountain view corridor connectors/lehi

35.2.9A
35.2.1G

This is simple, please consider the Lehi City plan and use it for getting through Lehi. For other access bridge over the lake works without bothering anyone. Even a causeway with a short bridge works. I boat on the lake and would not mind going under a bridge and the lake is so messed up that a bridge causeway couldn't make it any worse. As a Lehi resident living near and using 2100 north, I see that Lehi's plan would be best for the area, for the residents, for continued growth and the commercial property owners. Thanks

Waldo Ray
2432 W 2150 N
Lehi, UT 84043

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<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gcqgg8i5&Item.drm=539z4z79...> 12/13/2007

Comment 2069

Comment 2070

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From: "Stapleton, Janet" <JANETSTAPLETON@creighton.edu>
 To: <mountainview@utah.gov>
 Date: Tuesday - December 11, 2007 6:00 PM
 Subject: 2100 N Alternative

To whom it may concern:

I am in favor of the 2100 North freeway alternative for the Mountain View Corridor. I do not support a large bridge at the Point of the Mountain.

-Janet Stapleton
 Saratoga Springs resident

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drn=551z3z79...> 12/13/2007

35.2.7C

Response
Section in
Chapter 35
↳

Print View Page 1 of 1

From: Steven Stringham <spinordie@gmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - December 11, 2007 8:23 PM
 Subject: NO to Mountain View Corridor

To whom it may concern,

I oppose a connector freeway at the 2100 North Lehi area. It makes more sense to put the exit North of Thanksgiving point, where no houses are impacted, and traffic would be removed before the Thanksgiving point exit (which always creates a slow down during rush hour).

Thanks,

Steve Stringham

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drn=553z2z79...> 12/13/2007

35.2.1K

Comment 2071

Comment 2072

Response
Section in
Chapter 35
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From: "e.tanner" <e.tanner@comcast.net>
 To: <mountainview@utah.gov>
 Date: Saturday - December 8, 2007 10:34 PM
 Subject: No! to DEIS - 2100 North Connector

We are opposed to the 2100 North Connector -

35.2.9A A much better solution would be the Lehi Bridge Proposal in combination with a connector south of Main - which would facilitate better traffic flow between Orem/Provo - Lehi - Eagle Mountain and Saratoga Springs.

The Lehi Bridge Proposal would connect Redwood Rd and I-15 with less distance - which would mean less cost - less structure removal - and less of an environmental impact.

Concerned residents living in Thanksgiving Village in Lehi -

Eldon and Kay Tanner
 2770 N Turnberry Ln
 Lehi, UT 84043

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drm=532z2z79...> 12/13/2007

Response
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Chapter 35
↳

Print View Page 1 of 1

From: Morgan Templar <morgantemplar@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Saturday - December 8, 2007 8:12 PM
 Subject: Lehi 2100 North Connector - NO

35.2.9A Please DO NOT build the Lehi connector at 2100 North. It would be much more beneficial, shorter, and cost less to build it at the proposed northern location. It would also help relieve the congestion and impact at the Alpine exit.

35.2.7A Building the connector at 2100 North will impact too many people in a negative way. It's primary beneficiaries are the people who live in Eagle Mountain and Saratoga Springs. (Of which I used to be one) But the people of Lehi already pay too high a price for those communities. Don't force us to have to put up with the noise, traffic, and pollution of this connector. Putting it in farther north still benefits those western communities without causing Lehi to be cut into pieces and having to live with the negative impacts.

Also, as a resident of Traverse Mountain, I would love to have the northern entrance and exit to access I-15 without going through the dangerous and over-used Alpine exit.

Please listen to the residents of Lehi when making this final decision. The outcome of this will affect how I and my family vote. And we are very active in political forums.

Respectfully,
 Morgan Templar
 4373 Chestnut Oak Dr.
 Lehi, UT 84043

Please do not put me on any email or mailing lists. I proactively pick my information.
 Thank you.

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drm=530z3z79...> 12/13/2007

Comment 2073

Comment 2074

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35.2.9A

35.2.7A

35.2.9A

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From: S Templar <swtemplar@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Saturday - December 8, 2007 8:18 PM
 Subject: 2100 N Connector in Lehi

Hello,
 I feel very strongly that UDOT should not put in a connector at 2100 N in Lehi. The Northern interchange makes much more sense and is, clearly, a better choice. If the, obviously, incorrect choice is made, I will see it as a clear sign of failure on the part of current leadership and will take what steps I may to correct said situation.
 Thank you for your consideration,
 Rev. Dr. Stephen William Templar

Stephen Templar
 4373 Chestnut Oak Dr
 Lehi, UT 84043-4985

<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drm=531z2z79...> 12/13/2007

Print View Page 1 of 1

From: <winslgn@netscape.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - December 12, 2007 8:12 AM
 Subject: Lehi 2100 North Freeway

I am greatly opposed to UDOT's 2100 North Freeway proposal.
 I live next to 2100 North and it would impact my property and my way of life in regards to noise, traffic, bright lighting at night, car?pollution, etc.

I am in favor of Lehi City's plan which has less impact to the disruption of?ones property and way of life.

G. Winslow

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<https://email.udot.utah.gov/gw/webacc?User.context=dv2im1Xf0gqcg8i5&Item.drm=556z1z79...> 12/13/2007

Comment 2075

Comment 2076

Response
Section in
Chapter 35
↳

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From: <jeffericakids@peoplepc.com>
 To: <mountainview@utah.gov>
 CC: "jeff" <jeff.stanworth.jj9c@statefarm.com>
 Date: Wednesday - December 12, 2007 3:11 PM
 Subject: 2100 N.

35.2.7C

As residents of Eagle Mountain we are often frustrated with the inconvenience of the current roads available for east-west travel, and the current size of Redwood Road to travel north-south. We are excited about the plans for new and/or improved routes! The 2100 N. rather than 4800 N. option seems to make sense as it keeps the road closer to residents of Eagle Mountain and Saratoga Springs, making it useable for us and people traveling from/to Salt Lake. Thanks.
 Erica and Jeff Stanworth

<https://email.udot.utah.gov/gw/webacc?User.context=gncowfXj5lpfjg0Ju2&Item.dm=560z5z0&...> 12/14/2007

Response
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Chapter 35
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From: "Micah Riggs" <micahriggs@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - December 13, 2007 2:19 PM
 Subject: Mountain View Project

35.2.8A

I like the Arterials
 Alternative<http://www.udot.utah.gov/mountainview/maps_18.php>
 The best.

It seems to me that it would give people more options depending of if they are going North or South. In the future, it would be easier to add more lanes to these options that to build a new road through a densely town.

Thanks for listening.

<https://email.udot.utah.gov/gw/webacc?User.context=gncowfXj5lpfjg0Ju2&Item.dm=564z2z0&...> 12/14/2007

Comment 2077

Comment 2078

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Chapter 35
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↳

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From: <linda.l.rasmussen@L-3com.com>
 To: <mountainview@utah.gov>
 Date: Thursday - December 13, 2007 10:07 AM

35.2.10A

I agree a road on the West side of the valley is diffently needed. However, I don't understand why it has to be a toll road. It seems to me that with the excess in property tax, the high gas tax we pay and whatever else the state feels to collect from people, the roads should be covered. I don't see the people living on the East side paying for toll roads. This new road would be and advantage for me to and from work but I won't take it if its a toll road.

Thank You
 Linda Rasmussen

<https://email.udot.utah.gov/gw/webacc?User.context=gncowfXj5lpfjg0Ju2&Item.dm=562z2z0&...> 12/14/2007

Print View Page 1 of 1

From: bart vale <bartvale@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - December 13, 2007 9:00 PM
 Subject: 2100 North Corridor

35.2.7C

I would just like to give you my opinion that I believe the 2100 North Corridor is the best option for the Eagle Mountain transportation issues.

35.2.9C

Also, I'm very against the Lehi proposal of the bridge that would connect to point of the mountain. This location would hardly help our transportation problems. It would barely shorten the drive to Salt Lake and would do nothing for the people travelling to American Fork/Orem area and there would still be congestion in Lehi. Thanks Trisha Vale

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http://www.windowlive.com/share.html?ocid=TXT_TAGHM_Wave2_sharelife_122007

<https://email.udot.utah.gov/gw/webacc?User.context=gncowfXj5lpfjg0Ju2&Item.dm=567z1z0&...> 12/14/2007

Comment 2079

Comment 2079 (continued)

Response
Section in
Chapter 35



Mountain View Corridor
c/o Parsons Brinckerhoff
488 E Winchester St., Suite 400
Murray, Utah 84107

Re: Draft EIS for Mountain View Corridor

First of all thank you for the opportunity to comment on the Draft EIS for the Mountain View Corridor.

There are four areas addressed below.

The Mountain View Corridor (MVC) will access Herriman City at approximately 11800 S / 5000 W and exit at approximately 16800 S / 1700 W.

The first and most significant is our proposal to move the southern portion of the MVC which parallels Redwood Road from approximately 15800 S to the Camp Williams property. The City's proposal is to shift the Corridor to the west to use as a buffer to Camp Williams and the private ownership west of Redwood Road. This would be beneficial for the following reasons. First it would create a buffer for Camp Williams and the encroachment of development along Redwood Road as well as a fire buffer. It would also move the interchange away from the utilities and give better spacing to Redwood Road and free up land to be developed at a higher and better use along Redwood Road. We have appreciated working with you and your engineers over the last few months on this proposed alignment. This area was recently annexed into Herriman City.

Secondly is the proposal voiced by the City of Riverton to end the Corridor at 13600 S or 13400 S and tie it into Bangerter Highway. Most likely the Corridor will continue in the future as shown on the Draft EIS. Our preference is for it to continue as shown and address the design with the development being proposed in the south part of Herriman City.

Third is the mass transit alignment from Daybreak into Herriman City. We have been working with your engineer, Kennecott and South Jordan on where to cross 11800 S with mass transit as it leaves Daybreak. We have agreed that it will cross at a point as close as design will allow to the MVC. Our proposal would be to parallel the Corridor and bring it south into our proposed "Town Center". This would be an ideal transit stop or termination (temporarily). Our proposal would be (at some point in the future) to continue mass transit through the "Town Center" and work east and south to 14400 S where Bluffdale has discussed a Trax Station east of Redwood Road. We are currently working with the developer to the north of the City to set aside the Corridor and are planning the mass transit stop and parking area within our "Town Center" design.

35.2.4P

35.2.1N

35.2.3G

Response
Section in
Chapter 35



35.2.4P

Fourth is the discussion with your engineers about an underpass at Midas Creek to allow for an extension of the City's trail system east and west. We would like to encourage that to happen and would also like to see the same underpass happen at Juniper Creek which is at approximately 14600 S and 4200 W. This is also an area which we are planning a major east and west trail system within our City.


In Conclusion, the City would like to make it very clear that we support the MVC coming through our community and allowing for north south movement in the valley for our residents. We would encourage the construction of this Corridor as soon as possible.

Sincerely,

Mayor J. Lynn Crane

Comment 2079 (continued)

Response
Section in
Chapter 35
↳



Jon M. Hartsman, Jr.
Governor
Major General Brian L. Tarbet
The Adjutant General

UTAH NATIONAL GUARD
12953 SOUTH MINUTEMAN DRIVE
P.O. BOX 1776
DRAPEER, UTAH 84020-1776
(801) 523-4400

UT-CFMO-O 23 January 2008

MEMORANDUM FOR Mayor J. Lynn Crane, 13011 S. Pioneer St, Herriman, UT 84096


SUBJECT: Mountain View Corridor Proposed Realignment

1. The National Guard sees some merit both good and bad in the proposed realignment of the Mountain View Corridor the city of Herriman is proposing to UDOT. However we would like to continue to look further into reengineering the alignment to minimize impact on training lands at Camp Williams.
2. A principle concern is how the alignment affects the Beef Hollow area. We have spent a significant amount of money developing our new water well and pump house. The proposed alignment encroaches on critical elements of Camp Williams' public water system, in particular our recently installed Well #2 in the Beef Hollow drainage. The UTNG is concerned because this alignment would cross the Zone 2 drinking water source protection zone for this well, and likely the Zone 1 protection area. This could potentially introduce contaminants into the system and would require the institution of a land use agreement with UDOT and/or zoning controls by the municipality. State drinking water regulations prohibit the construction of an uncontrolled pollution source within Zone 1 and require additional controls and construction standards for both Zones 1 and 2. Additionally, the transportation of hazardous cargo over Mountain View Corridor would impose both additional security and water quality monitoring requirements on the Guard. The Guard selected this well site in order to provide enhanced water security to Camp Williams. This proposed alignment would severely compromise this critical water security.
3. In addition to the well, the alignment also affects significantly the area surrounding the airfield and the airfield itself. The area adjacent to the airfield is prime development area for the National Guard. The proposed alignment completely eliminates any possibility of extending the runway so that is still operational. With the proposed alignment this area is significantly impacted for any future developments and training.
4. Another major concern is at the north of Camp Williams' property where the proposed alignment enters Camp Williams. The alignment cuts through one of our best firing points for artillery. It also cuts off access to 41 acres, a significant amount of training area.

Comment 2079 (continued)

Response
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Chapter 35
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5. Another concern is the licensing from the Corps of Engineers (COE). The land that Camp Williams occupies was set aside as a military reservation. Any loss of land significantly impacts the purpose of the site and must be justified to and approved through the COE.
6. What is the proposed zoning for the land between the Mountain View Corridor proposed alignment and Redwood Road? The National Guard would like to see this area zoned commercial.
7. CPT Wolf is the point of contact at (801) 523-4529.


 For SCOT T. OLSON
 Colonel, UTARNG
 Construction & Facilities Management Officer

Comment 2080

Comment 2081

Response
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Chapter 35
↳

Response
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Chapter 35
↳

35.2.7C
35.2.11A

35.12.4A

35.12.1A

35.8A

35.2.1A

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From: KAREN CARL JOHNSON <carlnkaren@msn.com>
 To: <mountainview@utah.gov>
 Date: Friday - December 14, 2007 8:44 PM
 Subject: Comments to EIS for MountainView Corridor

To Whom it May Concern,

We are Eagle Mountain residents who are basically isolated from any type of reasonable or expeditious access from our community to urban areas north and south of us in both Salt Lake and Utah Counties. We would like to see a decision on the Mountain View Corridor - specifically the Lehi connector - as quickly as possible so that we do not have another 3-4 years of access issues. We are DEFINITELY in favor of the 2100 North connector. It is the best option to provide access to I-15 and subsequently both north and south. We ask that this option be selected and that construction begin as quickly as possible. We would hope it would NOT need to wait until 2009 to begin - but rather that 2008 would mark the beginning the the construction and the beginning of a solution to our access problems from the west.

Thank you,
 Karen & Carl Johnson
 Eagle Mountain Residents

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<https://email.udot.utah.gov/gw/webacc?User.context=hq6hkdNlcfh2gpbCie&Item.drm=571z7z489...> 1/2/2008

Print View Page 1 of 2

From: "John Braithwaite" <john@mypremierconsulting.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 11:45 PM
 Subject: Mountain View Corridor

I would like the UDOT to reconsider the placement of the Mountain View Corridor section traveling through West Jordan, Utah. My reasons for requesting this change of plans are outlined below:

- 1) With the construction of a 6 lane highway on 5600 W and an 8 lane highway on 5800 W, the residential areas that are in the immediate vicinity will be exposed to heavy traffic, pollution and safety hazards.
 - a. A recent study by researchers at USC stated that children that "live near a busy road" can create a "pollution-related deficit in lung function" that can stay with them the rest of their lives. As of February 2007, 35.8% of the population of West Jordan is under the age of 18 (approximately 36,400 children). You may say that not all of the children live in proximity of the 5600 - 5800 West roadways, but with 12 schools within 5 blocks you can say that a large piece of that demographic does in fact reside in that area. 14 new lanes of traffic will harm thousands of children. That is not to mention the physical harm that can be caused by a high concentration of children crossing busy streets.
 - b. The NEPA Section 309 Clean Air Act has been set up to protect tax paying residents from undue harm from projects like this. We take great care to look into the impact building roads will have on wildlife (see Legacy Highway) but we neglect to look at the significant impact on human life. 14 lanes of traffic within 2 blocks are not healthy or safe.
- 2) Having 14 lanes of traffic this close to each other will create unnecessary traffic as opposed to alleviating it. Any high traffic area (especially involving on and off ramps to a freeway create pileups of cars.visit 123rd South and I-15 at lunchtime to see how long it takes to go 2 blocks).
- 3) The best North-South solution would be to move this project to U111. This road is built and travels very well.

<https://email.udot.utah.gov/gw/webacc?User.context=gqfir8Um9naodeGif&Item.drm=793z18z0&...> 1/24/2008

Comment 2081 (continued)

Comment 2082

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a. An argument is that it is too far west to be effective. Keep in mind that this Corridor is being built to service 30,000 homes that will be WEST of U111. There is also ample land just east of U111 that will eventually be built as well. We could be looking at 60,000+ homes right along this highway that will need convenient transportation (5600 W and Bangerter will not be convenient as the current stock of homes is already piling up those roads). If it is built on 5600 W, then 120,000 homes will be competing for the same resource. Utah seems to be reactive to transportation needs instead of proactive. That whole mountainside will be filled with homes within 20 years. If we build on 5600 W we are going to end up expanding U111 anyway to compensate for ineffective transportation. Don't believe me, 20 years ago Redwood Road was all we needed right? Well then we had to build Bangerter.now we need to build 5600 W. In 20 years we will need to build up U111. Let's get it right the first time and build a proactive functioning freeway on U111 instead.

35.1.1A

4) A more immediate need than another North-South freeway is East-West freeways to accommodate the houses that exist and that will be built in the future. Currently we have I-15, I-215, Redwood Road, Bangerter and U111 that are all North-South heavy flow routes west of State Street. There are 0 that take you East and West. Roads that service Herriman, South Jordan and West Jordan are one lane by the time you get to 3600 W! It takes an hour to get to the east bench during rush hour. Resources should have been put in place 10 years ago to accommodate the growth that has taken place. Adding an extra 200,000 residents will cripple the East-West routes.

a. My suggestion, although expensive (but no alternative isn't) is to expand I-215 at 6200ish South out to the U-111 corridor that will be built. This is a central location and a great start that will service the West Bench, Magna, Kearns and West Jordan. Another would be to expand Bangerter West through Herriman to connect once again to the U-111 making a West Side belt route that will connect to all major freeways and service most if not all of our needs as we fill up the valley. This gives East-West connections at Bangerter (that would service Herriman, Riverton and South Jordan) one at 6200 S (that would service West Jordan, Kearns and some of West Valley) and the U201 (that currently services West Valley, Magna and even Tooele).

Thank you for your time.

John Braithwaite

<https://email.udot.utah.gov/gw/webacc?User.context=gqfir&U111naodcGif&Item.dm=793z18z0&...> 1/24/2008

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Howard Johnson - LEHI PROPOSAL

From: joe funicello
To:
Date: 9/10/2007 4:59 PM
Subject: LEHI PROPOSAL

35.2.9A

Your Honor, Thank you for fighting for the Lehi Proposal this means a lot to the citizens of Lehi. Best wishes in our fight. PS if UDOT doesn't back down I'll be happy to contribute funds for a legal fight. Joe Funicello

More photos; more messages; more whatever - Get MORE with Windows Live™ Hotmail®. NOW with 5GB storage. Get more!

6692-3708
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

file://C:\Documents and Settings\twilson.LEHI-UT\Local Settings\Temp\XPGpWise\46E... 9/11/2007

Comment 2083

Comment 2084

Response
Section in
Chapter 35
↳

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From: "Tyson McMillan" <tysonmcmillan@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Sunday - December 16, 2007 2:21 PM
 Subject: OPPOSITION to Mountain View Corridor connector at 2100 N in Lehi

We are residents that will be effected by the proposed corridor at 2100 N in Lehi.

WE ARE IN OPPOSITION TO THE CORRIDOR proposal at 2100 N in Lehi FOR NUMEROUS REASONS...

- 1) Negative impact to our home and neighborhood, we live at 2327 Pointe Meadow Dr, Lehi
- 2) We are part of a company, both in upper management, that grosses \$3million per week/ \$150million per year that live in this area and many of our employees will be negatively impacted to their home and neighborhood (we can't risk losing employees,..our company employees about 250 families!!!)
- 3) We didn't move here 2 years ago working towards a 7 figure annual income to have our backyard turned into a corridor.
- 4) Destroys wildlife habitat
- 5) Damages the fragile ecosystem along the Jordan River

Tyson and Tiffany McMillan
 915-1205, 688-8251

<https://email.udot.utah.gov/gw/webacc?User.context=foark2NmchqcjraMq7&Item.drn=576z2z489...> 1/2/2008

35.2.7A

Response
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Chapter 35
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Print View Page 1 of 1

From: "VICKI" <vicki.reynolds@comcast.net>
 To: <mountainview@utah.gov>
 Date: Saturday - December 15, 2007 10:04 AM
 Subject: 2100 North Connector

35.2.7A I am greatly opposed to the 2100 North Connector. I just bought my home in March on 2356 W 1540 N. I like the quite neighborhood that I live in. With the purposed plan so close to my home my property value will drop and the traffic will increase. It not right to make people relocate and destroy homes when is not necessary. Sound barrier walls are not attractive and I'm sure there will be off ramps close to my home which will increase traffic significantly in the neighborhoods.

35.2.9A I believe that you should follow Lehi City's plan or at least consider making the connector somewhere between the Point of the Mountain and Thanksgiving Point where no one will be affected. It would decrease the traffic congestion at the Point of the Mountain as people exit I-15 for Redwood Road. No one will be affected between Point of the Mountain and Thanksgiving Point and it seems to me that it is a shorter distance to Redwood Road.

I just moved here from California and I know what this will do to my property and area where I live. It has taken me a long time to be able to buy a home and now you want to affect my property that I have work so hard to get. This will make a great impact on my home. Please take the time to reconsider your actions. This will affect a lot of people who live here.

<https://email.udot.utah.gov/gw/webacc?User.context=foark2NmchqcjraMq7&Item.drn=572z6z489...> 1/2/2008

Comment 2085

Comment 2086

Response Section in Chapter 35

Print View Page 1 of 1

From: Markelle Foutz <markie_03@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - December 18, 2007 10:16 AM
 Subject: concerned resident

To whom it may concern:
 I am a resident of 1630 N. 2260 W. and I feel very troubled by the freeway that could possibly go through next to my house. I understand that there is a need to relieve some of the congestion that Lehi creates, however I feel this can be accomplished by using the alternate connector at 4800 N. There are so many homes and families that will be affected if the freeway is constructed on 2100 N.

I am currently expecting the arrival of my first child, and am concerned that pollution will affect his health as well as the health of my future children. The pollution brings up another point; that elementary schools are typically not found near freeways which will result in sending my children farther than necessary to attend school. I would love for my children to be able to walk or ride their bikes to school, as I was able to growing up.

One of the things that I enjoy about living in this area, is the Jordan River Parkway trail. While I haven't taken advantage of it lately, because I am eight months pregnant, my husband I use it almost daily to run and ride bikes on. We participate in marathons and triathlons, and Jordan River's trail is perfect for training. Many many people use this trail for both recreational and training purposes, and would be at a loss without it. It is one of the beauties that Lehi has been able to keep in tact, please don't destroy it. The freeway will also disturb much of the wildlife that has settled next to the river. Jordan River is home to many creatures and animals that have already lost their homes else where due to Lehi's rapid growth. I feel we as a community need to respect wildlife, and do as much as possible to preserve it where we can.

The last point in expressing my anxiety of the new freeway is how it will affect the property value of mine and many other houses. I am sure like my husband and I there are many people who have only the equity that they have earned in their home to rely on. If the new freeway is put on 4800 N. fewer homes, families and lives will be put in jeopardy. From the Carter's, our neighbors and our future son please consider the benefits of placing the freeway on 4800 N.

Sincerely, Markelle Carter

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<https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drn=581z18z4...> 1/2/2008

35.2.9A

35.2.7A

Response Section in Chapter 35

Page 1 of 1

Howard Johnson - Lehi Proposal for Mountain View Corridor

From: "Quintana, Tricia INT"
 To:
 Date: 9/19/2007 12:45 PM
 Subject: Lehi Proposal for Mountain View Corridor

Hi Mayor Johnson-

My husband and I are both Lehi residents and would like to respond to the mailer we received about the UDOT and Lehi Proposal to connect I-15 to the Mountain View Corridor. We both are very strongly in favor of the Lehi proposal and would like our voices passed on to the appropriate people.

It makes sense for so many reasons:

- Less property owners are affected
- The connector would be a shorter road, saving time and money
- We both travel to Salt Lake for work and the Lehi Proposal area is a less congested area that would seem to better handle the traffic and road construction

Knowing that this better solution is being proposed, it would make us sick to deal with the corridor on 2100 North on a daily basis, when we know didn't have to.

Thank you for your support!

Tricia and Andy Quintana
 Lehi Residents

6761-3822
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

Comment 2087

Comment 2088

Response Section in Chapter 35

Response Section in Chapter 35

35.2.7A

35.2.7A

Qwest Mail Page 1 of 1

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From: deerusson@msn.com Show Cc & Bcc

To: www.udot.utah.gov/mountainview/input.php Contacts (Preferred e-mail) DeeRusson@msn.com

Subject: UDOT mountainview corridor at 2100 North in Lehi--don't do it.

Font Style Font Size B I U

DEAR SIR:

I AM OPPOSED TO THE 2100 NORTH CONNECTOR PROPOSED THROUGH LEHI BECAUSE IT NEGATIVELY IMPACTS NEIGHBORHOODS, DESTROYS WILDLIFE HABITAT, AND DAMAGES THE FRAGILE ECOSYSTEM ALONG THE JORDAN RIVER. THIS MOVE WILL DECREASE PROPERTY VALUES, DESTROY EXISTING HOMES, CREATE HEALTH RISKS AND AIR POLLUTION, CAUSE INCREASED NOISE, DESTROY EXISTING WETLANDS, CREATE UGLY NOISE WALLS AND ALLOW FOR MANY SPEEDING CARS IN THE AREA. PLEASE SELECT ANOTHER ROUTE AWAY FROM THE 2100 NORTH CONNECTOR PLAN.

THANKS,

DEE R. RUSSON
LEHI, UTAH

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<http://bl104w.blui04.mail.live.com/mail/EditMessageLight.aspx?ec=1&n=1872693381> 1/14/2008


Timothy A. Jaroch
1635 North 2600 West
Lehi, Utah 84043
801-209-0772

Parsons Brinckerhoff
488 East Winchester Street
Suite 400, Murray UT 84107

Dear Mr. Brinckerhoff,

I would like to express in writing my opposition to the 2100 North connector proposal because of the many negative effects it will have on the City of Lehi, my community and local neighborhood. I am opposed to the negative impacts that a freeway connector at 2100 North would bring with it such as increased noise levels, concentrated emissions that will be released in the middle of my community, loss of commercial property that future businesses could no longer use, destruction of animal dependent wetlands and any damage that may be done to the ecosystem along the Jordan River. I am deeply concerned about any potential loss of property values, family homes that will be relocated, businesses that will also have to relocate and any traffic congestion that will result. Proceeding with the plans of the 2100 North connector will divide our city in half, hurt commercial growth and destroy wildlife habitat. I do not see this as a suitable answer to the connector that is obviously needed between the west side and the I-15 freeway. I love my city of Lehi and surely hope another proposed solution can be reviewed with an open mind and a clear sense of direction that supports our community's welfare as well. Thank you so much for your time.

Warm Regards,
Timothy A. Jaroch



Comment 2089

Comment 2089 (continued)

Response
Section in
Chapter 35
↳

35.2.10A

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From: "Gary Barrus" <garyb@redmanvan.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - December 19, 2007 12:01 PM
 Subject: Mountain View Corridor Highway Construction

To Whom it may concern:

We are a small business that has operated in Utah for over 100 years. We employ about 85 year around and more than that in the summer. We have a fleet of about 70 power units in various sizes from small pack vans to standard Tractor trailers. We provide warehousing services along with transportation to business interest all over the Salt Lake valley and home delivery distribution to thousands of personal residences. We are an interstate carrier of Household goods and an agent for North American Van Lines, Global Van Lines and Specialized Transportation Inc.

We are very concerned with the dialog regarding the proposed Mountain View Corridor. The MVC is a vital piece of infrastructure for our valley as well as the continued growth of commerce in the State. It is long overdue in completion. The lack of adequate hiways will affect our business directly and will have a major impact on the future vitality of Salt Lake City as a regional center for decades unless the issue is addressed now! Although toll roads seem to be an easy financial fix for the legislature in funding this critical construction effort, the long term effects of going down this path of privatizing a major corridor are far from certain. The risks of tolling through a private firm are significant and as a company would be cost prohibitive to our operation. Trucking in general would not pay the tolls as they are discriminative and viewed as another tax on an industry that already funds about a third of all hiway taxes.

There are other alternatives. The most logical are not politically popular. When I read that the governor is willing to refund some 90 million in taxes in view of the critical need for infrastructure I wonder where the thinking is going or if the political pressure is just too much. The latest number projections indicate as many as 200,000 homes will be built on the west side of Salt Lake valley over the next decades. If we do not address the infrastructure now what kind of gridlock will we deal with when our grandchildren reach our age. If we go down the path of privatization of hiways, what kind of a mess are we leaving the future generations? I dislike taxes as much as anyone. We pay a great deal every year. I would implore you to look at the situation carefully and not just follow the politically easy path for a few years and let someone else worry about the fallout.

Thank you for consideration of my thoughts.

Gary Barrus
 Vice President
 Redman Van & Storage Co.

<https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drm=590z9z48...> 1/2/2008

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Salt Lake, Provo, Ogden

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Comment 2090

Comment 2091

Response Section in Chapter 35

Response Section in Chapter 35

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From: "Gary Christensen" <ChristensenGD@ldschurch.org>
 To: <mountainview@utah.gov>
 Date: Wednesday - December 19, 2007 11:02 AM
 Subject: Feedback on MVC Utah County Alternatives

To Whom It May Concern:

I am a resident of Saratoga Springs. I spent a lot of time using Lehi Main Street to get to and from the UTA Lehi Park-and-Ride (bound for work in Salt Lake) and to the shopping centers in Lehi/American Fork. The East-West Connector will take care of most of this for me. So short term concerns are satisfied. Thank you.

35.2.6A

Long term view about the future growth of North Utah County leads me to think that we will need a strong, high-speed, and direct access from both the north and the south to places like Saratoga Springs, Eagle Mountain and westward will be most desirable. The only alternative that effectively does this is the Southern Freeway.

Although this alternative is most disruptive and expensive, to my layman citizen eyes it looks like the best one for the long-term.

Thanks for asking.
 Gary Christensen

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35.2.9A


Mountain View Corridor
 C/O Parsons Brinckerhoff
 488 East Winchester Street
 Suite 400
 Murray, Ut 84107

To whom it may concern:

I am concerned with the proposed connector UDOT has planned for 2100 North in Lehi. This road will connect I-15 with the Mountain View Corridor. This will impact the city of Lehi and therefore I would think that UDOT would be working closely with the citizens of Lehi to decide what would be best for our city. The City Council and Mayor of Lehi have come up with an alternate for this road. It would be built further to the North. This proposed connector makes more sense to me. It will impact fewer people and it will be a shorter road. This is what the City Council and Mayor of Lehi are suggesting. They have been elected by the citizens of Lehi and stay in touch with the needs of the people of Lehi. Why isn't UDOT listening to the people of Lehi?

I received a letter from the City Council and Mayor of Saratoga Springs. It said that they are for the connector road at 2100 North. Of course they are, it doesn't impact people in Saratoga Springs in a negative way. It makes their commute slightly shorter. They should not have a say in what happens in Lehi. The citizens of Lehi should be able to decide their own fate. Lehi has come up with a viable option to the proposed 2100 North connector. Again, **why isn't UDOT looking at this option!!!** Please take a moment and consider the benefits of Lehi's proposition. It makes more sense for the people of Lehi. It will impact fewer homes and not cut Lehi into sections.

Sincerely,



Brenda Diepeveen
 Lehi Citizen for 14 Years

Comment 2092

Comment 2093

Response
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↳

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From: "karenhackett1@netzero.net" <karenhackett1@netzero.net>
To: <mountainview@utah.gov>
Date: Tuesday - December 18, 2007 3:17 PM
Subject: mountain view corridor

The mayor of Saratoga Springs informed us of a possibility of different routes to solve the traffic problems facing Lehi, Eagle Mountain and Saratoga Springs. As a resident of Saratoga Springs, I deal directly with the traffic problems and also know which routes I would alternatively take if given an option. However, I also know how sometime the wrong voice can sway the correct decision. So I add my opinion to the mayor's, I wish for the 2100 North Freeway alternative to be chosen. I would use that route to access Utah County, and I only access Salt Lake County via Redwood Road. Thank you for considering my opinion,
Karen Hackett
1963 N Concord Place
Saratoga Springs

35.2.7C

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From: "Dave & Darlene Halladay" <ddhalladay@comcast.net>
To: <mountainview@utah.gov>
Date: Tuesday - December 18, 2007 11:17 PM
Subject: Comments on Mountain View Corridor

As a resident of the west side (more specifically near Jordan Landing), I am very interested in any efforts to improve the transportation efforts for the growing west side of our valley.

In the case of the Mountain View corridor, I believe that this should be funded just as any other traffic corridor in the state. Even though there is an immediate need for the corridor that could be funded privately (tolls), the disadvantages of the toll system and its unfairness to those residents who use it as well as those in neighboring areas who will still see increased traffic from those who will not use it. Every one funded new roads in other parts of the Wasatch front including resident who rarely if ever will drive on those roads. With tolling, the funding unfairly charges those in the local area for the construction. And those in other areas get away without participating in the funding of the corridor, but they benefit from the participation of everyone for their own roads.

35.2.10A

My vote will be against tolls for the Mountain View Corridor!

David Halladay
West Jordan, Utah

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Comment 2094

Comment 2095

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Chapter 35
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From: "Taylor Howe" <taylor.howe@gmail.com>
To: "mountainview@utah.gov" <mountainview@utah.gov>
Date: Thursday - December 20, 2007 6:31 PM
Subject: Mountain View 2100 N Connector

35.2.7A

We are opposed to the 2100 North connector. Lehi City has come up with a much more acceptable alternative which impacts far fewer homes and families. Living in such close proximity to a major thoroughfare would expose my family to unacceptable levels of noise and pollution. We would be forced to move out of our home and out of Utah County.

Thank you,

Taylor Howe

<https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drm=594z4z48...> 1/2/2008

Response
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From: BRENT H JENSEN <mbjensen@q.com>
To: <mountainview@utah.gov>
Date: Tuesday - December 18, 2007 4:05 PM
Subject: Comment on Mountain View Corridor

35.2.2A

35.2.5B

I don't think this or any comment will have anything to do with your decision about the Mt. View Corridor, but I would like to express my opinion about it. I do not think this is a good idea, especially using the 5800 West route. I don't want to pay extra taxes to build a highway that will put hundreds of people out their homes. There seems to be some kind of conspiracy by UDOT to make traffic seem heavier than it really is. The lights on 5600 West could be synchronized so that traffic would flow more smoothly. Sure, there has been growth over the past years and more in the future, but if traffic is not allowed to flow as it should, will a new highway help? I know for a fact that the left turn lights are allowed to function even when not needed - like 5:00 a.m. If this corridor must be built, and you will make sure it will be, build it on the 7200 West route where there will not be so many homes, people and schools displaced.

<https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drm=585z14z4...> 1/2/2008

Comment 2096

Comment 2097

Response
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35.2.7C

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From: "Neal Jeppson" <nealjeppson@gmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - December 18, 2007 5:12 PM
 Subject: Please connect to I-15 In south Lehi at 2100 North. Address and contact info in message.

--
 Neal Jeppson
 3858 East Chippewa Way
 Eagle Mountain, UT 84005
 Home: 801-789-4033
 Work: 801-253-7054

[https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drm=586z13z4... 1/2/2008](https://email.udot.utah.gov/gw/webacc?User.context=erfpp9Nm8om3kp7Mud&Item.drm=586z13z4...)

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Chapter 35
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35.2.1D

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From: "Jackson, Valton T " <valton.t.jackson@smithbarney.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - December 18, 2007 6:18 PM
 Subject: UDOT Proposal

As a resident of Eagle Mountain, I am not sure that the 2100 North proposal or the Lehi City proposal makes any difference to me. I will continue to take Redwood Road to Bangerter Highway to access I-15 to travel to Salt Lake. I am more concerned about the measures that need to be taken to alleviate traffic on Hwy. 73 bound for American Fork through Provo and vice versa. The creation of the arterial road along 1000 South in Lehi is crucial.

Trent Jackson
 Eagle Mountain

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Comment 2098

Comment 2099

Response
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Chapter 35
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From: Romie Olsen <romieolsen@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - December 20, 2007 1:05 PM
 Subject: Comment on Mountain View Corridor

35.2.7A

To whom it may concern:
 I am writing to express my opposition to the 2100 North connector proposal. While not directly in the path of this route, my neighborhood will feel the negative impacts of this corridor. I am very concerned about the increased pollution, diminished air quality and the health effects this will have especially on my young children. Other concerns I have include the increased noise level, the dividing up of Lehi-again (I-15 is division enough), and the high possibility of decrease in property values. Please do not RUIN a wonderful place to live, I don't want to move because of this. Lehi City's suggestion of a connector further north, out of the way of established neighborhoods, is shorter, has fewer negative impacts, and just makes more sense. Thankyou for your time.

Romie Olsen
 2440 N 670 W
 Lehi, UT 84043

Share life as it happens with the new Windows Live.
http://www.windowslive.com/share.html?ocid=TXT_TAGHM_Wave2_sharelife_122007

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Response
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Chapter 35
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From: Barron, Eileen
 Sent: Monday, December 17, 2007 10:56 AM
 To: Keller, Cyndi
 Subject: FW: SR-68 Website - Comment Submission

Cyndi,

Please see comment from Rachel Andersen below, which the SR-68 project copied us on since she references transportation needs between Eagle Mountain and I-15 as well as impacts of Lehi's proposed bridge to Redwood Road.

Eileen R. Barron, M.S.

Public Involvement Manager

barron@pbworld.com

(801) 288-3256 (office)

(801) 244-7412 (mobile)

From: Justin Smart [mailto:jsmart@langdongroupinc.com]
 Sent: Friday, December 14, 2007 9:03 AM
 To: rachelhandersen85@yahoo.com
 Cc: Matthew Zundel; Evelyn Tuddenham; Geoffrey Dupaix; Barron, Eileen;
 bwilHITE@ppbh.com
 Subject: re: SR-68 Website - Comment Submission

Rachel,

Thanks for taking the time to share your views and concern with UDOT. As one who travels frequently in the area, you know firsthand the great challenges the Department is facing in keeping up with the rapid growth in northern Utah County. Given that your concern relates to several routes and projects, I have cc-ed a number of people on this email who are involved in various area projects so they will also be aware of your concerns and input.

I am working with UDOT specifically on the SR-68 (Redwood Road) project, which is now moving toward design and construction this spring. I sensed your urgency to see improvements on this route, and UDOT shares that urgency. As such, they are pursuing a more innovative approach for the next phases known as design/build. This contracting method allows UDOT to bring a design/build team on board, who will then both design and construct the improvements at the same time. Traditionally, design would take place all at once in a single phase - perhaps taking up to a year - and then a construction contractor would be brought on board to construct the road. By allowing the design and construction

Comment 2099 (continued)

Response
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Chapter 35



to proceed simultaneously, the delivery of the roadway improvements is greatly accelerated. While this approach is not a fit for every project, UDOT is pursuing this method on several projects where it does make sense in an effort to get ahead of the transportation needs growth presents.

The current project is planned to expand the road from one lane in each direction to two lanes in each direction. A center turn lane and expanded shoulders are also planned along most of the project's length. This length is currently pending a request for additional funding, but the Department is working to expand the roadway as described above from Bangarter Highway through SR-73 and south into Saratoga Springs to 400 South. How far south the improvements can be made will be determined by the additional funding that is obtained, but know that this is a high priority project for UDOT.

The SR-68 Design/Build project has been advertised to the contracting community, and UDOT plans to have a team in place to begin design and construction work this spring. They anticipate work will last through the fall of 2009. I can assure you, safety at the locations you've mentioned and the congestion problems you've noted are all priorities for the Department, both with this project and with others moving forward in the area.

I am part of a public involvement and information team dedicated to the design/build project, and we'll be keeping the public informed and updated as the project progresses beginning this spring. I've taken the liberty of adding your email address to our database so we can keep you in the loop by email as work unfolds. If you'd rather not be included in these updates, please let me know. Again, I've also included other UDOT and project representatives on this email exchange so they are aware of your feedback on matters that relate to other specific area projects.

Thank you again for taking the time to get in touch. If you have any further questions or concerns, feel free to contact me directly by email reply or by phone, 801-455-3116.

Justin

Justin Smart
SR-68 Widening Project
Public Involvement Team
801-455-3116

The following contact/comment was submitted to the SR-68 Website:

Add to Mailing List: No
First Name: Rachel
Last Name: Andersen
Address: 4051 Golden Eagle Rd
City: Eagle Mountain
State: UT
Zip: 84005
Phone:
Fax:
Email: rachelnandersen85@yahoo.com

Comment 2099 (continued)

Response
Section in
Chapter 35



35.2.9C

1.Comments on Concept :

As a current resident of Eagle Mountain I would like to express my opinion about the two possible road construction options leading to the west side of Utah lake. I know how horrible it is to get anywhere that is outside of Saratoga Springs. Whether it is traveling down SR-73 to get to I-15 or traveling up Redwood to get to Bangarter Hwy, it is impossible! The Lehi proposed bridge connecting I-15 to Redwood near Camp Williams would just bring more traffic to an already over-crowded road that is going to get worse as Eagle Mountain and Saratoga Springs have 100's of families moving in each month resulting in more cars needing to get to I-15 for work. My husband and I have already seen numerous accidents along the 2-lane road (most of them happening just near the first road on the left heading south of Camp Williams). One of those accidents actually involved one of our friends who were newly-weds traveling to their new home in Saratoga Springs leaving her husband in a wheel chair for months. Its so scary on that road and needs to be expanded ASAP, to prevent further problems! Therefore, the Lehi bridge is by no means a good ideal Redwood needs to be expanded as well as

SR-73 as soon as possible to prevent future problems. The majority of residents out here have jobs in SL county area or in Provo. For example, my Husband works in S. Jordan and I work as a Sub in the Alpine School district where most the schools are east of I-15 and South of Lehi. The 2100 North Alternative is the best option for this growing area!

2.Other Concerns:

Along with Redwood (SR-68), Lehi Main St. (SR-73) needs to be addressed in this as well.

3.Comments Other:

Get this fixed SOON!

Comment 2100

Comment 2101

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Chapter 35
↳

Response
Section in
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↳

35.2.13A

35.2.7C

December 20, 2007

Mountain View Corridor
c/o Parsons Brinckerhoff
488 E. Winchester St. Suite 400
Murray, Utah 84107

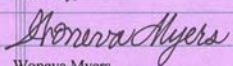
To Whom It May Concern:

In reviewing the Mountain View Corridor proposed highway designs, all you have to do is look at the three maps. The Southern-Freeway Alternative is the most free-flowing and continuous movement of traffic. It helps alleviate the Lehi main street traffic bog-down, splits Salt Lake and west Utah County traffic away from traveling into/from Lehi. Northwestern Utah County is only going to grow expeditiously. I grew-up in Cedar Fort and it is sad to see what is happening to Cedar Valley. Right now Cedar Fort has two large subdivisions in the works, which will only add more traffic to SR 73.

The other two designs almost appear to clump traffic, still doesn't help I-15 or Redwood Road, they only create more bog-down. The 2100 North Alternative and the Arterials Alternative are bandaids approaches. You are dead-ending all the traffic. The big elephant in the room is Saratoga Springs and Eagle Mountain. The 2100 North Connector will only help one-half of the elephant.

Constructing the 2100 North Corridor will only take precious time and resources away from the inevitable Southern Alternative Freeway that is needed now. You know as well as myself that the southern route will have to be constructed at some point, do it now before more subdivisions spring-up and the open space disappears. You are going north to solve the problem, when the problem is south and west of the cross roads.

Sincerely,



Woneva Myers
936 N. 1200 E.
Lehi, UT 84043

Keller, Cyndi

From: Udot Public Relations [srwebmail@utah.gov]
Sent: Friday, December 21, 2007 5:01 PM
To: Keller, Cyndi
Subject: 071221.Wants to Comment

>>> <udotweb@utah.gov> 12/21/2007 3:20 PM >>>
Name:: Wade Erickson
City and State of Residence:: Saratoga Springs
Phone:: 801-768-9508
E-mail:: wadelerickson@yahoo.com
Comments/Questions:: I am writing you to comment on the east west corridor for the new Mountain View Corridor in Saratoga Springs. I want to voice that I feel our community would be best served by placing the east west corridor at the proposed 2100 North location. The other proposal to put the corridor further north would not serve us well and we may as well drive to Bangater Hwy to access I-15. Please let my voice be heard. The only other thing I would like to say is lets make this whole project happen faster. Traffic through Lehi is a joke and everyone involved with this process should be ashamed of how long this is taking to get done. There needs to be better foresight on the transportation needs in this area.

Sincerely,

Wade Erickson
What is your overall impression of the Utah Department of Transportation?: Fair

1

Comment 2102

Comment 2103

Response Section in Chapter 35

Response Section in Chapter 35

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From: Debra Beltran <dabeltran2002@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Saturday - January 5, 2008 4:36 PM
 Subject: Mountain View Corridor East/West Alternatives

From: Valerie Christensen <vchristensen@saratoga-springs.net>
 To: "mountainview@utah.gov" <mountainview@utah.gov>
 Date: Monday - January 7, 2008 4:53 PM
 Subject: Mountain View Corridor Preference

35.31C

My husband and I regularly travel Redwood Road in northern Utah county and Main Street in Lehi from Saratoga Springs to I-15. The drive is almost always backed up with traffic. Also, if there is an accident or something that blocks the way on Redwood Road, we have to go around and come home on Lehi's Main Street. If that occurs, it takes anywhere from 1 1/2 to 2 hours to get home from work instead of 15 minutes. I worry each morning as I leave for work that I won't make it on time. So far, it's only happened a couple of times in 6 1/2 years on our way to work, but it has happened numerous times on our way home. We even missed 1/2 of a concert that we had purchased tickets for at BYU because of an accident on Redwood Road. In addition, the drive from our home in Saratoga Springs to I-15 used to take 10-15 minutes and now it takes anywhere from 30-45 minutes on a regular day (even on Saturdays). It's an awful traffic jam all the time!

35.2.7C

I prefer the 2100 N alternative for the Mountain View Corridor.
 Valerie Christensen

35.2.7C

We feel that Redwood Road urgently needs to be widened. Also, there need to be several wide roads or freeway connections from northern Saratoga Springs through Lehi (in Utah county) to I-15. The best route would probably be through the area that is south of Thanksgiving Point and Camp Williams (I believe this is the 2100 North Alternative; We live in Harvest Hills). That area used to almost all be farmland, but I think it's had some houses built there. The longer you wait, the worse it will get. I can't imagine what will happen as Saratoga Springs and Eagle Mountain become even more built up. Presently, we are almost disconnected from the rest of the valley and are stuck here if Lehi's Main Street is blocked. We urgently need more roads from I-15 to the west side of Utah Valley.

Please carefully consider these concerns.

Thank you,
 H.V. and D.A. Beltran

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Comment 2104

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Chapter 35



35.2.7D

Keller, Cyndi

From: Tami Timothy [tamitimothy@utah.gov]
Sent: Monday, January 07, 2008 3:18 PM
To: thornellaz@hotmail.com
Cc: Udot Public Relations; TeriAnneNewell
Subject: Re: 071214.F, high speed exit

Colin-

Thank you for your input. I have forwarded your remarks to be attached to the environmental document.

Sincerely,

Tami Timothy
 UDOT Region Three

>>> Udot Public Relations 12/14/07 4:18 PM >>>

>>> <udotweb@utah.gov> 12/14/2007 2:54 PM >>>
 Name:: Colin
 City and State of Residence:: Lehi, Ut
 Phone::
 E-mail:: thornellaz@hotmail.com
 Comments/Questions:: Please be aware that I am strong against the proposal to create a complex, high speed exit from I-15 at the Lehi exit out to the west of the freeway. I realize updated transportation needs are urgently needed to get to eagle mountain, etc...but it doesn't call for a huge freeway project. Please reconsider!!
 What is your overall impression of the Utah Department of Transportation?:

1

Comment 2105

Response
Section in
Chapter 35



35.2.13A

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From: Cody Draper <codyandnatalie@yahoo.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 8, 2008 10:15 PM
Subject: Mountain View Corridor

To Whom it May Concern:

Our preferred route would be through south Lehi (as far south as possible), allowing better access to the Orem/Provo area. It does not make sense for people commuting or traveling south from Saratoga Springs to drive north in order to connect to the freeway. We don't feel this would relieve Lehi Main Street congestion for that reason. If 2100 N. is as far south as possible that would be our preferred route.

Thank you for your efforts in improving our community!

Sincerely,
 Cody and Natalie Draper
 Saratoga Springs, Utah

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Comment 2106

Comment 2107

Response
Section in
Chapter 35

Response
Section in
Chapter 35



January 3rd, 2008

Mountain View Corridor EIS c/o PB
488 East Winchester Street, Suite 400
Murray, Utah 84107

RE: Mountainland Metropolitan Planning Organization Official Comment on the Mountain View Corridor

To Whom It May Concern:

Please accept this letter as the Mountainland Metropolitan Planning Organization's (MMPO) official comment on the Mountain View Corridor Draft Environmental Impact Statement.

We feel it is important to assure that the final alignment meets the Purpose and Need of the study.

The MMPO supports the Utah Department of Transportation's preferred alignment of the Mountain View corridor along 2100 North. This alignment is consistent with the Mountainland Metropolitan Planning Organization's Regional Transportation Plan (RTP).

The MMPO also requests a thorough review and full consideration of the 4800 North alignment as proposed by the City of Lehi.

As always, the MMPO will support the final alignment as identified by the Federal Highway Administration in the Final Environmental Impact Statement and will amend our RTP if needed.

Thank you for the opportunity to comment.

Sincerely,

Mayor Jerry Washburn, Chair
Regional Planning Committee
Mountainland Metropolitan Planning Organization

586 East 800 North, Stratford Park • Orem, Utah 84097-4146 • (801) 229-3800 • Fax (801) 229-3801

SADIE PROPERTIES, LLC
3255 W. March Lane, Suite 230
Stockton, California 95219
209-954-9001
209-954-9091 fax
marc@mbriaw.net

January 7, 2008

Mountain View Corridor
c/o Parsons Brinckerhoff
488 East Winchester Street, Suite 400
Murray, Utah 84107

Re: 2100 North Connector in Lehi

Dear Mr. Parsons:

We are a property owner in the area of the proposed 2100 North connector through Lehi. We object to the 2100 North connector route as currently proposed for several reasons including the following:

1. Other options exist to connect I-15 to the western extension of Highway 68.
2. There are too many existing homes in the area that will be negatively affected by the high traffic connector.
3. Too many homes will have to be relocated in connection with the construction of the 2100 North connector.
4. Most importantly, the proposed 2100 North connector route will negatively affect the existing nature of the community as a quiet residential neighborhood.

We strongly urge you to pursue other more viable alternatives that do not have the many negative effects associated with the 2100 North connector.

Very truly yours,

Sadie Properties, LLC
by Marc B. Robinson

MBR/cc

35.2.7A

35.2.7C

35.2.9A

Comment 2108

Comment 2109

Response
Section in
Chapter 35
↳

Response
Section in
Chapter 35
↳

35.2.7A

35.2.6A

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From: Preston Stinger <pstinger@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 11, 2008 9:18 AM
 Subject: 2100 North Freeway connector

UDOT and whom it may concern,

I am a resident living in Lehi at 1910 West 2250 North. I am strongly opposed to the 2100 North connector proposal through Lehi because it negatively impacts my neighborhood and community. It may cause safety concerns for children who will be attending the proposed elementary school on 2100 South. The connector will also destroy wildlife habitat and damage the fragile ecosystem along the Jordan River. The added noise and pollution would be undesirable for my family's health and comfort. I believe there are many other viable alternatives that serve the same purpose and are less intrusive upon local neighborhoods and families.

Thank you for considering my comments,
 Preston Stinger

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Print View Page 1 of 1

From: "Stan Roberts" <sroberts@mylendingagent.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 11, 2008 10:40 AM
 Subject: Mountain View Corridor

At your request my wife and I are commenting on our preferred freeway routes. We live in Saratoga Springs, retired, and frequently travel north and south. Our preferred routes are the Southern Freeway Alternative and the Porter Rockwell Freeway. The reasons for this are that traffic from Saratoga Springs, Eagle Mountain, and Cedar Valley will have quick access to freeways going north and south. Perhaps an artery could also be connected along U-73 east to I-15 too. As you know these areas are quickly developing into residential and business locations. Someday when the west lake area grows more perhaps a connector could be built across the lake.

Thank you for your service.

Stan and Lillie Roberts

801-766-8829 (H)

801-380-7482 (C)

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Comment 2110

Comment 2110 (continued)

Response Section in Chapter 35
↳

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Page 1 of 3

From: "Aaron Libby" <aaronl@ivoryhomes.com>
To: <mountainview@utah.gov>
Date: Friday - January 11, 2008 11:00 AM
Subject: Regarding your unacceptable plans for the mountain view corridor.

I am a resident in a neighborhood in West Jordan. I live at 8441 S. Shallow Creek Rd. (5690 West) and I am very upset at your lack of care in planning the mountain view corridor. It is not that I believe that the road is unnecessary, on the contrary, I believe it will greatly benefit west Jordan and the whole salt lake valley if it is built properly, and care is taken to reduce pollution and environmental impact on the surrounding areas including the 12 schools that are in a 5 block radius where the plans show that the road is to be raised. I believe you are clearly in violation of laws that are meant to protect against this kind of thing. NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles...". I have 5 children, and I believe that the construction and use of this road the way it is planned currently will severely adversely affect my sons and daughter's lung capacity and future health potentially for the rest of their lives. It is absolutely unacceptable to build this road way above ground if it is to remain along 5800 west. Ideally, it would be moved to 7200 west or some other location, however, if it is not, care must be taken to prevent the drastic environmental impacts on the citizens of the surrounding community as well as the thousands of school children that attend the schools in the specified area. You have a responsibility to do what is right and ethical in planning and implementing this and other future projects. Clearly, that is not what has happened here. Our community demands resolution to this issue in a way that complies with the law and meets the obligation that you have to protect the local environment and reduce the impact on the citizens of this area. Either move the road to another location (7200 west) or alter the current plan to ensure that the necessary pumps have been installed and utilities have been moved or rerouted so that the road can be built below grade like the rest of the road is planned to be. Those are the only acceptable solutions to this problem. I anxiously await your response, and I expect my concerns to be addressed and dealt with in a manner that is fair and reasonable according to the law.

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35.2.4B

35.12.4A
35.1.1H

35.2.4E

Response Section in Chapter 35
↳

Print View

Page 2 of 3

Sincerely

Aaron Libby
8441 S. Shallow Creek Rd.
West Jordan, Utah.
84088.
801-280-1375

P.S. This is additional information that may be useful in explaining my concern.

-Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).

-12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.

-Thousands of children reside or attend school along this 5600 - 5800 West corridor.

-7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).

-Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings". -NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

-Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
-Lancet Medical Journal published as study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the

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Comment 2110 (continued)

Response Section in Chapter 35

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rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

-The Official Journal of the American Academy of Pediatrics published and online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)
-Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along an 8400 West alignment" (considerably further west than the proposed roadway).
-Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.)

These are all valid concerns and must be addressed according to law.

Thank you for your attention to these concerns.

Aaron.

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Comment 2111

Response Section in Chapter 35

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From: "Cory Calaway" <cory.calaway@icentris.com>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 7:55 AM
Subject: Concerns for Mountain View Corridor along 5800 West

All,

35.2.1A Please reconsider putting the Mountain View Corridor along 5800 West in West Jordan. I live on 8000 South and 5540 West.

This area has grown up rapidly with many schools and a lot of traffic congestion and confusion.

It is worth taking a serious look at moving the corridor to U-111.

35.12.4A 1. As I said WJ has grown rapidly and we have a lot of schools and children in this area. Putting a Freeway so close to residences poses more traffic issues and a health risk to our children.

From pollution and a quality of life stand point. Some studies show long-term effects of growing up in high traffic areas

Lancet Medical Journal published as study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life".

35.1.1A 2. Moving the Freeway west would keep a lot of the traffic in the higher growth areas more West. Keeping less people off the East arteries

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Comment 2111 (continued)

Comment 2112

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35.2.1A

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which are the biggest problem in West Jordan.
3. It would benefit the expansion projects to the west and fit in better with the overall long-term plans for the commercial and residential in that area.

Thanks for reviewing the expansion of our city and taking a second look

<<http://www.icentris.com/>>
Cory Calaway
Product Manager
801-433-5113

<https://email.udot.utah.gov/gw/webacc?User.context=km6podRjdiw0gg4Li8&Item.drn=658z3z0...> 1/14/2008

Response
Section in
Chapter 35
↳

35.2.7C

Print View Page 1 of 1

From: "Brad Ferrell" <angiebradferrell@msn.com>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 6:30 AM

I am in favor of the 2100 North Freeway for the Mountain View Corridor project. It seems like it would be the least disruptive of the alternatives while providing the necessary access to I-15.

Angie Ferrell

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Comment 2113

Comment 2114

Response
Section in
Chapter 35
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From: "Brent Fillmore" <brent.fillmore@gmail.com>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 9:54 AM
Subject: 5800 West

I am a resident of this area: 8303 South 5260 West and do heartily disagree with the plans to increase traffic/build roads along 5800 West and 5600 West.

Use/expansion of the existing Bacchus highway would be much preferred, create less congestion.

-Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).

-12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.

-Thousands of children reside or attend school along this 5600 - 5800 West corridor.

-7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).

The area between 5800 west and 5600 west are largely residential areas. Increases in traffic, congestion, and danger to school children are three factors that suggest use of a different corridor!!!!

--
Brent Fillmore

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35.2.4H

Response
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Chapter 35
↳

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From: mike jens <savannbrit917@yahoo.com>
To: <mountainview@utah.gov>
Date: Friday - January 11, 2008 7:33 PM
Subject: Mountain View Corridor

We have needed a freeway and only a freeway (NOT A TOLLWAY) on the West side of the Valley for 20+ years. However, it seems we wait until homes are built, families established and businesses built and then we tare them down to build a highway. The further west the freeway can go the better. The Bacchus Highway would make the most sense and thus is probably not even being considered. It would have the less disruption of people's lives and land is plentiful. If we only have two choices then 7200 West is so much better. One because less families would be affected and second the further west makes sense since that is where the population will grow the most.

Thanks
Glenn Jensen
West Valley City

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35.2.10A

35.2.1A

Comment 2115

Comment 2116

Response
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Chapter 35

Response
Section in
Chapter 35

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From: "Laurie Bailey" <lbailey@big-d.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 11:05 AM
 Subject: "NO" on 2100 North freeway

35.2.7D

I agree there needs to be connection but 2100 North is not the best choice due to neighborhood impact. Going South along the lake seems less populated and more "blank" land.
 Thank you,
 Laurie Bailey
 1920 N Airport Dr
 Lehi, UT 84043

Laurie Bailey, Project Assistant
 Big-D Construction
 1788 West 200 North
 Lindon, UT 84042
 Ph: (801) 769-7300
 fax: (801) 769-7353
 email: lbailey@big-d.com
 www.big-d.com

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From: Diane Bradshaw <diane@directcom.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 11:07 AM
 Subject: AGAINST 2100 interchange in Lehi

35.2.7A

I am against the 2100 interchange in Lehi. This will not only cut Lehi in half, but it will impact the wetlands area by Utah lake and decrease the property values of those along the interchange. Please consider other options, such as those proposed by Lehi City and Eagle Mountain City.

--
 Diane *Bradshaw*
 Office Administrator
 .
 phone 801.789.2800
 fax 801.789.4118
 email diane@directcom.com <mailto:diane@directcom.com>
 .
 1680 East Heritage Drive
 Eagle Mountain, UT 84005
 Direct Communications <http://www.directcom.com/eaglemtn>
 .
 telephone

DSL
 mobile

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Comment 2117

Comment 2118

Response Section in Chapter 35
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From: "Dennison, John" <John.Dennison@ATK.COM>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 12:42 PM
 Subject: Mountain view corridor

35.2.1A

Attached to this e-mail are concerns from my neighbors and friends who live in close proximity to the proposed Mountain View Corridor route. Please consider our concerns as well as investigating an early route change along 7200 West and U-111. The state already has the right of way along U-111 and Alliant Techsystems (ATK) is willing to sell property to the state. The 7200 W/U-111 route appears to be a better option for the Corridor and will provide adequate space for the massive highway.

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-Comments to UDOT at mountainview@utah

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Mountain View Corridor

-Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).

-12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.

-Thousands of children reside or attend school along this 5600 - 5800 West corridor.

-7200 West alternatives have 9 schools in close proximity (including the 5600 West roadway).

35.1.1H

-Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. States that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".

35.12.1A

-NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

-Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

-Lancet Medical Journal published as study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine.

"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

-The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

35.2.1A

Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated area. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U-111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County.

-Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.)

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Comment 2119

Howard Johnson - Mountain View Corridor

From: Michael Ekstrom
 To: ****
 Date: 9/8/2007 1:07 PM
 Subject: Mountain View Corridor

Dear Mayor and Lehi City Council Members:

I appreciate very much the educational pamphlet that was sent to our home regarding the Mountain View Corridor situation. My purpose in writing is first and foremost to make sure you know I look forward to even more communication like this on local issues and say thank you. In addition, I would also like to give my perspective on the Mountain View Corridor freeway access.

As a citizen that lives fairly close (2419 North 910 West) to the proposed 2100 North Freeway access, I have a vested interest in the decision that is made and unlike many that are speaking now, I have personal experience surrounding a project like this--not as a civil engineer or other professional, but as someone who personally lived 2 blocks from the proposed I-215 corridor in the 60's, 70', and 80's. I lived through the political haggling and fighting that occurred surrounding I-215. My neighborhood (just south of Fashion Place mall) was cut in half by I-215. I watched as houses were leveled and then the grade was lowered and trucks ran 24x7 for months to lower the grade to its current level. I am surprised how many people I talk to now think that I-215 was built in a natural gully or ravine because they don't know the history.

With the above personal experience, you may expect me to be very antagonistic to the construction proposal UDOT has presented; however, I am not. I know from personal experience with the I-215 construction that **below grade freeways** and roads are far more neighborhood friendly than **at grade proposals**. Prior to and during the construction we heard nothing but doom and gloom predictions surrounding I-215. People fought with costly litigation; however, *once the freeway was completed we found that complaints were few* about the I-215 freeway. In fact, we found that our neighborhood was bothered more from State Street and 6400 South traffic than from the freeway. We also found that having such excellent freeway access was fantastic for us personally AND our property values. When I return to this neighborhood even now, homes are rarely for sale and when they are for sale **values are high and ahead of the broader market**. Everyone loves the easy access to EVERYTHING from this area.

Now may I contrast this with **Bangerter Highway**? I have friends and colleagues that were and still are in proximity to Bangerter Highway. Their experience is just the opposite. They were all excited to have the road and the access come in, but now they have to live with it they are **very unhappy**. Traffic noise is far MORE than they expected and these friends now complain of the terrible perception it gives to their neighborhood. They complain to me that they are having difficulty selling houses.

From my perspective the 2100 north alternative that Lehi is proposing will be nothing but a Bangerter highway of shorter length and a slightly different flavor. There is no way any honest expert can suggest that these alternate roads (especially the 2100 North arterial) won't be heavily utilized. The 120' wide 2100 North arterial proposal from Lehi (ultimately 3 lanes each way) is no simple road. The noise and disturbance from this road will be significant and I can promise that any traffic estimates Lehi is using for the 2100 North arterial proposal will be exceeded quickly and those of us living by 2100 North will end up with freeway volume traffic trying to be handled by a far less capable highway--a far worse

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Response Section in Chapter 35
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 35.2.7C

Comment 2119 (continued)

situation that UDOT's proposal. In order for me to consider Lehi's arterial proposal seriously it must be a below grade construction as UDOT's proposal and easily expandible. Yes, that increases the expense significantly, but if Lehi is serious about protecting neighborhoods and property values, it must be considered.

No one can predict the future, but my experience suggests that the major freeway access UDOT proposes is much more likely to have the resources and finances to provide proper solutions (below grade construction, additional sound barriers, etc.) than a smaller, at-grade, highway-type project. UDOT's proposal also have a much more extended life and viability by its very nature. While a 4800 North Freeway connector would not really impact my neighborhood, I expect it will be necessary eventually as well. I think Lehi's proposal dilutes resources from the areas where the core problems exist now and will ultimately result in a situation where no one is happy because everything will be done on diluted budget and leave frustration on all sides.

Far too often politicians pander to one-sided perceptions rather than broad, long-term impact. Too few people take the time to objectively look at things without emotion and a self-centered focus. I have watched many times as projects like these evolve and I fear that right now Lehi is no longer thinking objectively. My worst fear is that this will turn into a legal battle that will do this project what happened to I-215 and many other roads in the past 30 years. People fight the project and it gets stuck in the courts for years. In the case of I-215 the delay ended up making the project cost **3 times as much**. When it was completed, there was no measurable difference from the original UDOT proposal in the road itself (just look at the current Legacy Highway situation for another example).

Thank you very much for your time and objective consideration of my perspective. My goal is not to criticize but to encourage people to step back and recognize that if our situation requires surgery anything less is futile and only worsens the problem. My belief is that Lehi's proposal is only going to produce a situation where massive surgery at a much more painful time will be necessary. Why not have the surgery and be able to go forward with health and vigor.

Respectfully,

Michael K. Ekstrom
 Lehi Resident for 15 years
 2419 North 910 West
 Lehi, Utah 84043
 H: 801 768-9915
 M: 801 918-5776

6987-3839
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Response Section in Chapter 35
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Comment 2120

Comment 2120 (continued)

Response Section in Chapter 35
↳

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From: "Jensen, Alex D (GE Money)" <Alex.Jensen@ge.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 1:16 PM
 Subject: RE: Move Mountain View Corridor to U111

To whom it may concern,

As a concerned citizen of West Jordan, I wanted to express my extreme concerns with the proposed Mountain View Corridor along 5800 West. Members of my family and I have severe asthma which will be significantly impacted by the development of this corridor. I feel a north / south Corridor does not alleviate the needs in the western suburbs of Salt Lake County. The need is for east / west allowing commuters to access I-15 or I-215; a north / south does not improve the vast majority of commuters needs.

35.1.1A

35.1.1H

35.12.1A

35.12.4A

- * 12 schools within close proximity (5 city blocks) of 5600 - 5800 West corridor.
- * Thousands of children reside or attend school along this west corridor.
- * 7200 West alternative has 9 schools in close proximity.
- * Possible violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."
- * NEPA section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.
- * Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
- * Lancet Medical Journal published online study on January 26, 2007, proving children living near busy highways have significant impairments in the development of their lungs that can lead to repertory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road,

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you get doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

* The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads.

* Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

35.2.1A

35.1.1A

* Bangeter Highway is only 2.8 miles from 5800 West. This area would be greatly overburdened with high capacity roadways. The greatest transportation need within Salt Lake County are not north-south, but east-west arteries.

Regards,
Alex Jensen

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Comment 2121

Comment 2121 (continued)

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From: "Alex Jensen" <gjfnut35@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 5:32 PM
 Subject: Mountain View Corridor

To whom it may concern,

As a concerned citizen of West Jordan, I wanted to express my concerns with the proposed Mountain View Corridor along 5800 West.

35.6.1A

*12 schools within close proximity (5 city blocks) of 5600 - 5800 West corridor.

35.1.1H

*Thousands of children reside or attend school along this west corridor.
 *7200 West alternative has 9 schools in close proximity.
 *Possible violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

35.12.1A

*NEPA section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

35.12.4A

* Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
 * Lancet Medical Journal published online study on January 26, 2007, proving

children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung

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function in later life," the authors write.

*The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads.

35.2.1A

*Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers

35.1.1A

Kennecott plans to build which is "roughly along 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

* Bangeter Highway is only 2.8 miles from 5800 West. This area would be greatly overburdened with high capacity roadways. The greatest transportation need within Salt Lake County are not north-south, but east-west arteries.

AD

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Comment 2122

Comment 2123

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Chapter 35

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Chapter 35

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: "Alex & Cheryl Jensen" <alex-
cheryl@msn.com> Thursday - January 24, 2008 5:25 PM
 To: <mountainview@utah.gov>
 Subject: Mountain View Corridor to U111
 Attachments: Mime.822 (7221 bytes) [View] [Save As]

To whom it may concern,

I concur, this corridor should be moved.

Cheryl Jensen

From: "Jensen, Alex D (GE Money)" <Alex.Jensen@ge.com>
 To: <mountainview@utah.gov>
 Subject: Move Mountain View Corridor to U111
 Date: Thu, 24 Jan 2008 15:15:20 -0500

To whom it may concern,

As a concerned citizen of West Jordan, I wanted to express my extreme concerns with the proposed Mountain View Corridor along 5800 West. Members of my family and I have severe asthma which will be significantly impacted by the development of this corridor. I feel a north / south Corridor does not alleviate the needs in the western suburbs of Salt Lake County. The need is for east / west allowing commuters to access I-15 or I-215; a north / south does not improve the vast majority of commuters' needs.

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35.12.1A
35.1.1A

35.2.1B

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From: Erin Madsen <markanderin2003@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 3:45 PM
 Subject: Mountain View

Please bring Mountain View Corridor to Utah County - on the West side of Utah Lake. Public Private partnerships are a great tool to help us build the roads we need and they are a voluntary tax.

Thanks Erin Madsen

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.

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Comment 2124

Comment 2125

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From: "S Baxter" <ssbaxter@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 12:23 PM
Subject: 2100 North Connector

To whom it may concern,

I am opposed to the 2100 North connector through Lehi because it will negatively impact my life, and that of my family. I live north of 2100 so I use this route to avoid the freeway into downtown Lehi, and American Fork where I shop. This road is also the route I take to drop off, and pick up my 1st grader at Fox Hollow Elementary school. This road is currently a quiet 25 mph road, so I prefer it stay that way as opposed to being faced with speeding cars on every route to my child's elementary school every day. I would much prefer the other proposed connector at 4800 where it wouldn't have the same negative impacts.

I doubt my comments will sway UDOT's "preferred roadway" but I could not remain silent on my opposition to this huge freeway cutting my community in half.

Lehi resident,
Shelley Baxter

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35.2.9A

Response
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From: Tina Ashcraft <ashcraft@xmission.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 11:38 AM
Subject: Lehi

Dear UDOT Representative:

I think keeping the traffic to a minimum in Lehi is ideal. So I oppose the freeway going through Lehi. I request you using an alternate route. Although I think a highway running through the current proposed freeway is appropriate. Having an exit off the Point of the Mountain area, as the alternate route proposed, going in the direction of Eagle Mountain in my mind is ideal. I like the way Lehi is now. I think a freeway running through would spoil its beauty.

Thanks
Tina Ashcraft
644 West 2350 North
Lehi, UT 84043
801-768-8347

35.2.9A

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Comment 2126

Comment 2126 (continued)

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From: "Forrest" <forbit@comcast.net>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 9:05 PM
Subject: Mtn view corridor and 5600 West roadway comment

To Whom It May Concern:

I am concerned about the location of the Mountain View Corridor being only .02 of a mile from 5600 west which will be a "high-capacity" roadway. There is every reason to think that as the population grows out here that the traffic from 5600 west and the traffic from the Mountain View Corridor will back into each other. The result will be congestion and pollution that will violate NEPA section 309 clean air act.

The placing of the Mountain View Corridor next to the high capacity 5600 west is myopic and ignoring the future growth to the west towards U-111. Kennecott plans to build 30,000 home sites along 8400 west alignment points to U111 being the better location for the Mountain View Corridor. Less congestion and less pollution from traffic would be the result. We are planning ten to fifteen years in the future here and the growth is all to the west near the present U111 highway. Let's use it!!

Short of the logical decision to move the Corridor to the west, the plan to not suppress the roadway is not a good idea and the necessary adjustments to utilities and the use of pumps if necessary need to be made to the current plans. Again the amount of traffic in this area will create congestion and the pollution problem and every step to reduce this impact is necessary to take so that ten years from now we won't be in violation of NEPA section 309.

Please don't take short cuts now and suffer the consequences later.

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35.12.1A

35.2.1A

Response
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Chapter 35
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I wish for these comments to be made part of the record.

Thanks,

Forrest R. Bitter "Frosty"

8321 Birch Water Lane

West Jordan, Utah 84088

Hm 801-280-8231

forbit@comcast.net

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.dm=781z15z0...> 1/24/2008

Comment 2127

Comment 2128

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Response Section in Chapter 35

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From: "Ben Mathews" <bmathews@mathews2000.com>
 To: <mountainview@utah.gov>
 CC: <jdixon@lehcity.com>, <mij@lehcity.com>, <jrevill@lehcity.com>
 Date: Wednesday - January 23, 2008 7:57 PM
 Subject: support of UDOT plan

35.2.7C I would like to register my support for the UDOT plan to create a connector freeway at 2100 N, Lehi. This option will most efficiently move traffic around the northern Utah County and southern Salt Lake County region.

I would also like to express irritation with the Lehi city council and their arrogance in telling me how I should think. The city council's job is to do my bidding, not to tell me how to think. Their arrogance disgusts me.

Ben Mathews

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From: Justin Briggs <justinbriggs_tm1@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 25, 2008 12:27 AM
 Subject: Mountain View Corridor

35.1.1H
35.12.1A I am writing to express my concerns about the Mountain View Corridor and its proximity to 5600 West. I believe having 2 high capacity roads so close together, and thus sandwiching our neighborhood, is a violation of NEPA Title 1 Section 101 (42 USC ss-4331) and NEPA Section 309 Clean Air Act.

35.12.4A I am also concerned because this a highly populated residential area. There are many children, including my own, who will suffer the consequences of having this highway so close to our homes. Lancet Medical Journal and The Official Journal of American Academy of Pediatrics have both printed studies about the lifelong effects of air pollution on children that grow up in polluted areas. With 5600 West already designated to be a high traffic street, my child will be living in " a highly polluted" area if the Mountain View Corridor is placed at 5800 West. There are 12 schools within close proximity (within 5 city blocks) of this proposed area. This an unacceptable plan for this road.

35.2.1A I believe that it should be moved to U-111, rather than the 5800 or 7200 West routes. 5800 West is only 2.8 miles from Bangerter Highway. It seems that it would be a more efficient use of tax payer money to put it further west. The original purpose of this road was to support the development of Kennecott land, which is well west of where the now proposed route is.

Thank you for your time,
 Justin Briggs

Be a better friend, newshound, and

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Comment 2129

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From: "Tabitha Ricks" <tabitha.ricks@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:29 PM
 Subject: Request to move Mountain View Corridor to U111

Dear UDOT,

35.2.1A I am a concerned resident of the Bloomfield Farms development in West Jordan. My concern is regarding the preferred route of 5800 or 7200 West for the Mountain View Corridor ("Corridor"). I would greatly appreciate that you consider my following comments as to my request to move the Corridor to U111 in order to most effectively serve future and present communities.

35.12.1A One concern is regarding the adverse effects of air pollution. If built at 5800 West, not only would our development and others reap the effects of increased pollution from the eight lane elevated Corridor, it would also have increased air pollution from the 5600 West "high capacity" transit roadway with 6 lanes (4 traffic and 2 transit traffic lanes)-- *JUST TWO BLOCKS AWAY*!!! That would mean our children are sandwiched in between these two heavy traffic areas that are bound to create substantial and statistically meaningful increased air pollution.

35.12.4A The following are some findings about air pollution, which just scratch the surface:

- NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles...", and if the impact poses a greater risk for children than adults.
- Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
- Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. " If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine.

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Comment 2129 (continued)

Comment 2129 (continued)

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"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life." "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

- The Official Journal of the American Academy of Pediatrics published an online article dated 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. These health risks include respiratory tract complications and childhood cancer. (I know there are several additional studies with similar findings.)

Given the previous results of research on air pollution, I believe that anyone with any common sense and concern for the well being and health of people (especially children--of which there are many in close proximity) would NOT desire to have the Corridor on 5800 West, so close to the 5600 West "high capacity" transit roadway. I do my best to make sure my children are not limited in *any* way. I DO NOT want to take the chance that this pollution may affect my children, and I'm writing this email because I feel it's the only possibility of altering the Corridor plans along 5800 West.

Another concern is that there are so many schools within close proximity of the Corridor on both 5800 West and 7200 West. There are 12 schools within close proximity (within 5 city blocks) of the 5600-5800 West corridor. Thousands of children reside or attend school along this 5600-5800 West roadway! The 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway). Since the Corridor would make them more easily accessible, this places those thousands of children in greater risk for being targeted in crime.

A third concern is one of traffic. First, Bangerter Highway is only 2.8miles from 5800 West. Thus, this area would be greatly overburdened with high capacity roadways. The greatest transportation needed within Salt Lake County is east-west arteries, not north-south arteries. Also, with the preferred alternative of 5800 or 7200 West for the Corridor, all traffic would be routed to 5600 or 5800 West, whether the transit or the highway was being utilized, resulting in a tremendous amount of traffic and pollutants in a very concentrated, highly residential area. This would be counterproductive because it would create congestion rather than alleviate it. If moved to U111, instead of 5800 or 7200 West, the Corridor would help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic/transit. Furthermore, the Mountain View Corridor is to be constructed to accommodate the 30, 000 home sites and retail centers Kennecott plans to build which is " roughly along a 8400 West alignment," considerably further west than the proposed roadway. The U111

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35.1.1H

35.2.1A

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route would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County. It is not reasonable or rational to expect residents closer to 5800 West (7200 West does not alleviate the compounded effect) to shoulder so much of the traffic when another alternative exists. U111 is actually *east* of the possible 500,000 new residents to the proposed Kennecott development that the Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads/corridors are to be built, they should be as efficient as possible, and not create additional congestion by being built too closely together.

Additionally, if the Corridor was along 5800 West, many residents would have to request pumps and the realignment of utilities to accommodate the highway depression, in order for this route to be considered in the final plans.

I feel that because of the validity of the above concerns, there is a possible violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. which states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." Residents living along the proposed 5800 West Mountain West Corridor will experience the combined impact of 5800 West and 5600 West in both pollution and traffic. This placement is NOT safe for our children either.

Thank you for considering my comments and my request to move the Mountain View Corridor to the U111 route. Your time and consideration are greatly appreciated.

Sincerely,
Tabitha Ricks and Family

35.1.1H

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Comment 2130

Comment 2130 (continued)

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From: "Ben Ricks" <bkricks@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:28 PM
 Subject: Request to move Mountain View Corridor to U111

Dear UDOT,

I am a concerned resident of the Bloomfield Farms development in West Jordan. My concern is regarding the preferred route of 5800 or 7200 West for the Mountain View Corridor ("Corridor"). I would greatly appreciate that you consider my following comments as to my request to move the Corridor to U111 in order to most effectively serve future and present communities.

One concern is regarding the adverse effects of air pollution. If built at 5800 West, not only would our development and others reap the effects of increased pollution from the eight lane elevated Corridor, it would also have increased air pollution from the 5600 West "high capacity" transit roadway with 6 lanes (4 traffic and 2 transit traffic lanes)-- *JUST TWO BLOCKS AWAY*!!! That would mean our children are sandwiched in between these two heavy traffic areas that are bound to create substantial and statistically meaningful increased air pollution.

The following are some findings about air pollution, which just scratch the surface:

- NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles...", and if the impact poses a greater risk for children than adults.
- Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
- Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. " If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine.

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35.2.1A

35.8A

35.12.1A

35.12.4A

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"Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life." "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

- The Official Journal of the American Academy of Pediatrics published an online article dated 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. These health risks include respiratory tract complications and childhood cancer. (I know there are several additional studies with similar findings.)

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Another concern is that there are so many schools within close proximity of the Corridor on both 5800 West and 7200 West. There are 12 schools within close proximity (within 5 city blocks) of the 5600-5800 West corridor. Thousands of children reside or attend school along this 5600-5800 West roadway! The 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway). Since the Corridor would make them more easily accessible, this places those thousands of children in greater risk for being targeted in crime.

A third concern is one of traffic. First, Bangerter Highway is only 2.8 miles from 5800 West. Thus, this area would be greatly overburdened with high capacity roadways. The greatest transportation needed within Salt Lake County is east-west arteries, not north-south arteries. Also, with the preferred alternative of 5800 or 7200 West for the Corridor, all traffic would be routed to 5600 or 5800 West, whether the transit or the highway was being utilized, resulting in a tremendous amount of traffic and pollutants in a very concentrated, highly residential area. This would be counterproductive because it would create congestion rather than alleviate it. If moved to U111, instead of 5800 or 7200 West, the Corridor would help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic/transit. Furthermore, the Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is " roughly along a 8400 West alignment," considerably further west than the proposed roadway. The U111

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35.1.1A

35.2.1A

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route would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County. It is not reasonable or rational to expect residents closer to 5800 West (7200 West does not alleviate the compounded effect) to shoulder so much of the traffic when another alternative exists. U111 is actually *east* of the possible 500,000 new residents to the proposed Kennecott development that the Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads/corridors are to be built, they should be as efficient as possible, and not create additional congestion by being built too closely together.

35.2.4E

Additionally, if the Corridor was along 5800 West, many residents would have to request pumps and the realignment of utilities to accommodate the highway depression, in order for this route to be considered in the final plans.

35.1.1H

I feel that because of the validity of the above concerns, there is a possible violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. which states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." Residents living along the proposed 5800 West Mountain West Corridor will experience the combined impact of 5800 West and 5600 West in both pollution and traffic. This placement is NOT safe for our children either.

Thank you for considering my comments and my request to move the Mountain View Corridor to the U111 route. Your time and consideration are greatly appreciated.

Sincerely,
Ben Ricks and Family

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From: shannon fairbanks <shannonfairbanks@comcast.net>
To: <srwebmail@utah.gov>, <mountainview@utah.gov>
Date: Thursday - January 24, 2008 11:57 PM
Subject: NO FREEWAY CONNECTOR IN LEHI

35.2.7A

I totally disagree with UDOT's plan. It will make MY property value decrease and it will harm the health of my children. Our air quality will be like that in downtown SLC and I dont think that is what we in Lehi want. I think it is just a waist of taxpayers money, there are cheaper and better ways of doing things which would better serve the publics needs and would be better for our environment.
Shannon Fairbanks--a concerned Lehi citizen

<https://email.udot.utah.gov/gw/webacc?User.context=nq9nr5Vb1jt2nfcKi3&Item.dr=879z2z0&...> 1/25/2008

Comment 2132

Comment 2133

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Response Section in Chapter 35

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From: Megan Connors <megmel719@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 25, 2008 12:29 AM
 Subject: Mountain View Corridor

From: justin fairbanks <justindfairbanks@gmail.com>
 To: <srwebmail@utah.gov>, <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:59 PM
 Subject: No freeway in lehi

35.1.1H
 35.12.1A

I am writing to express my concerns about the Mountain View Corridor and its proximity to 5600 West. I believe having 2 high capacity roads so close together, and thus sandwiching our neighborhood, is a violation of NEPA Title 1 Section 101 (42 USC ss-4331) and NEPA Section 309 Clean Air Act.

35.2.7D

Do not put connector in lehi it is a bad idea and will end up hurting lehi financially and environmentally. It will just waste money!!!

35.12.4A

I am also concerned because this a highly populated residential area. There are many children, including my own, who will suffer the consequences of having this highway so close to our homes. Lancet Medical Journal and The Official Journal of American Academy of Pediatrics have both printed studies about the lifelong effects of air pollution on children that grow up in polluted areas. With 5600 West already designated to be a high traffic street, my child will be living in "a highly polluted" area if the Mountain View Corridor is placed at 5800 West. There are 12 schools within close proximity (within 5 city blocks) of this proposed area. This an unacceptable plan for this road.

Justin Fairbanks

35.2.1A

I believe that it should be moved to U-111, rather than the 5800 or 7200 West routes. 5800 West is only 2.8 miles from Bangarter Highway. It seems that it would be a more efficient use of tax payer money to put it further west. The original purpose of this road was to support the development of Kennecott land, which is well west of where the now proposed route is.

Thank you for your time,
 Megan Briggs

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Comment 2134

Comment 2135

Response
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Chapter 35
↳

Response
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From: Sylvia M King <sylviaking1@juno.com>
 To: <mountainview@utah.gov>
 CC: <jeremy.king@mhtn.com>
 Date: Thursday - January 24, 2008 11:57 PM
 Subject: Comments

I find it disturbing that the Mountain View Corridor freeway is considered to be a 'transportation solution' This is not a solution by any stretch of the imagination. More asphalt only encourages more vehicle use for long distance commuting. When will American planners ever understand this? The EIA displays a woeful lack of consideration for pedestrian and bicycle transport options -I could barely find any reference to this important need. However, if construction is to occur, the 5800 West version is preferable to 7200 West routes.

Jeremy King Assoc. AIA
 Salt Lake City
 jeremy.king@mhtn.com

<https://email.udot.utah.gov/gw/webacc?User.context=fkeum3Vc6skccscBq9&Item.drm=880z3z0&...> 1/25/2008

35.11A
35.2.4A

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From: Rylee Bott <rbott50@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:11 PM
 Subject: build 2100 north connector further north!

ANN
 To Whom it May Concern,

I do not want the 2100 North connector built for the following reasons:

1. There are better options further north.
2. Property values will decrease.
3. 29 homes will be relocated.
4. 60 approved dwellings will be lost.
5. Health risks will threaten our families.
6. 15 acres of wetlands will be impacted.
7. Speed of traffic through Lehi will be 75 mph.
8. 100 plus acres of commercial land will be lost.
9. Noise walls will ruin views.
10. Socioeconomic impacts will be severe
11. Cumulative impacts will be extreme.
12. Interchange congestion will be stifling.
13. Air quality will be impacted.
14. Noise will dramatically increase

Please don't build it at 2100 North, put it further north where fewer lives will be impacted and it ma more sense.

I appreciate your consideration in this manner.

thanks
 Krista Bott
 1605 East 450 North
 Lehi, UT 84043

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35.2.7A

Comment 2136

Comment 2137

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From: Rylee Bott <rbott50@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:06 PM
 Subject: no 2100 north connector

ANN
 To Whom it May Concern,

I do not want the 2100 North connector built for the following reasons:

1. There are better options further north.
2. Property values will decrease.
3. 29 homes will be relocated.
4. 60 approved dwellings will be lost.
5. Health risks will threaten our families.
6. 15 acres of wetlands will be impacted.
7. Speed of traffic through Lehi will be 75 mph.
8. 100 plus acres of commercial land will be lost.
9. Noise walls will ruin views.
10. Socioeconomic impacts will be severe
11. Cumulative impacts will be extreme.
12. Interchange congestion will be stifling.
13. Air quality will be impacted.
14. Noise will dramatically increase

Please don't build it at 2100 North, put it further north where fewer lives will be impacted and it ma more sense.

I appreciate your consideration in this manner.

thanks
 Jason Bott
 1605 East 450 North
 Lehi, UT 84043

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35.2.7A

35.12.4A

35.1.1H

35.2.1A

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From: "Jessica Cordova" <jcordova@primeres.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:50 PM
 Subject: Mountain View Corridor concerns

My husband, 3 kids and I recently moved in a West Jordan neighborhood at 5747 West 8300 South. We are now aware of the 5600 West 6 lane road two of which will be transit that will be placed on the east side of the front off our new neighborhood that was just built in 2006. We are also now aware of the 8 lane Mountain View Corridor that will also run behind our neighborhood at 5800 West.

As a family with young children, our biggest concern with these 2 highly traveled roads will be the long term effect on our children's health. According to the Lancet Medical Journal published January 26, 2007 proving that kids living near busy highways will have long term lung issues that can lead to respiratory problems for the rest of their lives.

The official Journal of the American Academy of Pediatrics published an online article on December 4, 2004 that children living near busy roads have devastating health effects including respiratory tract complications and even childhood cancers. These are horrible facts to hear when we have 3 young children!

Between the 6 lane road on 5600 West and the MVC at 5800 West, the communities will be sandwiched between the two new road system and the health risks will be ultimately avoidable. The air pollution will surely increase to dangerous. NEPA Section 32 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways should be taken into consideration.

We would like to suggest moving the MVC to the already established U111 to help eliminate the heath risks that would be brought on by locating the MVC at 5800 West. With UDOT's preferred plans at 5800 west all traffic would be routed to 5800 west or 5600 west, this would result in a high amount of traffic and pollutants in a very concentrated and highly residential area. Using U 111 not only will it help the residents near 5800 west and 5600 west but it will be more beneficial for all the new residents and businesses at Kennecott that will be West of 5800 West. Using U111 will not have such a huge negative effect on the citizens and residents of Utah. However, if U111 is not the chosen path, and 5800 West is, we are requesting the MVC be suppressed in the area around 8300 South. We are requesting this area is pumped and the utilities are realigned. Having an elevated highway behind an entire well established neighborhood is unacceptable! If the Highway is going to be placed at 5800 West regardless of the health factors and the fact that the area will then be a high traffic area with 5600 West, please at least respect our request at pumping the creeks and moving the utilities to make it a little easier for us homeowners to bear.

Thank you for your time.

Anthony and Jessica Cordova

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Comment 2137 (continued)

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From: Andrew Black <ablackit@hotmail.com>
 To: <mountainview@utah.gov>, <ablackit@hotmail.com>
 Date: Thursday - January 24, 2008 10:48 PM
 Subject: Mountain West Corridor construction concerns

January 24, 2008

Dear West Valley City Council,

I am writing to voice my concerns about the current plans to build the Mountain West Corridor along the power corridor which runs along my back fence in the Ivory Homes Bloomfield Farms neighborhood.

There are several factors that concern me.

35.2.1A First and foremost, as I understand the current city plans, 5600 W is going to be expanded to four lanes and connect through to 7000 S. This expansion will alleviate a large volume of North-South traffic in this area, as well as draw new traffic anxious to seek an alternate to Bangerter Highway. Constructing another major highway only two blocks away to the West is unnecessary and would be a waste of the taxpayers' money. U111 (80th West) is already a viable alternate for North-South traffic and will easily accommodate the rapid Westward suburban housing growth.

35.1.1A Instead of adding another major North-South traffic corridor, the city should instead be working to develop mode adequate East-West traffic solutions such as solving the bottleneck at the railroad tracks between 40th West and 48th West.

35.8A My second concern is with the potential for a significant increase in pollution between 5600 West and the new Mountain West Corridor. If the new corridor is constructed just two blocks away from 5600 West, and 5600 West is expanded to four lanes, several smaller neighborhoods will be caught between these two major North-South corridors and will see a major increase in pollution. There may also be an increase in traffic congestion also contributing to the pollution.

35.2.4E Third is my concern that my property falls right along the corridor where the new Mountain West Corridor construction is proposed. Plans have been discussed to construct the freeway in a raised format placing a 20-foot wall along my back fence. Not only is this unacceptable due to the degradation of the visual impact of my view, it will also reduce my property value, for which I will seek compensation from the city along with all other citizens that will impacted in the same manner. If the corridor is instead constructed in a subdued manner (which is absolutely

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Comment 2138 (continued)

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Chapter 35
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35.13A

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feasible), I will still seek compensation for lost property values from the city.

I am concerned about the increase in noise and dust that will come from the construction project and the impending noise increase that will also come from the traffic. I request that studies be performed to determine the potential impact in these areas.

Finally, after speaking with the Mayor from another municipality involved in the Mountain West Corridor deliberations, I was informed that many of the Mayors whose municipalities would be involved in the construction of the Mountain West Corridor had voiced their concerns and suggested that the new corridor be constructed along U111. It appears that West Jordan City had not adequately prepared or planned for the rapid Westward movement of suburban neighborhood construction. As the push continues to the West, and Kennecott sells their land and also plans for the development of a new city and ski area, attracting additional communities to the area, it makes sense to construct the Mountain West Corridor further to the West on U111 to accommodate for the growth.

Please consider and respond to these concerns.

Thank you

Andrew Black
8302 Meadow Estates Dr
West Jordan, UT 84088
(801) 260-7019

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From: Ronald Wood <ronawood13@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:47 PM
Subject: comment

35.31C

35.2.13A

AS I have watched the southern end of the corridor moving progressively north it has made me rea that I will use it very, very, very infrequently. I live in Eagle Mountain and work in Sandy. If the cor in the northern part of Lehi as the most recent proposals indicate. I will not use it except in extreme emergencies because it will put me on the south side of Point of the Mountain which is a very dangr stretch of road in stormy conditions. I will continue to travel north to Bangerter to travel to I-15. Tr impacted much less adversely than the point.

Also, I will have no use for the southern end of it when traveling to points south of Lehi. I will not use the fuel to travel 10 or more miles out of my way to use it. I will continue to travel through Lehi on even in the worst of conditions it will still be faster and use less fuel for my trips to Provo and Orem other points south. With Eagle Mountain growing and Saratoga Springs growing, citizens of these communities will have no use for the Mountain View Corridor given the northern location of the prop plan when going to I-15 to travel south. It will be easier and quickly and less costly to go through L go through Elberta and Santaquin to travel south.

The road is either being built to divert traffic from I-15 through the Salt Lake valley, or for the resid the west side of the Valley, but it will not be built to help those of us on the west side of Utah Lake. proposed plan will simply be another unused road built for the wrong reasons to serve some of the but not most of the people who really have need of better East-West access to I-15.

Thanks.

Ron Wood
Eagle Mountain

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Comment 2140

Comment 2140 (continued)

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Response Section in Chapter 35

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From: "Mike Oreno" <mikeoreno@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:26 PM
 Subject: Concerns about the Mountain View Corridor

When I first heard about the Mountain View Corridor plan I thought it was a good idea. The reason for this was because the West side of Salt Lake Valley really needs a freeway. Recently I started looking into it more and found out about the places that UDOT would like to run the Corridor. I am confused by the 5800 West and 7200 West plans, and even the plan overall.

First, I know that transportation is important for commerce and the West side of the Salt Lake Valley is in need of a freeway to help with traffic congestion and traffic flow. This brings about a few thoughts I have. If Utah would like to solve traffic congestion why is UDOT placing 2 large roadways so close to each other? 5600 West is not very far from either one of the 2 choices for the Mountain View Corridor. 5600 West is going to be redone and widened considerably to accommodate the increased traffic in the area. That seems like a good idea. But placing a freeway so close to the improved 5600 West does not make sense. Placing it out near or adjacent to U111 makes a lot more sense. I heard about some kind of research that was done to see if placing the freeway near U111 was a good idea. The only information I was able to find was that the research team said there would be 15% less cars using the freeway if it was built near U111. 15% less of how many cars compared to what? What are they comparing it to? If it takes 8 to 12 years to build the freeway, then there will be a LOT more people living on the West side of Salt Lake Valley that can utilize the new freeway with it farther West.

The Salt Lake Valley is becoming more crowded and about the only place left to expand is farther West. I also know that Kennecott has big plans for their land on the West side of the Salt Lake Valley. The possibility of up to 500,000 new residents in the West side of the Salt Lake Valley over the next 15 - 25 years. I know this is part of the reason to add a freeway to the West side of Salt Lake Valley, but it makes more sense to place the freeway farther west near U111. There is a lot more space to plan and design the freeway near U111 without having to change or relocate people, facilities, and utilities.

Another issue I have with the freeway is the problem with the health and safety of my children. With two major roadways, 5600 West and the planned Mountain View Corridor, so close to each other my children will have higher exposure to outdoor air pollution. Air pollution has been proven to decrease the lung function in children. In NEPA Section 309 Clean Air Act, for the pollution prevention/environmental impact reduction checklist for highways, it includes a statement that states the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults. It is not healthy for children to breath in a lot of car emissions. NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that it is the responsibility of the Federal Government to "assure for all Americans safe,

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healthful, productive, and aesthetically and culturally pleasing surroundings". I feel that the current plans for the placement of the Mountain View Corridor violates all of these. If the freeway was placed farther West, near U111, the freeway could be made to conform to the above statement.

Please reconsider the options of moving the Mountain View Corridor farther West. It would be advantageous to the people living in the West side of the Salt Lake Valley and also to UDOT. In doing so it will alleviate many of the issue of the current plan and I believe will even save UDOT money.

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35.2.1A

35.12.4A

35.12.1A

35.1.1H

Comment 2141

Comment 2142

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From: "Cook, Tori (Farebox Revenue Processor)" <TCook@rideuta.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:16 PM

To whom it may concern:

I don't want the 2100 connector in Lehi!!! I live in the area and I don't want the added traffic in my front yard, I don't want it lowering my property value, or the added noise.

The Alpine/Highland exit would be a better alternative to the growing traffic problems of Utah County.

Thank you

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35.2.7A

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From: <stargazer999@comcast.net>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:15 PM
Subject: Comments regarding Mountain View Corridor

Dear UDOT Representative,

I am greatly concerned with the plans to build an elevated 8 lane highway (the Mountain View Corridor) in close proximity to my neighborhood. I feel it will be detrimental to our neighborhood for many reasons. We will be sandwiched between two major highways with their attendant traffic jams and pollutants.

My children suffer with asthma and will be severely impacted by the combination of Mountain View Corridor to the west of us and 5600 West to our immediate east. Children are more vulnerable to the adverse effects of air pollution than adults and traffic pollution decreases the lung function of children and adolescents. In fact, according to the Lancet Medical Journal study of 2007, children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study, done by University of Southern California researchers, concluded that people living in a high pollution areas and near a busy road get a doubling of the damage.

In addition, the NEPA Clean Air Act (Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." I cannot think of a more opposite example of that assurance than to have an elevated highway with 20 foot sound walls practically in my backyard!

A better possibility for the Mountain View Corridor would be to move it to U111. The U111 location would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

However, in the event that Mountain View Corridor is constructed along 5800 West, it must be depressed - even if that means installing pumps and realigning utilities to accomodate the many residents who live directly east of the proposed highway. Finally, let's not forget the West Jordan Off leash dog park that residents have been waiting for for many years. This highway, if elevated would be a huge eyesore to an otherwise aesthetically pleasing, beautiful, and much anticipated park.

For reasons cited above, I hope you will consider my opinions and the facts presented and change either the location of the MountainView Corridor, or at the very least change the elevated status of the highway as it nears the 8400 South mark.

Sincerely,

Suzanne Gaeta, concerned citizen
5673 Red Narrows Drive

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35.12.4A

35.1.1H

35.2.1A

35.2.4E

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West Jordan, UT

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From: "Randy Gaeta" <rgaeta2000@comcast.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:35 PM
 Subject: Mountain View Corridor

To UDOT,
 01/25/2008

Please consider these facts.

12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.
 -Thousands of children reside or attend school along this 5600 - 5800 West corridor.
 -7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).
 -Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".
 -NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.
 -Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
 -Lancet Medical Journal published as study on January 26, 2007 proving that children living near busy highways have significant
 -impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important

35.1.1H

35.12.1A

35.12.4A

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deficits in attained lung function in later life," the authors write.
-The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)
-Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along an 8400 West alignment" (considerably further west than the proposed roadway).
-Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.) -If Mountain View Corridor is built on 5800 West along residences it must be depressed.

35.2.1A

35.2.4E

The facts listed above are very good reasons why the Mountain View Corridor should not be completed along 5800 West.
I'm sending this e-mail to add my voice to the concerned residents who live in this area.
Please consider pumps and the realignment of utilities to accommodate the highway depression if it is to remain at 5800 West.

Randy Gaeta
5673 Red Narrows Dr.

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From: Sam Smith <silvrviper77@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:11 PM
Subject: Mountainview Corridor at 2100 North

35.2.7A

We are very concerned of your plans to build a freeway literally in our backyard. It is very disappointing considering that we just moved here with the purpose of getting away from freeways and at the same time being close. We understand there are folks in Eagle Mountain and Saratoga Springs that this will benefit, however, they knew what they were buying when they bought clear out there far far away. Shrinking their commute at our expense is not a worthwhile investment to the residents of northern Lehi. We are very frustrated as it doesn't seem like a necessity to put out all of us local residents by depreciating our home values and causing some of us to relocate, all so those folks who didn't buy smart in the first place can reap the reward of having a faster commute and a higher home value in Eagle Mountain. Bottom line... this is the city of Lehi, not E.M. or Saratoga Springs Commuter Freeway, UT.

We bought our home just a few months prior to this even being on the table to the local residents. This plan would depreciate the value of our home enough that we would be stuck in our home for a VERY long time which doesn't suit the fact that we may be relocating again within the next few years with work. This wouldn't allow to sell, and would cause us extreme duress both financially and for our private living in our quiet neighborhood.

We specifically moved to our home since it was close to the freeway within 2 miles proximity and still had the rural cow pastures and local riverwalks. We fell in love with this location for the very reasons that will no longer exist if this freeway is installed. It will no longer be the home we fell in love with. It will depreciate our values because nobody is going to want to buy a home with a railroad and a freeway in their backyard.

We ask that you stop this proposal and discontinue plans of building this freeway in this location.

There is a huge quality of life that will be ruined for many of us just so that those not-so-smart buyers in Eagle Mountain and on the west side of Red Wood can benefit from our demise.

Please build this freeway somewhere else... and besides, there isn't a 12 lane freeway anywhere in the state of Utah, so why would you even think to start now for a connector freeway that is merely 3.5 miles long. None of this is smart for Lehi.

When we bought our home, we looked at over 100 homes in the northern Utah Valley area and this house was the one we chose for it's location of rurality and peacefulness. It's a young neighborhood. We can say already that if their had been a freeway in our backyard or if we had

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heard of these plans we would have never bought here.

Those of you making this decision are also Utah residents and from one resident to another, please consider all facts regarding who you are really benefiting and who you are hurting. If it does come down to forcing this upon us, we ask that you please pave a way to buy our home for enough to allow us to sell and relocate without out-of-pocket expenses and allow for our cost of living changes and for being put out so much.

We again ask that you discontinue these plans and move on. Please leave our homes and neighborhoods alone.

Thanks!

Sam and Kim Smith
Lehi, UT

Never miss a thing. Make Yahoo your homepage.

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From: "Rebecca Milam" <rebeccatm@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 9:24 PM
Subject: Mountain View Corridor

I would like to express my concerns with the proposed eight lane freeway along 5800 West.

It is my understanding that in the not too distant future, 5600 West will be expanded to a "high-capacity" transit roadway with six lanes - 4 for traffic and 2 transit traffic lanes. That proposal alone will increase traffic flow and congestion to the east and west access roads. To add an 8 lane highway just two blocks from that seems not only unnecessary, but I don't think the added congestion of traffic back-ups for cars getting on and off of those two roadways has been considered. This would result in a tremendous amount of traffic and pollutants in a very concentrated and highly residential area. Bangeter Highway is only 2.8 miles from 5800 West, with 5600 West being expanded and then another freeway only 2 blocks from that, the area would be greatly overburdened. It would also be counterproductive as it will create congestion rather than alleviate it. The greatest transportation needs in the Salt Lake Valley are not south-north, but east-west. It is neither rational nor responsible to expect the residents in this area to shoulder so much of the traffic when other alternatives exist.

35.8A

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35.12.4A

35.1.1H

The added traffic, especially for cars getting on and off these two major roadways on east-west roads that are not built to accommodate that traffic, and would require an enormous expense to make them so, also means added pollution. There are 12 schools within close proximity of the 5600 - 5800 West corridor. With the many studies out that show the relationship to health problems and children living nearby busy highways, it seems very irresponsible to even consider putting another major road so close to 5600 West. The Lancet Medical Journal, the University of California researchers, the American Academy of Pediatrics and many more all concur that "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life" (Dr. Gauderman of USC School of Medicine). These health risks also include respiratory tract complications and childhood cancer, and I have no doubt that these are just the tip of the iceberg. I also believe that having two major roadways so close together would also violate NEPA Title 1 Section 101

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of the Clean Air Act.

Please consider moving the Mountain View Corridor to U111. This would better serve future and present communities especially with Kennecott planning to construct 30,000 new homes and retail sites considerably west of the now proposed Mountain View Corridor. Please also consider that roadway being depressed instead of elevated. This could be done by putting in pumps and some realignment of utilities. A depressed highway would also allow us to keep the view of the beautiful mountains that Utah is famous for.

If beauty is not a consideration, if decreased property value is not a consideration, if increased traffic, congestion and pollution is not a consideration, please, please look into the studies done on the health effects of having high capacity roadways so close to our children. The health of our children should be our ultimate consideration! Please allow us all to breath a little easier!!

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35.8A

35.12.4A

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35.12.1A

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From: <jmaines2@comcast.net>
To: <mountainview@utah.gov>, <lyles@wjordan.com>
Date: Thursday - January 24, 2008 9:41 PM
Subject: Move the Mountain View Corridor

The Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit.

Arguments against the Mountain View Corridor at 5800 West OR 7200 West:

¶ Two blocks away, 5600 West is scheduled to be a high-capacity transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes). Residents living along this corridor will experience the combined impact of 5800 W and 5600 W. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

¶ 12 schools within close proximity (within 5 city blocks) of the 5600 W - 5800 West Corridor. Thousands of children reside or attend school along the 5600 to 5800 West Corridor. 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway). Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation an increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents

¶ NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2, states that the responsibility of the Federal Government is to assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings. NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment with gaseous and particulate emissions from vehicles... and if the impact poses a greater risk for children than adults

¶ The American Lung Association has given the State of Utah an F for air quality. The Mountain View Corridor will only add to this problem for residents if UDOT's preferred alternative route(s) are used.

¶ The Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind.

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ØIf you live in a high pollution area, and live near a busy road, you get a doubling of the damage, said Dr. Gauderman of USC School of Medicine. ØSomeone suffering a pollution-related deficit in lung function as a child/E probably have less than healthy lungs all of his or her life.

ØLocal exposure to traffic on a freeway has adverse effect on children/Es lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life,Ø the authors write.

¶ The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.)

With UDOT/Es preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. The Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is Øroughly along a 8400 West alignmentØ, considerably further west than the proposed roadway with no consideration for the impact to current residents. In addition, Bangarter Highway is only 2.8 miles from 5800 W. This area would be greatly overburdened with high capacity roadways.

Besides the environmental impact, property values in the area will be dramatically reduced by placing a high-traffic corridor in the middle of residential neighborhoods. It is neither reasonable nor rational to expect the residents to accept a tremendous loss of property value and shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U-111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County. U-111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was design accommodate.

The City of West Jordan and State of Utah have a responsibility to protect its residents instead of catering to the preferences of businesses such as the Usana Ampitheatre and Kennecott development.

James Maines
5713 W Mirror Lake Dr
West Jordan, UT 84088

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35.1.1H

35.12.4A

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From: Bryant Johnson <bryant.johnson@hksystems.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 9:22 PM
Subject: Mountain View Corridor

This email is to request that the mountain view corridor be moved from the 5800 W. or 7200 W. alternates and be placed at U111. Having two major roadways located 2 blocks from each other will create traffic problems instead of relieving them. Also, the West Jordan area has 12 schools within 5 city blocks of the 5800 W. corridor. It is also a possible violation of the Nepa Title 1 Section 101 (42 USC ss-4331) (b)2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." Having two large transit systems within two blocks of each other is definitely a violation of this title. Lancet Medical Journal published a study proving that children living near busy highways have significant impairment in the development of their lungs that can lead to respiratory problems for the rest of their lives. Children in this area will have two major highways located within two blocks. In addition, U111 is already an established roadway that would separate the 5600 W. development plus provide mass transit for the homes that it was intended for.

Thank you,
Bryant Johnson

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From: "Vic Rainey" <vrainey@allwest.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:34 PM
 Subject: mountain view corridor

35.2.1B this road should help solve the traffic problem by allowing north-south and south-north traffic to avoid traveling thru congested areas from Ogden to Spanish Fork go west of Utah Lake and rejoin I15 south of Santaquin. Also local traffic would be able to access this road and miss lots of traffic.

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From: "John and Ren" <johnandrennie@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:14 PM
 Subject: MOUNTAINVIEW CORRIDOR ALTERNITVE

I would like the UDOT to reconsider the placement of the Mountain View Corridor section traveling through West Jordan, Utah. My reasons for requesting this change of plans are outlined below:

1) With the construction of a 6 lane highway on 5600 W and an 8 lane highway on 5800 W, the residential areas that are in the immediate vicinity will be exposed to heavy traffic, pollution and safety hazards.

35.12.4A a. A recent study by researchers at USC stated that children that "live near a busy road" can create a "pollution-related deficit in lung function" that can stay with them the rest of their lives. As of February 2007, 35.8% of the population of West Jordan is under the age of 18 (approximately 36,400 children). You may say that not all of the children live in proximity of the 5600 - 5800 West roadways, but with 12 schools within 5 blocks you can say that a large piece of that demographic does in fact reside in that area. 14 new lanes of traffic will harm thousands of children. That is not to mention the physical harm that can be caused by a high concentration of children crossing busy streets.

35.12.1A b. The NEPA Section 309 Clean Air Act has been set up to protect tax paying residents from undue harm from projects like this. We take great care to look into the impact building roads will have on wildlife (see Legacy Highway) but we neglect to look at the significant impact on human life. 14 lanes of traffic within 2 blocks are not healthy or safe.

35.8A 2) Having 14 lanes of traffic this close to each other will create unnecessary traffic as opposed to alleviating it. Any high traffic area (especially involving on and off ramps to a freeway create pileups of cars.visit 123rd South and I-15 at lunchtime to see how long it takes to go 2 blocks).

35.2.1A 3) The best North-South solution would be to move this project to U111. This road is built and travels very well.

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a. An argument is that it is too far west to be effective. Keep in mind that this Corridor is being built to service 30,000 homes that will be WEST of U111. There is also ample land just east of U111 that will eventually be built as well. We could be looking at 60,000+ homes right along this highway that will need convenient transportation (5600 W and Bangerter will not be convenient as the current stock of homes is already piling up those roads). If it is built on 5600 W, then 120,000 homes will be competing for the same resource. Utah seems to be reactive to transportation needs instead of proactive. That whole mountainside will be filled with homes within 20 years. If we build on 5600 W we are going to end up expanding U111 anyway to compensate for ineffective transportation. Don't believe me, 20 years ago Redwood Road was all we needed right? Well then we had to build Bangerter.now we need to build 5600 W. In 20 years we will need to build up U111. Let's get it right the first time and build a proactive functioning freeway on U111 instead.

4) A more immediate need than another North-South freeway is East-West freeways to accommodate the houses that exist and that will be built in the future. Currently we have I-15, I-215, Redwood Road, Bangerter and U111 that are all North-South heavy flow routes west of State Street. There are 0 that take you East and West. Roads that service Herriman, South Jordan and West Jordan are one lane by the time you get to 3600 W! It takes an hour to get to the east bench during rush hour. Resources should have been put in place 10 years ago to accommodate the growth that has taken place. Adding an extra 200,000 residents will cripple the East-West routes.

a. My suggestion, although expensive (but no alternative isn't) is to expand I-215 at 6200ish South out to the U-111 corridor that will be built. This is a central location and a great start that will service the West Bench, Magna, Kearns and West Jordan. Another would be to expand Bangerter West through Herriman to connect once again to the U-111 making a West Side belt route that will connect to all major freeways and service most if not all of our needs as we fill up the valley. This gives East-West connections at Bangerter (that would service Herriman, Riverton and South Jordan) one at 6200 S (that would service West Jordan, Kearns and some of West Valley) and the U201 (that currently services West Valley, Magna and even Tooele). I would be willing to pay a toll to have this east-west access, but not for another north-south when we already have enough.

Thank you for your consideration.

Regina Braithwaite

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35.2.9A

(10/3/2007) Howard Johnson - Lehi's proposal Page 1

From: "Evelyn Worlton" <worlton@lawgate.byu.edu>
To: <hjohnson@lehicity.com>
Date: 9/28/2007 12:07 PM
Subject: Lehi's proposal

I am in favor of Lehi's proposal for the Mountain View Corridor in Lehi and how it will impact the future of our community. I am glad something is being done to improve the terrible traffic situation on Main Street in Lehi.

Sincerely,
 Evelyn Worlton

7473-3814
 Note: Email originally sent to Mayor
 Howard Johnson, Lehi City prior to
 official DEIS comment period.
 Submitted to MVC project office by Lehi
 City on 1/23/2008.

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35.2.7A

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From: "louier@myway.com" <louier@myway.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 5:59 AM
Subject: 2100 N freeway connector in Lehi

To whom it may concern;

I am a Lehi resident and am opposed to the current UDOT plan for the new freeway connector built at 2100 North in Lehi. I believe it will negatively impact the city of Lehi and the air quality of our city. I am not sure that it matters much to UDOT what Lehi residents would like to see but alternate solutions have been recommended that would have much less of an impact on our community. Certainly it should count for something to have so many Lehi city residents and city administration opposed to this current plan and re-think what the impact would be for us, especially the decision of where the connector should be built and how it would impact Lehi residents for much longer than that of a committee decision which has no interest in the long term impacts of highway neighbors.

Regards, Louie Rasmussen

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No banners. No pop-ups. No kidding.
Make My Way your home on the Web - <http://www.myway.com>

<https://email.udot.utah.gov/gw/webacc?User.context=htauidVd2qq8hg6Om4&Item.drm=796z7z0...> 1/25/2008

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From: <Wanttosemytrout@aol.com>
To: <Mountainview@utah.gov>
Date: Wednesday - January 23, 2008 11:02 PM
Subject: Mountain View Corridor

35.1.1H
35.12.1A
35.2.1A

As a parent, I am concerned about the health and well being of my son. My home is between 5600 west and 5800 west. To have two major roads/higways sandwich a housing development is environmentally irresponsible and possible illegal (NEPA Title 1 Section 101 42 USC ss-4331). The amount of pollution caused the increased traffic and congestion in this area could be devastating to the many children in our community. The responsible thing to do is move the Mountain View Corridor to U111 where the pollutants will not impact an already developed residential area.

Please, Please think about the people that would be harmed if our area if forced to support so many high traffic roadways. (Bangeter, 5600 & 5800)

Aaron Shepherd
8456 Crystal Creek Drive
801 556 1429

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35.2.4H

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From: <sitka0722@comcast.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 10:05 PM
 Subject: vote against 5800 west

To whom it may concern:

I firmly vote no to 5800 west, and for these reasons. I know that this state is backwards in some aspects, here is why. Why build something that we do not need in this area other than to waste the money that we need in other areas. For instance the road that already exists on 5600 is two blocks from being complete, just continue it to new bingham where there should be a light. Take road that already exists (basas) expand it to the dimensions that you think that we need. For some that lives and travels out here six lane would be great and we have the room out there and it is reasonably unpopulated. Now where the real money needs to be spent and you don't realize it living on the East side, is going East to West. That is what we really need is something going East to West. If you time how long you spend in traffic going North to South it is alot less than going East to West. When you look and the highways that already exists the most realistic place to put something like that would be somewhere just past 90th South. The neighbors and I think that 5800 is a real bad idea, and we are all not to hot on losing money and indangering our children. Come on now people build on something that we already have rather than nonly spending money on we do not, and taking the money away from us the people that are paying for it. We all would like to see our Gov. spend the our money wisely.

Thank You For the time;

Scott Martin

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Howard Johnson - Mountain View Corridor

From: "Lee Rosenhan"
 To: "Howard Johnson", "James Dixon", "Johnny Barnes", "Jonny Revil", "Mark Johnson"
 Date: 9/6/2007 4:48 PM
 Subject: Mountain View Corridor

Thanks for your pamphlet. You all could be right. But, maybe not.

I can't think of any proposed road sites that could be more hazardous than trying to build a freeway across the Jordan Narrows. Every winter we get storms that virtually shut down I-15 across the Point of the Mountain. Can you imagine a freeway running across that exact space and running perpendicular to the wind flow? It is not far fetched to imagine a scene where the entire North/South corridor could be shut down on both sides of the river. Can you imagine trying to negotiate an on ramp to the cross-over in a blizzard? Crossing the river in a blizzard?

Maybe if it was one of your family members that was stranded there, or worse, then you might think twice about such a project.

Do I believe we should cut Lehi in half again? No. I will likely loose my home in such a project. Still, where else can it go?

Sitting the engineering hurdles aside, can we really think it is a good idea to put all our N/S traffic in one basket, a basket that gets shut down every winter? If I were UDOT, and had to deal with that reality each year, I would avoid building in the Jordan Narrows.

Good grief, are we really serious?

Just my humble opinion.

Lee Rosenhan

7507-3879
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Comment 2155

Comment 2155 (continued)

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BLUFFDALE CITY
 14350 South 2200 West • BLUFFDALE, UTAH 84065 • (801) 254-2200 • FAX (801) 253-3270

January 24, 2008

Mountain View Corridor
 c/o Parsons Brinckerhoff
 488 E. Winchester St., Suite 400
 Murray, Utah 84107

Via E-mail: mountainview@utah.gov

Re: *Comment on Mountain View Corridor Draft EIS*

To Whom It May Concern:

This letter will serve official comment from the City of Bluffdale on the Mountain View Corridor (MVC) Draft Environmental Impact Statement (DEIS).

Bluffdale is excited for the new transportation capacity and opportunity that the MVC will bring, but would also like to give its comments on the alignment alternatives. The City of Bluffdale's first choice is the Utah County Arterials Alternative, with the inclusion of Porter Rockwell Boulevard that would be a major east-west arterial from the MVC to I-15. The Porter Rockwell Boulevard could provide a significant benefit to Bluffdale by providing a quick way for our residents to travel from the MVC or Camp Williams Road (S.R. 68) to I-15. It could also help to alleviate congestion on Camp Williams/Redwood Road by routing heavy traffic away from the Redwood Road corridor. Porter Rockwell Boulevard would also provide access to a part of Bluffdale City that has historically been difficult to reach – the sand, gravel, and concrete areas near the Point of the Mountain. This area could then see some type of development potential once the mineral material is mined out.

The City of Bluffdale does have a concern with the alignment of the Porter Rockwell Boulevard as it interfaces with I-15. The City of Bluffdale has planned in its transportation planning to have the Porter Rockwell Boulevard intersect at a T with 14600 South (S.R. 140) rather than have a flyover interchange with I-15. City staff has discussed this issue with the MVC design team in previous months. As currently drawn, the interchange with its various ramps and alignment virtually obliterates property near the interchange. Subdivisions, both commercial and residential, are already being approved for this area, including the Independence at Bluffdale

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35.2.8D

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35.2.9A

35.2.7D

35.2.4P

mixed use subdivision. The proposed alignment in this area would be enormously detrimental to the City of Bluffdale and its residents if our prime development area on the I-15 corridor is dissected by ramps and roads tying Porter Rockwell Boulevard into I-15. This said, the Porter Rockwell alternative is still the City of Bluffdale's preferred alternative if the interchange could be redesigned to minimize impact on property in the vicinity by keeping as much as this freeway frontage property in a contiguous piece.

The City of Bluffdale's second choice is the Lehi City 4800 North freeway alternative. This would also have many of the same benefits of the Porter Rockwell Boulevard. It would route heavy traffic away from the Redwood Road corridor and would confer development potential upon the area near the interchanges as long as access ramps are also provided to Camp Williams Road and Pony Express Road (West Frontage Road). Bluffdale City would also like to see Pony Express Road continue south into Utah County rather than end in a cul-de-sac as currently designed.

The City of Bluffdale is opposed to the 2100 North freeway alternative. It would provide little benefit to the City of Bluffdale. Both the Arterials alternative, including Porter Rockwell Boulevard, and the Lehi City 4800 North freeway alternative provide more direct access to the MVC and confer development potential upon areas within the City of Bluffdale, whereas the 2100 North freeway alternative does neither.

Concerning the Herriman City proposal for shifting the MVC further west and higher up the south hills, the City of Bluffdale disfavours that alternative. That proposal would push the MVC further away from Bluffdale residents and would attenuate the development potential of property located along the east side of Camp Williams Road. The major reason for Herriman's request is to divert the potential for commercial development from Bluffdale to Herriman by creating a swath of developable area between Camp Williams Road and the MVC. This would be inequitable because there would be very little potential for development on the east side of Camp Williams Road if the MVC is moved further away to the west. What would be the rationale for moving the MVC for the sole purpose of conferring a benefit upon one city at the expense of another?

Please contact me if you have any questions.

Sincerely,

Rich Knapp
 City Manager

Cc: Jamie Davidson, Lehi City Administrator
 Lorin Powell, Lehi City Engineer
 Vaughn Pickell, Community Development Director
 Brent Ventura, City Engineer
 Blain Dietrich, Public Works Manager

Comment 2156

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SUBURBAN LAND RESERVE, INC.

January 23, 2008

Mountain View Corridor
c/o Ed Rock
Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray, Utah 84107

Subject: Response to the Mountain View Corridor Environmental Impact Statement

Dear Mr. Rock:

Suburban Land Reserve, Inc. (SLR) owns 3,800+ acres in the NW Quadrant area of Salt Lake City located north of I-80 and west of the International Center. Extensive evaluations of possible future land uses and market demands demonstrate this land is well suited for a sustainable, mixed-use development of residential and commercial uses. SLR has worked actively with Salt Lake City on the Northwest Quadrant Community Plan in an effort to make this planned area consistent with the City's Community Plan. Studies confirm that the SLR property together with neighboring properties can accommodate a population of about 60,000 people along with an additional several thousand jobs. Development of this area will likely begin within the next ten years.

Obviously a development of the scale described above will require access to a good transportation system, including freeways, arterials, local roads, transit and other facilities for the transportation demands to be adequately served. Therefore, the Salt Lake County Preferred Alternative, which proposes a freeway with an alignment from I-80 southward at about 5800 West is an essential element in future development. The additional upgrades to 7200 West, 5600 West, and other noted improvements along I-80 in the form of a collector/distributor system that will directly link I-80 with the Mountain View Corridor, and the 5600 West and 7200 West Interchanges are indispensable. All of these facilities will play an important role in providing the needed access for the NWQ development.

The traffic studies conducted by Horrocks Engineers have conclude that, based on future transportation improvements listed in the Regional Transportation Plan, the NWQ proposed development will be most directly accessed via the 7200 West/I-80 Interchange and indirectly accessed through the 5600 West/I-80 Interchange, and the I-80 Wright Brothers Drive ramps located about one mile east of the 5600 West/I-80 Interchange. Horrocks' traffic demand modeling analyses indicate the future traffic demand will overburden the 7200 West/I-80 interchange resulting in unacceptable levels of service.

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35.2.4A

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35.2.4Q

This situation would be further exacerbated by the prospect of future Salt Lake International Airport expansion plans, which call for the construction of a 5th runway, estimated for the year 2030. This airport expansion would require land purchases of developed properties in the International Center and the potential elimination of the I-80 Wright Brothers Drive ramps to make room for the new runway. The future elimination of the Wright Brothers Drive ramps would place even heavier traffic demand on an already overburdened 7200 West/I-80 Interchange and the 5600 West/I-80 Interchange, resulting in further reductions in the levels of service.

Current analyses indicate that the high traffic demand characterizing the 7200 West/I-80 Interchange will be reduced, and the levels of service improved by adding an arterial street to the north at the currently proposed freeway-to-freeway MVC/I-80 Interchange. Therefore, UDOT should incorporate features into MVC/I-80 interchange designs so that a proposed arterial could be added without traffic disruption in the future. SLR will be happy to meet with UDOT officials in order to suggest possible design features that would be needed for the interchange. Plans for the future NWQ development will provide for the above connection directly linking an arterial to the MVC, and the preservation of a corridor so future implementation will be more feasibly and limit the disruptive impact. The DEIS describes a trumpet interchange as an alternative design for the MVC/I-80 Interchange. This design presents some advantages in being able to accommodate a connection to the MVC from an arterial to the north.

The sustainable mixed-use community planned for the NWQ will necessitate the addition of mass transit. The Regional Transportation Plan calls for the development of a TRAX line to the airport, possibly a Bus Rapid Transit facility in the Mountain View Corridor, and additional transit (the technology has yet to be specified) in the 5600 West corridor. Extending the Airport TRAX line westward into the International Center and beyond will be integral to the success of the overall regional transportation system. As plans and designs are prepared by UDOT, close coordination needs to take place between UDOT and the Utah Transit Authority (UTA) on future transit proposals so that roadway and transit plans and designs complement each other and provide for the future housing and employment needs of the NWQ.

SLR appreciates the opportunity to comment, and are prepared to participate in the overall community planning. Enclosed please find a copy of the Technical Transportation Analysis by Horrocks Engineers for your reference.

Sincerely,

Brian R. Carrington
President
Suburban Land Reserve, Inc.

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COMMENTS ON THE MOUNTAIN VIEW CORRIDOR DEIS

Performance Measures

There are several inadequacies with the performance measures that were used for the Mountain View Corridor DEIS. The following table is reproduced from the Alternatives Screening report, which describes the project purpose. Following that is a similar table in the DEIS, which summarizes the project purpose and also indicates how alternatives will be measured against those purposes.

Table 1-1: Summary of Project Purpose

Purpose: Primary Objectives	
Improve Regional Mobility by Reducing Roadway Congestion.	Improve regional mobility for automobile, transit, and freight trips by reducing roadway congestion compared to the No-Action condition on roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Improve Regional Mobility by Supporting Increased Transit Availability.	Improve regional mobility by supporting increased availability of transit compared to the No-Action condition as an alternative to automobile trips for the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Support Local Growth Objectives.	Support local economic development and growth objectives as expressed through locally adopted land use and transportation plans and policies, including the principles reflected in the Growth Choices Vision (see Section 2.3), by providing transportation improvements that complement locally established land use plans.
Purpose: Secondary Objectives	
Increase Roadway Safety.	Reduce accident rates and the number of high-accident locations (compared to the No-Action condition) on the roadways serving the major north-south travel movements in the Salt Lake County portion of the study area and the major east-west and north-south travel movements in the Utah County portion of the study area.
Support Increased Bicycle and Pedestrian Options.	Support increased availability of bicycle and pedestrian options consistent with the adopted regional transportation plans in the portions of the study area in Salt Lake and Utah Counties.

p. 3, Alternatives Screening Report, 2004.

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Table 1.3-1. Measures Used To Define the Project's Purpose and Need and Develop Alternatives

Project Purpose	Needs Addressed	Alternative Screening Measures
<i>Primary Purposes</i>		
Improve regional mobility by reducing roadway congestion	<ul style="list-style-type: none"> Substantial number of miles of roads in the MVC study area with a PM (afternoon) peak level of service^a of LOS E or F Substantial daily user delay, low average speeds, and lost productivity in the MVC study area 	<ul style="list-style-type: none"> Alternative would reduce miles of roads operating with heavy congestion Alternative would reduce hours of delay
Improve regional mobility by supporting increased transit availability	Lack of transit availability in the MVC study area	Alternative would increase transit ridership to a level that would support financial investment
<i>Secondary Objectives</i>		
Support local growth objectives	Transportation improvements are anticipated in regional and local planning studies and plans	Alternative is compatible with local and regional land-use and transportation plans
Increase roadway safety	Locations with above-average accident rates in the MVC study area	Alternative could reduce accidents
Support increased bicycle and pedestrian options	Lack of pedestrian and bicycle facilities in the MVC study area	Alternative would connect regional trails

^a See Section 1.6.3.1, Level of Service, for an explanation of level of service.

p. 1-6, DEIS
First, several significant changes have occurred in the definition of the primary purpose of this project, which are not explained in the EIS.

35.1.1J

North/South Mobility-The first project purpose is stated as improving north/south mobility in Salt Lake County. This is really more of a combination of a purpose and a project, and has the effect of constraining the alternatives into only major north/south facilities. Given the documented patterns of travel are as much east/west as north/south in Salt Lake County, it would be appropriate to broaden the alternative to consider east west arterial and transit options, as they may actually improve regional mobility. The second table more appropriately states "regional mobility", yet the analyses are still constrained to only include the immediate area around the Mountain View Corridor. Given that much travel extends beyond the corridor, this limitation is not appropriate, and analysis should be conducted for the entire region. Many of the effects of the alternatives will be felt outside the immediate study area.

35.1.1K

Transit Availability-The original goal in Table 1-1 for transit is to increase transit availability. The revised purpose and need is to increase transit to "support financial investment", which is vague at best, and at worst, puts transit on an unequal footing. Shouldn't road improvements also provide enough benefits to support financial investment? The objective for transit availability should be straightforward and meaningful measures such as to increase transit ridership and mode share.

35.2.7F

Support Local Growth Objectives-This is considered a primary objective in the screening analysis, yet only a secondary objective in the DEIS. The Wasatch Front Regional Council, as well as other organizations such

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35.1.1L

35.1.1M

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as Envision Utah, all recognize that transportation investments have a fundamental influence on growth – both its location and form. Because the Mountain View Corridor project is all about planning for growth, rather than about meeting existing needs, it is inappropriate to “demote” this critical purpose of any transportation investment to a secondary level.

Bicycle Pedestrian Options While the original purpose was to increase the availability of bicycle and pedestrian options, the revised statement seems to limit the bicycle pedestrian objective to connecting with regional trails. Trails generally play a minor role in utilitarian pedestrian transportation, and this objective is not adequate to measure the success of an alternative towards this goal. A goal of this project, given the clear direction set by the communities in Growth Choices, should be to increase the mode share of walking and biking for transportation.

Congestion Metrics

The following sections outline several concerns about how the transportation system performance was measured, which results in a bias toward new freeway investments.

Congested Roadway Miles

The two primary objectives for the proposed project are: 1) “Improve Regional Mobility by Reducing Roadway Congestion”, and 2) “Improve Regional Mobility by Supporting Increased Transit Availability.” (DEIS, p. 1-5) The DEIS relies on two measures to evaluate congestion effects: 1) “Alternative would reduce miles of roads operating with heavy congestion,” and 2) Alternative would reduce hours of delay.” (DEIS, Table 1.3.1, p. 1-6)

The DEIS spends a considerable amount of time on first congestion measure – “miles of roads operating with heavy congestion.” There are several concerns about so much reliance on this measure. First, this concept is a cruder way of getting at the idea of delay than the VHD measure. As transportation infrastructure is for people, the focus of congestion measures should be the people and not on the roadway miles. If the people benefit from less congested roadway miles, these benefits will show up in reduced VHD and reduced VHT. Many of these congested roadway miles that are “solved” by a new freeway are relatively lower traveled two lane roads, which could perhaps be more appropriately addressed by targeted improvements. Second, the DEIS presents this information with a much higher level of precision than is warranted by our ability to predict the future. As discussed below, a “sensitivity analysis” that tests the proposed freeway using the latest planning assumptions rather than the outdated ones relied on in the DEIS has changed modeled traffic volumes by tens of thousands of vehicles per day.

The DEIS presents vehicle hours of delay (VHD) data for the study area as shown below.

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Figure 1: VHD for the Mountain View Study Area

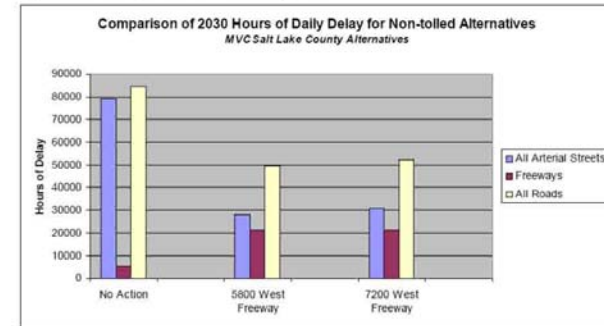
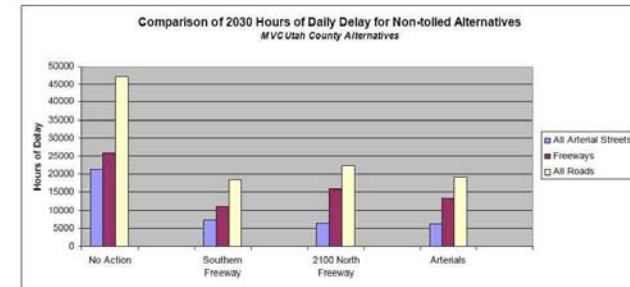


Figure 2: VHD for Utah County Alternatives



(DEIS p. S-26)

It is best to consider global measures including VHD on an entire regional level because a difference in one part of a region may be partially offset by differences in other parts of the region. The regional travel demand model has a standard summary output file (ending in “log.txt”) that includes regional (4-county) VHD and other metrics. Table 1 below summarizes VHD for the same four alternatives illustrated in the DEIS graphics.

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Table 1: Weekday VHD and Difference in VHD from No Action Alternative

	No Action	Southern Freeway	2100 North Freeway	Arterials
VHD	328,063	276,689	287,712	291,539
Difference in VHD	0	-51,374	-40,351	-36,524

Source: DEIS Regional Travel Demand Modeling Files

The DEIS uses \$8.50/hour (2003 \$) as the monetary equivalent of one hour of delay. (DEIS, p. 1-21) Table x below reproduces the previous table but adds a line multiplying the change in VHD by \$8.50/hour

Table 2: Weekday VHD and Difference in VHD, and Monetary Value of Difference in VHD

	No Action	Southern Freeway	2100 North Freeway	Arterials
VHD	328,063	276,689	287,712	291,539
Difference in VHD	0	-51,374	-40,351	-36,524
\$ Difference VHD		\$ (436,679)	\$ (342,983)	\$ (310,454)

Source: VHD from DEIS Regional Travel Demand Modeling Files

These differences of \$310,000 to \$440,000 appear very great out of context. However, there are more costs associated with travel than vehicle delays. These apparent savings are more than offset by direct out-of-pocket travel costs. The DEIS modeling files show that while the freeway alternatives reduce vehicle delay, they also significantly increase vehicular miles of travel (VMT). The 2008 IRS reimbursement rate is 50.5 cents per mile. Restating this in 2003 \$ for consistency with the \$8.50 per VHD number in the DEIS, the cost per VMT is 43.7 cents per mile. Table 3 below includes both the VHD savings and the VMT costs.

Table 3: Weekday VHD and Vehicle Miles Traveled (VMT) Metrics

	No Action	Southern Freeway	2100 North Freeway	Arterials
VHD	328,063	276,689	287,712	291,539
Difference in VHD	0	-51,374	-40,351	-36,524
\$ Difference VHD		\$ (436,679)	\$ (342,984)	\$ (310,454)
VMT	71,017,013	72,942,541	73,232,079	73,199,823
Difference in VMT	0	1,925,528	2,215,066	2,182,810
\$ Difference in VMT		\$ 841,456	\$ 967,984	\$ 953,888

Source: VHD and VMT from DEIS Regional Travel Demand Modeling Files

As shown in Table 3, the additional cost of driving with the build alternatives of \$840,000 to \$970,000 per day dwarf the VHD cost savings. It is worth emphasizing that the VHD costs are more "opportunity" costs, assuming some loss of productivity associated with vehicle delay. The cost of travel represents direct, out-of-pocket monetary costs for travelers, which has a much more direct economic effect. Further, there are also costs of increasing VMT that are not reflected in the IRS rate, such as GHG emissions, other increased air

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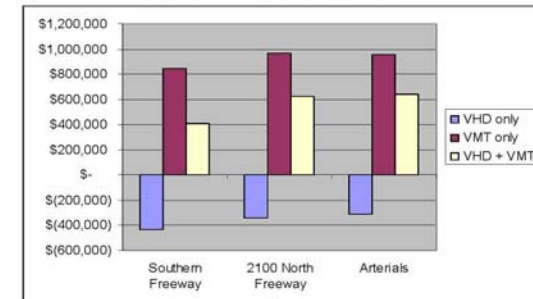
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pollutants, increased accidents, etc. If economic costs are a justification of this project, there should be a complete accounting of all the direct and indirect costs.

Figure 3 below compares the positive VHD savings and the negative VMT costs. The net cost is \$405,000 per day for the Southern Freeway alternative, \$625,000 per day for the 2100 North Freeway alternative, and \$643,000 per day for the Arterials alternative.

Figure 3: Weekday VHD, VMT, and net VHD + VMT Costs



The actual situation is even worse than presented in Figure 3 because the VHD measure overstates time savings. The travel demand model also calculates vehicle hours traveled (VHT). When new freeways are built, circuitous routes are encouraged that add to travel distance but may offer little time savings for some travelers. In the DEIS modeling, the VHT differences are smaller than the VHD differences. Travel time is a much more tangible concept than VHD. People think of their trips in terms of minutes of travel – not in terms of minutes of delay. Table 4 below shows both VHD and VHT from the DEIS modeling.

Table 4: Weekday VHD and Vehicle Hours of Travel (VHT) Metrics

	No Action	Southern Freeway	2100 North Freeway	Arterials
VHD	328,063	276,689	287,712	291,539
Difference in VHD	0	-51,374	-40,351	-36,524
\$ Difference VHD		\$ (436,679)	\$ (342,984)	\$ (310,454)
VHT	2,079,007	2,034,437	2,049,035	2,058,554
Difference in VHT	0	-44,570	-29,972	-20,453
\$ Difference in VHT		\$ (378,845)	\$ (254,762)	\$ (173,851)

Source: VHD and VHT from DEIS Regional Travel Demand Modeling Files

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The apparent values of the time savings are lower when calculated with VHT than with VHD. For example, the value for the 2100 North Freeway Alternative is \$255,000 instead of \$343,000. If this value were used, the net cost (VHT + VMT) is \$713,000 per day rather than the \$625,000 per day shown in Figure 3.

Despite the enormous cost of increased travel that would result from the construction of the proposed roadway as documented in the DEIS modeling files, these analyses do not show the entire cost. The analyses assume that the same general pattern of land use would occur with or without the proposed roadway. In fact, the construction of the freeway would lead to increased decentralization of land use, causing higher future VMT, and higher costs, air pollution, and greenhouse gas emissions. All of these costs and impacts should be documented in the DEIS. These land use issues will be discussed in greater detail below.

VMT Should be a Regional Measure in the DEIS

For the reasons described above, VMT should be a key performance measure in the Mountain View Corridor EIS, with a goal of reducing VMT. The Wasatch Front Regional Council has recognized that the growth of VMT is one of the most significant contributors to air pollution, and has stated the following goal in its regional transportation plan:

Reduce the rate of growth in regional VMT to the rate of growth in population.
p. 6 WFRTP

There will be trade-offs in attaining goals of reduced VMT versus reduced vehicular delays. However, given the importance of air pollution in the region, the information about the high cost of lower delays in terms of air pollution should be part of the public's evaluation of this project.

Model Version 5.0 versus model Version 6.0

The DEIS relies on Version 5.0 of the travel demand model and related future socioeconomic projections and future roadway and transit networks rather than on the current Version 6.0. Each of these areas biases the DEIS analyses. Together, there is an enormous bias.

As described in the WFRM/MAG document, What's_New_v60.doc (Attachment 1), the model improvements include correcting errors that caused work trip lengths to be too long in Version 5.0 and that caused transit ridership to be too low in Version 5.0. These errors that have been corrected in Version 6.0 cause the DEIS analyses (done with Version 5.0) to overestimate the benefits of new roadway capacity and underestimate the benefits of new transit capacity.

We have been looking at the land use forecasts for the two most recent versions of the WFRM/MAG models, to better understand the discrepancies in traffic volumes between these two versions. The DEIS used model version 5.0 in their most recent runs, and we have used the most recent release available from MAG, version 6.0. The following figure from the EIS (Figure 2-1.2) shows the evolution of the model versions through the DEIS process. The modeling they have been relying on was generally conducted before version 6 was available, in spring of 2007.

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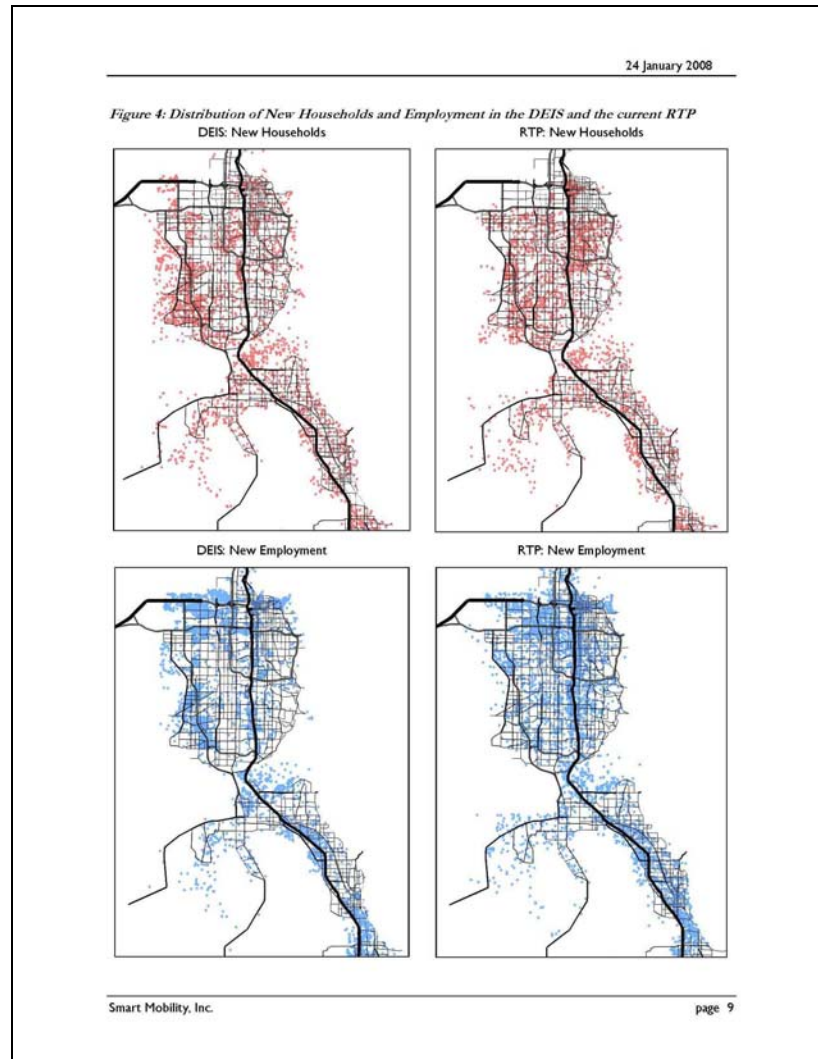
Regional Model Version <small>(with Land Use & Demographic Inputs)</small>	3.1 <small>(LRTP)</small>	3.2 <small>(LRTP Growth Choices)</small>	4.2 <small>(January 2005 Growth Choices)</small>	5.0 <small>(March 2005 Growth Choices)</small>
Dates	July 2003 - February 2004	February 2004 - September 2004	September 2004 - August 2005	August 2005 - March 2007

While the different model versions have a number of changes in road networks, the land use growth forecasts are significantly different for the area surrounding the Mountain View Corridor. The maps on the following page show the distribution of new households and jobs in the DEIS (Version 5.0) and the current RTP (version 6.0). These show substantially less growth along the Mountain View Corridor, which is probably a major factor for the lower traffic volumes in version 6.0, particularly for the Mountain View Corridor. The results of sensitivity tests conducted by UDOT (see Attachment 2) show a traffic reduction of over 40% on some sections of the Mountain View Corridor with Version 6. A difference of this magnitude indicates that the future need for a major north/south freeway may no longer exist. These new land use forecasts were developed with an extensive public process, and used the WFRM state-of-the-art tool, UrbanSim. They represent the best and most recent collective thinking on how the region should grow, and should be used in this NEPA process.

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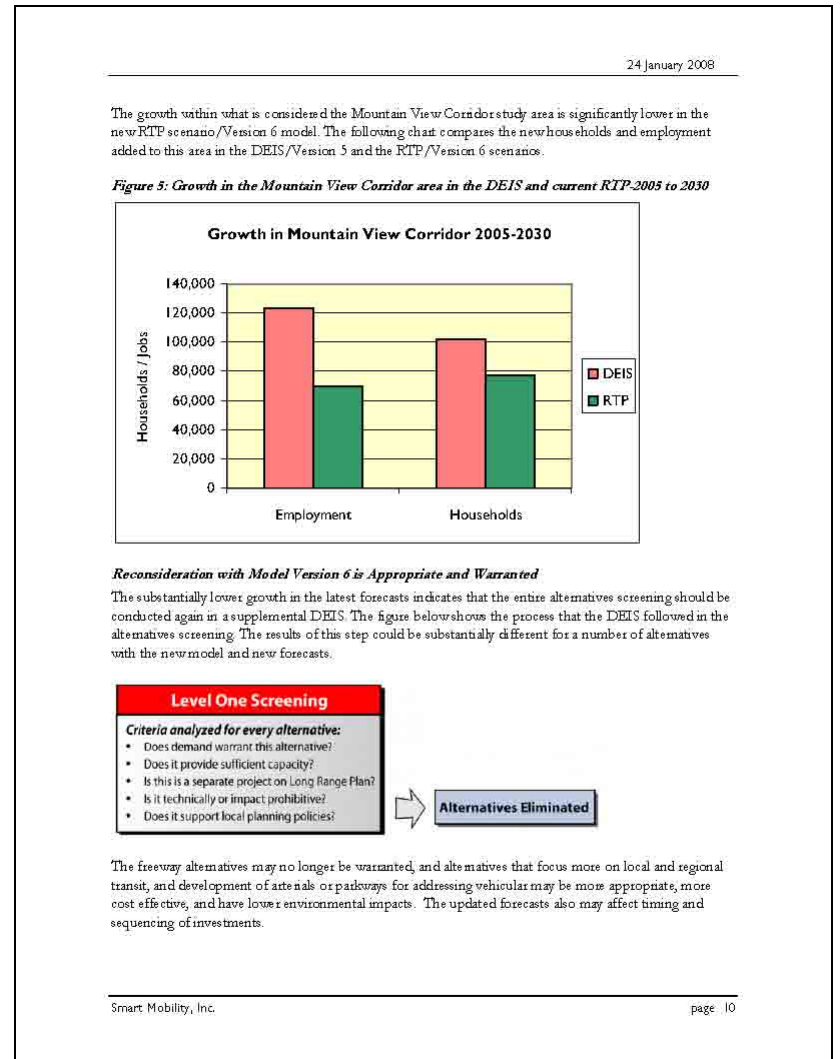
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Transit Analyses

Each of the final DEIS build alternatives include high-capacity transit along 5600 west, but other DEIS modeling included this transit line without construction of the proposed freeway. These analyses indicated only small benefits from transit on traffic congestion, but the analyses are badly flawed for two reasons. First, construction of the transit system without the freeway would lead to an entirely different future land use pattern than if the freeway were constructed – particularly if the freeway were constructed many years before the transit system. These issues are discussed in a separate section of these comments. Second, the transit modeling was not done properly.

As discussed above, model Version 5.0 has errors that cause it to underestimate rail ridership even if applied correctly. Second, the DEIS modeling fails to model rail correctly. We first noted these deficiencies in a memo to UDOT's modeling consultant on December 31, 2007, where the issues arose in the context of the sensitivity analysis modeling (memo included as Attachment 3). These issues were discussed briefly in a conference call with UDOT and their consultants on January 3, 2008. During this conference call, a follow-up conference call was scheduled for January 14, 2008 with the intention of addressing these issues fully at that time. UDOT has since postponed this call until after the deadline for DEIS comments, so these issues remain unaddressed.

We have confirmed that these issues are present not only in the sensitivity analysis modeling files, but also in the DEIS model files. In brief, the issues include:

- failure to code light rail on separate links, instead taking the short cut of coding it on roadways,
- failure to recalculate walk access areas to account for the new rail line,
- failure to add support links to provide access to rail line.

These issues are discussed in detail in Attachment 3.

Sequencing

On February 9, 2007, we sent a memorandum outlining our concerns about the sequencing analysis at that point (Attachment 4). While the sequencing analysis in the DEIS has addressed many of our comments, there are still several shortcomings and observations discussed below.

Constrained Study Area

Sequencing is artificially limited to the project study area; this is a major regional investment, and how much growth comes to the study area, as well as its nature, is affected by major investments. A strong regional investment in transit, followed by a strong real estate market in transit oriented development, could shift development into areas closer to existing transit stations. If the resulting traffic growth in the corridor is slower, road investments could be delayed longer relative to transit. If the transit is built first, then the land use patterns for further investments could be re-evaluated after the resulting growth patterns become more apparent.

VMT should be considered a Primary Performance Measure

The sequencing analysis does show how the study area VMT varies significantly with the different analysis, with the lowest VMT in Scenarios 2 and 5, which do not include a new freeway. It is important to consider

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the benefits of lower VMT, which include less out-of-pocket driving costs and lower air pollution, in the decision of which alternative best serves the region.

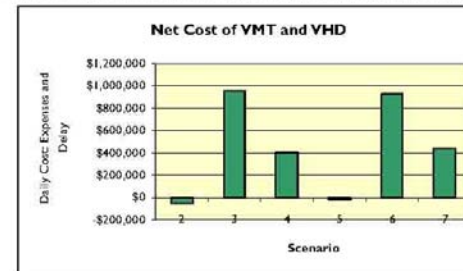
Table 29.2-6. 2030 Sequencing Scenario Transit Trips, Transit Boardings, Transit Share, VMT, and Delay Results in the MVC Study Area

Evaluation Method	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7
2030 daily transit trips ^a	26,300	30,900	29,300	29,700	36,400	35,200	34,200
2030 daily transit boardings	800 ^b	8,230 ^b	7,160 ^b	7,030 ^b	12,310 ^b	11,160 ^b	10,900 ^b
2030 peak-period transit share ^a	1.33%	1.54%	1.40%	1.41%	1.71%	1.69%	1.59%
2030 peak-hour transit share ^a	1.80%	2.09%	1.90%	1.91%	2.32%	2.16%	2.16%
2030 daily highway VMT in the MVC study area	13,731,000	13,680,000	16,584,000	15,135,000	13,553,000	16,402,000	15,010,000
2030 daily highway system hours of delay in the MVC study area	131,300	127,800	74,300	95,800	139,200	82,000	107,300

^a Transit trips with one or both ends in the MVC study area
^b 5600 West bus route
^c 5600 West Transit Alternative with Dedicated Right-of-Way Transit Option

If the above table is focused only on reducing delay, clearly scenarios 2 and 5 perform poorly. However, if one considers the cost born by the consumers, and the costs of driving are weighed along with the cost of delay, then Scenarios 2 and 5 perform very well, resulting in a net savings when compared to no build. The chart below illustrates the delay and travel costs for each scenario, compared to Scenario 1 (No Action).

Figure 6: Net Cost of Delay and Travel compared to the No Action Alternative



The analysis above shows that a "transit-only" alternative may outperform the roadway alternatives in some key regional measures of reducing VMT, reducing air pollution and reducing the cost of transportation, yet the analysis in the DEIS is overly constrained to only consider the equivalent costs of vehicle delay, but not the out-of-pocket costs of vehicle travel. There are further economic considerations in favor of a transit only alternative. The development market, both in the Wasatch Front region and nationally, is very strong for Transit Oriented Development. There is growing interest in many communities along the Mountain View Corridor to plan for TOD along the proposed transit corridor on 5600 West. The DEIS should consider the

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benefits and trade-offs of transportation investments that will foster these more sustainable types of development. A first step is to consider the true cost of transportation, as well as the effects of VMT on air quality and green house gas emissions.

Conclusions

The DEIS for the Mountain View Corridor has a number of deficiencies that need to be addressed before it can be considered adequate. These include the following most important issues:

- The project purpose of “supporting local growth objectives” was removed as a primary purpose, which is inappropriate, given that this project is entirely about providing for future growth. This should be a reinstated as a primary screening purpose.
- A broader range of roadway alternatives should be considered, including east-west arterial improvements, and parkway designs rather than freeways for example. The roadway alternative should not be constrained to only north-south facilities, given there is also high east-west demand.
- Objectives for transit and bicycle/pedestrian transportation should be measured by mode share. The current measures are not meaningful or appropriate.
- The congested metric of “congested miles of roadway” is not meaningful as it does not reflect the importance of the roads, nor the ability to address their congestion with spot improvements. This measure is also highly duplicative with the other congestion measures of Vehicle Hours of Delay.
- The cost of driving should be included as an economic cost, similarly to how delay is considered an economic cost. A more appropriate measure for this project would be to reduce the cost of transportation, which includes as full of an accounting of costs as possible.
- VMT should be a primary regional metric, as the region’s goals include reducing VMT per capita. In addition, the connection of VMT to air pollution and greenhouse gas emissions should be considered.
- The latest modeling tools and land use forecasts should be used. These represent the most accurate and highly developed tools. The forecasts are the result of extensive public and analytic process using UrbanSim.
- The modeling of the transit systems should be conducted with full consideration of the state-of-the-art techniques, and not take short-cuts.

35.2.7F
35.1.1J

35.2.1T
35.1.1M

35.2.1U
35.2.3I

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ATTACHMENTS

- 1) What's New Model Documentation, WFRC
- 2) Model Sensitivity Test Results: Versions 5 and 6
- 3) Memorandum December 31, 2007 from Norman Marshall
- 4) Memorandum February 9, 2007 from Lucinda Gibson
- 5) Resumes of Preparers
 - Lucinda E. Gibson, P.E.
 - Norman L. Marshall

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ATTACHMENTS

- 1) What's New Model Documentation, WFRC
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WFRC-MAG Travel Demand Model

What's New in Version 6.0? (Final Conformity version)

This document summarizes the important changes to the WFRC-MAG travel modeling process now available for use. The document is not intended to be comprehensive and it is targeted towards an audience familiar with travel modeling. If you have questions, please contact Chad Worthen at MAG (801-229-3800) or Andy Li at WFRC (801-363-4250).

See earlier "What's new?" documents to understand other model elements that were worked on in earlier stages. Model Version 6 is similar in many ways to version 5, but enough time had passed and new model inputs were available, so a new model version number was warranted.

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When to use model improvements

Our intent in "What's New" documents is to explain what we did, why we did it when we did, and offer some insight as to the magnitude of the changes to allow projects that have significant investments in a prior model version to determine whether the affects to their projects are "in the noise" or whether there is a compelling reason to utilize the improved model set.

We recognize the value of a stable, unchanging model set in allowing on-going projects to progress through analysis with "the latest and greatest model". However, we also desire to provide upcoming or new projects with solid footing by addressing specific needs within their time-frame. Further, we are sometimes required to implement changes or provide new analytical features to advance projects (e.g. commuter rail, MVC tolling study).

Small, incremental improvements to data sets, analysis methods, or other details that have small or localized affects are available on an as-needed basis and should not be considered a new "model version" that an ongoing project need take much note of. We've traditionally introduced more significant work on an annual basis, which seems frequent enough to remain at state-of-the-practice and provide new projects with attractive features, but also provides a measure of stability.

When significant improvements are made, ongoing projects may want to consider whether the affected elements may be relevant to their work, and consider some sensitivity testing. If testing suggests the improvements may influence the outcome, more detailed analysis may be warranted. Further, when new features are available for testing, the model is labeled "beta" to allow a phase-in period in which users can test it and work out the bugs. Once the community of users is satisfied with the new version, the beta tag will be dropped.

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What's New in 6.0?

➤ **Revised Long Range Population and Employment Projections**

In parallel with revised GOPB county-level growth estimates, and the Wasatch Choices 2040 Visioning effort, the MPOs have developed a new set of population and employment projections for use in the model.

➤ **Revised Networks**

The MPOs are finishing up a new Long-Range Transportation Plan, and with this comes new future roadway and transit networks.

➤ **Trip distribution improvements**

The modeled trip length frequencies have been calibrated to more closely match the trip length frequencies in the Census Journey-to-Work and National household Travel Survey datasets. A script was written that automates the calibration of new gravity model friction factors, based on input trip length distributions.

A minor bug in the destination choice model was fixed so that both the singly-constrained and doubly-constrained distribution from the destination choice model would closely match the observed work trip length frequency in the base year. The version 5 destination choice model was calibrated only so that the doubly-constrained base year result matched the observed trip length frequency. While this may sound like the result that one wants to achieve, it was clear that the process of doubly-constraining P's and A's was increasing trip lengths in the base year significantly. Now the raw model forecast, prior to doubly-constraining the matrix to match trip generation productions and attractions, more closely matches the observed trip length frequency, as does the final doubly-constrained output.

➤ **Mode Choice improvements**

A system-wide transit on-board survey was conducted in 2006, and these current data on transit riders has been incorporated in a recalibrated mode choice model. Due to large increases in rail ridership from 2002 to 2006, typically speaking, rail forecasts will be higher with version 6 than with older versions of the model. Along with that, the assumptions used for transit path skimming have been revised and fine-tuned based on observed transit paths from the survey.

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“What, When, and Why” of next likely improvements

WFR and MAG are satisfied that we have a solid, state-of-the-practice modeling system with many elements of best practice and advanced practice. We see our needs now as focusing our efforts instead on validating and documenting the system, and utilizing the tools as they are to assist development of the Regional Transportation Plan, and support project development. Thus significant model development will move to the back burner, but tools and process improvements that improve the utility of the models for applications will likely continue as needed.

The MPOs do not anticipate a new model version for a couple of years, but model development will continue along the following lines.

Short-term (starting July 2007)

➤ **Efficiency improvements**

The model has undergone substantial improvements over the last several years, sometimes at the risk of usability or efficiency. With the completion of version 6 and the MPO LRPs, the time is right to turn our attention to scripting modifications that speed up the execution of the model, or that reduce file storage requirements, without changing the results.

➤ **TAZ splits**

Prior to the 2010 Census, the MPOs will be asked to provide input into new Census geographies, including TAZs. This input is required during the summer of 2008, and ultimately will result in a revised TAZ structure and network. The model results will change in a minor way with more detail added to the network.

➤ **UrbanSim testing**

UrbanSim has proven to be useful in the Wasatch Choices 2040 process and in development of long-range projections. Continued testing and refinement will be undertaken to improve and maintain the model system and to better understand it.

➤ **Peak Period Data Gathering**

Recent observed peak period traffic counts and speeds will be compiled so that in the future the model can be calibrated more finely in the peak periods.

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MVC Study Area Transportation Comparisons
January 3, 2008

Salt Lake County (SLCo) Study Area Comparisons

	Version 5.0		Version 6.0	
	5800 W Fwy	5800 W Fwy w/ Mar05 GC	5800 W Fwy	Scenario #1
2030 PM Delay				
Arterials	19,300	10,200	7,800	13,200
Freeways	13,600	7,800	7,300	6,700
Total	32,900	18,000	15,100	19,900
2030 Daily VMT				
Arterials	5,282,000	4,685,000	4,028,000	4,384,000
Freeways	5,174,000	5,103,000	4,737,000	4,089,000
Total	10,456,000	9,788,000	8,763,000	8,473,000

2030 Daily SLCo Roadway Volume Comparisons

	Version 5.0		Version 6.0	
	5800 W Fwy	5800 W Fwy w/ Mar05 GC	5800 W Fwy	Scenario #1
MVC				
I-80 to SR-201	51,000	45,000	46,000	39,000
SR-201 to 5400 S	162,000	138,000	136,000	94,000
5400 S to 13400 S	138,000	126,000	108,000	78,000
13400 S to Utah Co.	112,000	80,000	66,000	36,000
SR-111				
SR-201 to 3500 S	28,000	25,000	19,000	23,000
3500 S to 6200 S	32,000	28,000	17,000	20,000
6200 S to 9000 S	39,000	27,000	12,000	20,000
5600 West				
I-80 to SR-201	16,000	11,000	11,000	18,000
SR-201 to 3500 S	25,000	16,000	12,900	21,000
3500 S to 6200 S	28,000	15,000	14,000	19,000
6200 S to 9000 S	27,000	14,000	12,000	14,000
Bangerter Highway				
I-80 to SR-201	40,000	37,000	39,000	41,000
SR-201 to 3500 S	55,000	49,000	49,000	55,000
3500 S to 6200 S	66,000	63,000	62,000	72,000
6200 S to 9000 S	67,000	66,000	63,000	70,000
9000 S to 13400 S	62,000	53,000	51,000	55,000
13400 S to I-15	62,000	88,000	82,000	108,000

2030 SLCo Study Area Transit Comparisons

	Version 5.0		Version 6.0	
	5800 W Fwy	5800 W Fwy w/ Mar05 GC	5800 W Fwy	Scenario #1
Motorized Trips	2,462,000	2,394,000	1,973,000	1,967,000
Auto	2,436,000	2,356,000	1,937,000	1,930,000
Transit	26,700	37,500	36,200	36,700
Commuter Rail	1,000	1,800	1,600	1,700
Light Rail	16,400	25,800	25,600	26,000
BRT	2,700	4,400	4,100	4,100
Express Bus	400	1,900	1,700	1,600
Local Bus	6,200	3,800	3,100	3,200
Peak Hour Transit Share	1.98%	2.97%	3.31%	3.40%
MVC Transit Line Boardings	8,800	10,800	10,000	10,300

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Memorandum

To: Ivan Hooper
From: Norm Marshall
Subject: Questions & Comments on Transit Modeling
Date: December 31, 2007



Thanks for sending the modeling files for our review. I have some questions and comments about the transit modeling.

Light Rail Transit coding

The Version 6.0 *User's Guide* describes coding LRT links on rail links – not on roads.

All rail nodes (stops and non-stops) added to a scenario network file are numbered 12500 or greater. Rail lines are added as links in addition to the highway network (i.e. even where light rail trains operate on existing streets, the rail system is not operated on street network links). (p. 54)

The files you sent include rail links for a portion of the new LRT line (3Rail.link), but also use a number of roadway links when the route is specified (EOP3_rail.lin). I have a couple of concerns about this. First, I notice that at least one of the mode choice model scripts (4SKIM_walk_PNR_access.s) treats nodes with numbers >= 12500 differently than other nodes (the number 12500 is "hard-coded" in the script). Version 6.0 has been reworked so that LRT ridership is increased to match observed ridership. I am concerned that if the LRT is not coded entirely on nodes with the 12500+ numbers, it may not model correctly as LRT. Second, even if there is not a problem with coding the LRT on roads, the roads indicated in the *.lin file are not realistic in the area of the airport as it shows the LRT making using a series of ramps including a loop ramp rather than a more direct route. This would increase LRT travel time unrealistically in the model.

Walk Access Buffers

For the large TAZs adjacent to the LRT line, there typically will be a combination of walk access area and drive access area. In the model, there will be a higher calculated transit mode share on the production end when walk access is available than if only drive access is available. The effect is even more important on the attraction end because the transit mode share on the attraction end is zero when walk access is unavailable. These TAZ walk access percentages are set before the model is run. The *User's Guide* describes a GIS process to update an input file after transit lines are added.

Each time that a new transit line is added to the system, the percentages for each TAZ that is affected by the new line should be recalculated and the 9ZonalStaticData.DBF file should be updated. (p. 42)

Therefore, this file needs to be updated to account for the new LRT line. However, the GIS exercise described it may be too simplistic for the purposes of this analysis. It assumes that land

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use is uniform throughout TAZs which is counter to the ideals of Transit Oriented Development (TOD) that are taking root in the region. In the TOD model, the areas around rail stations are higher density, mixed-use areas. In particular, it would be expected that a much larger percentage of employment (the attractions) would be located within walking distance of the stations than suggested by the percentage of the TAZ within walking distance of the station. This is corroborated with interviews with municipal officials recorded in the DEIS as discussed below.

Walk Access Links

The walk access buffer is only the first part of the story on walk access. There must be a walk access link to TAZ centroids, connecting bus routes, and park-and-ride lots. The User's Guide (p. 59) states:

As changes/additions are made to the transit networks, the user must ensure they are included in the default setup if the changes are to be used for multiple model runs. Support records can be viewed and modified in the Cube/Voyager editor, similar to LINE files. The model uses the assumption that anyone who wishes to walk for any portion of their journey may do so on any available walk link. Support link modes in the `StationAccessLinks.sup` file are as follows:

- **11** - This mode is auto-generated walk access to transit stops that occur along the existing highway network (it does not include rail stops, see other modes below). The model has a built-in process to generate walk access/egress links within approximately 1 mile (over the existing highway network).
- **12** - Manually coded walk-access links. **12** links are intended to supplement **11**. When adding a rail stop, many zone centroids may actually be closer to the stop than the highway network nodes. In these cases, a **12** has been inserted manually with a reasonable walk access distance from the zone centroid to the rail stop.
- **13** - LRT NS oriented links in SL Downtown (bus to rail transfer walk links)
- **14** - LRT EW oriented links in SL Downtown (bus to rail transfer walk links)
- **15** - LRT Links outside SL Downtown (bus to rail transfer walk links)
- **16** - CRT Links (bus to rail transfer walk links)
- **19** - Simulate platform-to-platform transfer between rail lines
- **20** - LRT Links from highway net to rail station, usually follow the path of the station centroid connector.
- **21** - LRT Links from highway net to rail station, usually follow the path of the station centroid connector.

The auto-generated links (type 11) are described as "does not include rail stops". Therefore, the User's Guide appears to indicate that type 12 links must be added manually for LRT zone access. Even if the automatic process does work for LRT, it is advisable to add manual links because the

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automatic process will create long times for large TAZs that may not be realistic for TODs. The Version 6.0 *Model Documentation* states:

Walk access and egress links are directional links between zone centroids and transit stop nodes. The maximum link length varies because significant effort is made to ensure transit access even in fringe area with large zones. Typically, the maximum walk length is 1/2 mile (over the network) for walk to/from bus, 3/4 mile max for walk to/from rail. These are auto-generated based on the distance from the centroid to the transit stop (mode 11 links). Where the centroid connection would require more walking than is truly required, access/egress links can be added manually (mode 12 links). (p. 29)

The walk access time is critical. While the model will allow walk access to rail of up to 3/4 mile, such a long walk trip will suppress mode share. The model assumes a walk speed of 2.5 MPH (*Model Documentation*, p. 55). Therefore, 3/4 mile walk access would take 18 minutes or 12 minutes longer than 1/4 mile walk access. In the mode choice model, walk time is more onerous than drive time. For example, in the home-based-work trip model, 1 minute of walk time is equivalent to 2.1 minutes of drive time, so that the 12-minute difference in walk time described above is equivalent to 25 minutes of drive time. And this is just for one end of the trip. The difference between two 3/4 mile walk access trips and two 1/4 mile walk access trips is even greater, because the mode choice model considers total walking of over 1 mile almost twice as onerous as the first mile. The total difference of 24 minutes in walk time is equivalent to 71 minutes of drive time, and this is just for one direction.

This is one of the problems with large TAZs in transit modeling. The model is very sensitive to the average walk access time assumed for each TAZ. In reality, some potential riders in the TAZ will have lower than average walk access times and others will have higher than average walk access times, so the attractiveness of transit varies considerably within a TAZ. In a TOD scenario, it would be unrealistic to model everyone with a long walk access time. Therefore, it is advisable to include manual walk access links for the LRT line, and use judgment as to the proper times. The model already relies on these manual walk access links in other areas. For the 2030 RTP scenario, there are 40 type 12 links coded for walk access to rail stations (file `hand_coded_walk_links.sup`) with an average length of 0.34 miles.

Park and Ride Nodes

The RTP shows new park-and-ride/transit hubs at the MVC intersections with 3500 South, 5400 South, and 7800 South. It is important that these facilities be shifted to the 5600 W corridor to support the LRT. Park-and-ride facilities where the LRT crosses I-80 and SR-201 on the north end and where the LRT crosses the MVC on the south end would also be useful.

Connecting Transit Service

The RTP includes east-west Bus Rapid Transit (BRT) routes that would cross the LRT at 3500 South and 5400 South. It is important that bus-rail connections work in the model at these areas which are excellent candidates for TOD. In addition, the LRT line should be connected to any

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conventional bus lines in the area. It also may be important to build feeder bus connections to nearby land use concentrations that are outside walk access distances, especially employment concentrations at MVC interchanges.

Future Households and Employment

Chapter 29 of the MVC DEIS documents a sequencing analysis. As part of this process, municipal representatives were interviewed, and indicated that future land use would be affected.

Most representatives stated that, if the transit alternative is constructed first, their municipality is likely to change the land uses around the transit line to commercial or industrial (to create economic support) or higher-density residential (to increase transit ridership). (p. 29-5)

Salt Lake City expressed concern about building the MVC before the transit.

The representatives from Salt Lake City said that constructing the MVC transit alternative first was crucial to minimize sprawl on the west side of the Salt Lake Valley and to establish the ridership that would support the transit alternative. Salt Lake City is concerned that building the MVC freeway will hinder use of the MVC transit alternative. The city said that, if the MVC freeway is constructed before the MVC transit alternative, the transit line would be unable to sustain itself. Development would occur near the freeway and other areas away from the transit line, so transit-oriented developments would never be able to take hold. Salt Lake City wants the transit line to establish itself and let the land uses develop around the transit system. Salt Lake City wants transit-dependent communities that minimize reliance on the automobile. The City is considering having transit-oriented light industrial/manufacturing land uses along the transit alternative between State Route (SR 201) and Interstate 80 (I-80) (Parsons Brinckerhoff 2005a). (p. 29-6)

The sequencing analysis used two future land use scenarios – a “Vision” scenario and a “Compact” scenario. The Vision scenario is the primary scenario used in the DEIS that resulted from the Growth Choices Stakeholder committee work that “blended some ideas from the Compact and Trend Scenarios.”

The sequencing analysis paired transit first with the Compact scenario in order to show the combined transportation/land use effects that the municipal representatives identified. I recommend that the Compact scenario be used with this alternative as well. As discussed above, it is important to consider how the Compact scenario affects walk access, and do the proper model coding.

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Checking Model Outputs

Transit modeling is much more complicated than auto modeling and it is easy for errors to creep in. I will be developing a set of checks as to whether the model is behaving correctly. This will include checking the transit skims for TAZs in the 5600 corridor regarding walk access times, etc., and also checking TAZ-to-TAZ mode shares.

Performance Metrics

I also will be looking at the performance measures used in the DEIS, and may be calculating additional metrics from the model outputs.

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MEMORANDUM

To: Marc Heleson, Sierra Club, and Roger Borgenicht, Utahns for Better Transportation
 From: Lucinda E. Gibson, P.E. and Norman L. Marshall
 Date: 9 February 2007
 Re: Comments on Mountain View Sequencing Analysis

The MVC Sequencing Analysis conducted by Parsons Brinckerhoff fails to meet the basic purpose of exploring the longer term effects on future land use patterns of alternate transportation investment strategies. The basic purpose of the sequencing analysis is aptly described in the Mountain View Corridor Voluntary Agreement, excerpt as follows:

4. Balanced Transportation

We desire a balanced transportation system for our future that will involve more transportation choices. The phasing and implementation of transportation investments over the next decade will affect the land use development patterns and therefore affect future travel needs and the availability and effectiveness of other viable transportation choices. The sequencing of transportation investments needs to be studied to recommend the most effective and cost efficient way to meet future travel needs, reduce the rate of growth of vehicle miles traveled, improve air quality through a better balance between auto, transit, walk and bike trips, and to recommend the best way to encourage the types of land uses throughout the corridor that will support these improvements.

The excerpt above from the MVC Voluntary Agreement suggests that the investments made over the next decade will affect land use development patterns, which in turn affect vehicle-miles-traveled. However, land use effects are not limited to the next decade, but will unfold over a much longer time period. Further, the goals of reducing vehicle miles, improving air quality, etc., are not just goals for the next 10 years; they are long range goals. People in the MVC area don't want cleaner air and lower transportation costs just for the next ten years, they want these for their children and grandchildren. The sequencing analysis should therefore have a horizon year well beyond 2015, such as 2030 or 2040.

Apparently, the consultants are reluctant to alter the future land use assumptions from the Mountain View Vision scenario, claiming that the horizon year land use patterns are fixed and cannot be varied. This claim is not supported by the Voluntary Agreement, which states that the proposed land use and transportation assumptions in the Growth Choices vision may well vary from the actual land use:

What the Map Is and Is Not

The Map delineates transportation preferences that are feasible, but may or may not represent the eventual transportation decisions from the Mountain View Corridor EIS. The EIS process incorporates additional technical and cost/benefit analysis which might alter the transportation elements in the Vision Map.

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The Map delineates the approximate location and type of pedestrian-oriented mixed use centers endorsed by the signatories of the Vision. The actual location, size, land uses, and densities that are implemented by individual jurisdictions may vary from the map.

The land use forecasts used in the EIS represent "feasible preferences". Actual land use patterns will vary substantially based on a complex variety of factors, including the sequencing of transportation investments. The influence of transportation investments on land use patterns is now widely accepted by the planning and engineering community, and can no longer be considered speculative. Numerous EIS and other planning studies include alternative land use forecasts for alternative scenarios, including EIS processes in Illinois, New Hampshire, and other locations. The EIS is not using the "official" WFRC land use forecasts, nor are they bound by any regulation or accepted practice to use only a single land use forecast for future scenarios with different investment sequencing.

It is no longer speculation that transportation investments profoundly affect the location and form of land development. The Dallas region provides an excellent case study of how their new light rail system has spurred many highly successful transit-oriented developments in the suburban areas. The following excerpts from the Dallas Area Rapid Transit – TOD website describes the phenomena:

A TOD "sea change" has occurred in the first-generation suburbs of Richardson, Plano, and Addison, where committed local officials have worked with savvy developers to proactively plan and develop station areas. Whereas DART initially led the TOD charge, now local cities are.

The TOD leadership in this property-rights-friendly state, where government and planning have historically had relatively limited roles, has come from suburban communities and the region's transit authority.

TOD is helping to create unique downtowns to attract growth that would otherwise go to the sprawling fringe of the region.

Located 4 miles north of downtown Dallas (a 15-minute train ride), Mockingbird Station is a mixed-use, urban "chic" village linked directly to a light-rail station (after which it is named) via a welcoming pedestrian bridge. The assemblage of offices, shops, restaurants, and lofts near the station cost around \$145 million to build, a substantial sum given that such a "product" had absolutely no track record in automobile-friendly Texas.

Sources: <http://www.dart.org/about/economicimpact.asp>

Alternative Land Use Forecast Methodologies

There are a number of techniques that can be used to develop alternative land use scenarios that will reflect the effects of transportation investments.

UrbanSim

One tool is UrbanSim, which has been the focus of a significant effort of the Wasatch Front Regional Council to develop as a planning tool. WFRC staff has been directed to use UrbanSim for a variety of uses, including NEPA projects.

Mr. Chappell briefly reported the Council's UrbanSim guidance. He noted that he has directed the staff to use UrbanSim in the following applications:

- Analysis for and by public agencies (WFRC and MAG) and.
- Analysis on a regional (4 county) scale vs. for sub-regional planning project analysis (i.e. NEPA), and
- For analysis and comparison studies within the Regional Transportation Plan (RTP), through 2006, and

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• Only as a tool to the RTP process and not as the official projections input to the transportation demand models.

August 25, 2005 minutes, WFRC meeting. <http://www.wfrc.org/committees/minutes/wfrc/Aug05.pdf>

While UrbanSim results are not to be used as “official projections”, the MVC EIS process is not using the official projections anyway. The MVC EIS modelers have substantial flexibility in using alternative land use forecasts, since they are not preparing an “official” RTP model run, but rather are conducting “what if” scenarios, with different configurations of the MVC. The fact that WFRC is spending substantial effort to refine UrbanSim to make it useful for regional planning emphasizes the need for and utility of tools to evaluate the land use implications of transportation investments.

Expert Panel (Delphi)

If UrbanSim is not ready for use in this type of analysis, another option for the MVC consultants is the use of an Expert Panel, or the Delphi process. In the Delphi process, a panel of experts are provided information about the area and its potential for development, and asked to identify potential effects of the MVC alternatives on the area’s growth and development. The panel members are then given feedback about the responses of others, and afforded an opportunity to revise their estimates. The Delphi process is an accepted technique for evaluating different transportation scenarios. A report done for the American Association of State Highway and Transportation Officials (AASHTO) in 2002 described the I-93 Delphi process and five other similar processes elsewhere in the U.S. (Seskin, Samuel N., Katherine Gray Still, John Boroski, all of Parsons Brinckerhoff Quade & Douglas, Inc., “The Use of Expert Panels in Analyzing Transportation and Land Use Alternatives”, completed as part of National Cooperative Highway Research Program (NCHRP) Project 8-36, April 2002). The report concludes (p.24):

Our research, the case studies, and the resulting guidelines, have shown that expert panels can be used for a variety of applications and be conducted using a broad range of techniques. Expert panels can be used as a primary analysis method or in conjunction with other tools, and is a cost-effective technique that can produce reliable results. Expert panels combine an understanding of the theory of urban development, empirical knowledge of transportation/land use relationships, and detailed understanding of local conditions.

Given that the authors of this document are employed at the same consulting firm that is conducting the MVC EIS, there should be at least some degree of awareness of these published methods for determining how land use patterns are influenced by transportation investments.

Need for Travel Demand Improvements for Transit

The Wasatch Front Regional Travel Demand Model, typical of modeling techniques that were largely developed for planning of highway capacity, is not sufficient for modeling transit ridership without substantial adjustments. Some of these were implemented in the Legacy Highway sequencing analysis as postprocessing, but still were not sufficient to accurately show the potential for transit and transit-oriented development to reduce the need for highway capacity.

In our review of the Legacy Parkway modeling (done in collaboration with Robert Cervero)¹ we identified a large number of modeling deficiencies, including:

¹ DSEIS Legacy Parkway Comments and Citizens Smart Growth Alternative, March 2005.

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- failure to account properly for induced travel demand from new roadways
- inappropriate basing of work trip numbers on vehicle availability
- unrealistic future land use and travel assumptions
- underestimating potential for TOD
- underestimating effect of TOD on vehicle trip rates
- underestimating elasticity of transit ridership to density
- underestimating elasticity of transit ridership to fare
- underestimating elasticity of transit ridership to parking price
- underestimating elasticity of transit ridership to service frequency
- underestimating synergistic effects of transit service improvements

We believe that most, if not of these deficiencies are also present in the Mountain View Corridor modeling.

Numerous enhancements or adjustments to travel demand models to make up for these common deficiencies are outlined in recent publications by Cervero² and by Marshall and Grady.³

Other EIS Deficiencies

As we have reviewed the relevant EIS documents in our review of the sequencing analysis, we have several other significant concerns which should be brought to your attention.

Alternatives Screening

We are also concerned about earlier analyses that resulted in the rejection of variations of “transit only” scenarios that included transit, TDM, TOD, and arterial improvements rather than a limited access facility, were prematurely rejected due to use of travel demand modeling that is not sufficiently sensitive to land use and transit characteristics.

A “transit first” scenario, which includes aggressive investment in transit facilities serving the Mountain View Corridor study area, will result in a different land use pattern by the year 2030 than a “highway first” scenario. Further, a “transit only” scenario, which should be included in the sequencing analysis, will result in an even more compact, transit-oriented land use pattern. All of these should be considered in the sequencing analysis.

We have requested the modeling files from the alternatives screening process (completed in July, 2004), and will be able to comment more fully on this after receiving that material from Parsons Brnckerhoff.

Economic Impacts of Lower Transportation Costs

A further reason for undertaking the sequencing analysis is to evaluate the longer term economic effects of the alternative investment strategies.

This study suggests it is imperative for cities and regions to consider housing and transportation policy together. The study also points to the importance of infill development that expands the supply of affordable housing in inner city and older suburban neighborhoods that have good access to

² Cervero, Robert, “Alternative Approaches to Modeling the Travel-Demand Impacts of Smart Growth. *Journal of the American Planning Association*, p. 285-295, Vol. 72, No. 3, Summer 2006.

³ Marshall, Norm and Brian Grady, “Travel Demand Modeling for Regional Visioning and Scenario Analysis”. Presented at the Annual Meeting of the Transportation Research Board, Washington DC, January 2005; and *Transportation Research Record* No. 1921, *Travel Demand 2005*, 2005.

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traditional job centers; the development of more affordable housing near transportation hubs and suburban employment centers; providing good quality and reliable transit for suburb to suburb commuting, as well as for helping families in the outer suburbs get into the central city; and policies to encourage car sharing and to reduce the costs of car ownership for families who cannot easily get to work via public transit.

A Heavy Load: The Combined Housing and Transportation Burdens of Working Families, by the Center for Housing Policy, October, 2006.

Lower commuting costs can bring other economic benefits to the corridor and to the region. Commuting costs can be lowered by careful integration of land use and transportation policy, and can result in many positive regional economic effects. The toll highway alternative, which has not been modeled, will increase the cost to automobile commuters in the Mountain View Corridor area, especially since the land use assumptions require long commutes using the toll facility. The economic effects of a transit first, transit only, and toll highway first scenario should be evaluated.

Conclusions: Recommended Changes to the MVC Sequencing Analysis


In order for the Sequencing Analysis to be meaningful and comply with the Voluntary Agreement statement on Balanced Transportation, substantial changes to the methodology are needed. The following provide the major areas that we are currently aware of. After we receive the modeling files, we may develop further concerns and recommendations for changes in the analytical procedure.

- 1) Develop two substantially different land use forecasts for the year 2030 or beyond, reflecting the results of the different transportation investment sequencing. UrbanSim may not be ready for this type of use. An expert panel would be an option for developing these alternative forecasts.
- 2) Analysis of all scenarios with appropriate modeling techniques that will accurately reflect transit and the benefits of transit-oriented development. The existing WFRC model is not adequate to reflect these differences. In the Legacy Parkway sequencing analysis, substantial modifications and adjustments were made to reflect future transit demand, and even these were not sufficient. The forecasts should include consideration of the different pedestrian environment factor and lower auto ownership in TOD developments, and not just place additional land use in the corridor to reflect transit's influence in land use patterns.
- 3) Given the potential lack of funding for a limited access freeway, revisit other alternatives, such as transit/TDM/arterial improvements, as these were rejected prematurely, as they were not tested with modeling techniques that are appropriately sensitive to land use and transit. A tolled highway will generate different travel demand and impacts than a freeway, and will result in different land use effects. The sequencing analysis should include a tolled highway in all scenarios that include a limited access facility.

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Resume

LUCINDA GIBSON, PE, PRINCIPAL
lgibson@smartmobility.com

EDUCATION

- Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1988
- Bachelor of Science in Civil Engineering, University of Vermont, Burlington, VT, 1983

SELECTED PROFESSIONAL EXPERIENCE:

Mrs. Gibson helped found Smart Mobility, Inc. in 2001 and is its Vice President. Prior to this, she was employed for 7 years at the Two Rivers-Ottawaquechee Regional Commission as a Senior Transportation Planner, and for the previous 6 years at Resource Systems Group, Inc. Her current work at Smart Mobility focuses on context sensitive and multi-modal traffic engineering, preparing alternative transportation solutions for conventional roadway projects, and preparing comprehensive, multimodal community transportation plans. This work includes bicycle and pedestrian planning and design, scenic byway corridor planning, and moving beyond conventional traffic engineering by addressing traffic congestion through improving transportation networks, consideration of land use and development patterns, and broadening the range of options in terms of both routes and modes.

Representative Project Experience

Two Lane Plan for PA Route 41—Prepared conceptual plan alternative to a Four lane limited access widening proposed by Pennsylvania DOT for PA Route 41 through Chester County, PA. Used RODEL for roundabout analysis and design, and VISSIM for developing corridor-wide measures and informational display. Sub-contracted with Barry Crown of Rodel Software, and Faber Maunsell, UK Distributors of VISSIM. Plan is currently under review by PennDOT for consideration as an alternative.

Halfmoon, NY Transportation Analysis and Plan—As part of a project team with Behan Planning Associates to develop an innovative plan for hamlet and mixed use center development in a rapidly growing suburb outside Albany, NY. Plan elements included improves street connectivity within proposed growth areas, pedestrian oriented designs and in the hamlet and mixed use areas, and illustrating access management concepts for the main highway corridors.

Transportation Plan for Montpelier, Vermont—Comprehensive, multimodal transportation plan for the City of Montpelier, Vermont to be integrated into their updated municipal plan. Planning process included public visioning workshop, a review of all modes of transportation, travel demand management and parking options, and options to increase street connectivity. In collaboration with ORW, Landscape Architects.

Chicago Metropolis 2020 Plan for Growth and Transportation—Contributed to this APA Burnham Award-winning project to explore alternative scenarios for growth and transportation investment and management for the Chicago Region. Developed alternative transportation investment strategies and budgets, and prepared modeling input files to analyze these scenarios with an advanced regional TtransCAD model.

Dresden School Transportation Committee—Conducted study on the Feasibility of Queue Jump Lane for the Ledyard Bridge Approach in Norwich, Vermont. Reviewed options and obstacles for establishing a bus-only during morning peak hours for buses, with the goal of reducing bus travel time and encouraging school bus and public transit use between Norwich, Vermont and Hanover, New Hampshire.

Barnard Villages Traffic and Growth Management Plan—Developed a plan for Barnard, Vermont's two village areas, including intersection safety, pedestrian circulation, traffic calming, establishing village identity, re-designing lakefront parking on Silver Lake, and exploring opportunities for infill development.

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Prairie Crossing Boulevard Plan, Grayslake, Illinois—Developed context sensitive integrated transportation and land use alternative plan for an abandoned Tollway right-of-way through a new urbanist development in Grayslake, Illinois. Integrated traffic and transportation design into community street network and land use patterns. Plan features landscaped boulevards, roundabouts, and improved street connectivity in the area.

Monadnock Traffic Calming Foundation—Developed conceptual traffic calming plan and design criteria for a NHDOT traffic calming project on Route 101 through the center of Dublin, New Hampshire.

NEPA Document Reviews—Reviewed and prepared comments on several EIS and EA documents for community groups and other stakeholders for a variety of projects, including the I-93 Salem to Manchester, NH Widening the Ohio River Bridges in Louisville, Kentucky; US 202 Section 100 in Chester County, PA.

PROFESSIONAL CERTIFICATIONS AND MEMBERSHIPS

- Professional Engineer – P.E., Vermont Board of Professional Engineering, License #6133
- Member, Institute of Transportation Engineers (ITE)
- Member, Congress for the New Urbanism, Transportation Planning Committee
- Member, Board of Directors, CNU New England Chapter of CNU
- Member, ITE/CNU Design Standards Task Force

PUBLICATIONS

Context Sensitive Design Approach for the Route 41 Corridor, Gibson, Lucinda E., and Dee Durham. Presented the Historic Roads National Conference in Portland, OR. Described multi-faceted approach including research, public involvement and education, used to develop a context sensitive plan for improvements to PA Route 41, an NHS route through scenic rural landscapes and Amish farms. April, 2004.

Chicago Metropolis 2020: The Business Community Develops an Integrated Land Use/Transportation Plan, Gibson, Lucinda E., Frank Beal, John Fregonese, Norman Marshall. Presented at the ITE 2003 Technical Conference, *Transportation's Role in Successful Communities* Presented in Fort Lauderdale, FL, 2003.

Functional Classification for Multimodal Planning, Strate, Harry E., Elizabeth Humstone, Susan McMahon, Lucy Gibson and Bruce D. Bender, *Transportation Research Record #1606, Transportation Planning, Programming, and Land Use*, National Academy Press, Washington DC, 1997.

SPEAKING ENGAGEMENTS (Partial List)

Smarter Alternatives to Highway Projects Presented at the American Planning Association annual meeting in San Antonio, TX, April, 2006.

Context Sensitive Traffic Engineering for Historic Road Corridors. Presented at the biannual Historic Roads Conference, Portland, Oregon, April, 2004.

Emerging Transportation Planning Techniques for Smart Growth Planning. Presented at the Smart Growth Network annual conference in Burlington, VT, September, 2003.

Success Stories and How-To's, Vermont Bicycle and Pedestrian Coalition Annual Meeting, Randolph, VT, April, 2002.

Transportation Concepts for Smart Growth Planning, Chicago Metropolis 2020 Steering Committee, Chicago, IL, January 2002.

How Engineers Think, Vermont Historic Preservation Annual Conference, Manchester, VT, June, 1999.

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Resumé

NORMAN L. MARSHALL, PRINCIPAL

nmarshall@smartmobility.com

EDUCATION:

Master of Science in Engineering Sciences, Dartmouth College, Hanover, NH, 1982
Bachelor of Science in Mathematics, Worcester Polytechnic Institute, Worcester, MA, 1977

SELECTED PROFESSIONAL EXPERIENCE:

Mr. Marshall helped found Smart Mobility, Inc. in 2001 and is its President. Prior to this, he was employed for 14 years at Resource Systems Group, Inc. where he developed a national practice in travel demand modeling and related transportation planning work. He focuses on developing regional transportation models, applying regional transportation models, and critiquing regional transportation models and studies based on regional transportation models.

Land Use/Transportation Scenario Planning

Chicago Metropolis Plan and Chicago Metropolis Freight Plan (6-county region)— developed alternative transportation scenarios, made enhancements in the regional travel demand model, and used the enhanced model to evaluate alternative scenarios. Developed multi-class assignment model and used it to analyze freight alternatives including congestion pricing and other peak shifting strategies. Chicago Metropolis 2020 was awarded the Daniel Burnham Award for regional planning in 2004 by the American Planning Association, based in part on this work.

Envision Central Texas Vision (5-county region)—implemented many enhancements in regional model including multiple time periods, feedback from congestion to trip distribution and mode choice, new life style trip production rates, auto availability model sensitive to urban design variables, non-motorized trip model sensitive to urban design variables, and mode choice model sensitive to urban design variables and with higher values of time (more accurate for “choice” riders).

Mid-Ohio Regional Planning Commission Regional Growth Strategy (7-county Columbus region)—developed alternative future land use scenarios and calculated performance measures for use in a large public regional visioning project. Allocation model developed as part of project was recently applied by MORPC in developing its new long-range transportation plan.

Baltimore Vision 2030—working with the Baltimore Metropolitan Council and the Baltimore Regional Partnership, increased regional travel demand model’s sensitivity to land use and transportation infrastructure. Enhanced model was used to test alternative land use and transportation scenarios.

Transit Planning

Capital Metropolitan Transportation Authority (Austin, TX) Transit Vision— analyzed the regional effects of implementing the transit vision in concert with an aggressive transit-oriented development plan developed by Calthorpe Associates. Transit vision includes commuter rail and BRT.


Bus Rapid Transit for Northern Virginia HOT Lanes (Erickthrough Technologies, Inc and Environmental Defense)— analyzing alternative Bus Rapid Transit (BRT) strategies for proposed privately-developing High Occupancy Toll lanes on I-95 and I-495 (Capital Beltway).

Central Ohio Transportation Authority (Columbus)— analyzed the regional effects of implementing a rail vision plan on transit-oriented development potential and possible regional benefits that would result.

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Essex (VT) Commuter Rail Environmental Assessment (Vermont Agency of Transportation and Chittenden County Metropolitan Planning Organization)—estimated transit ridership for commuter rail and enhanced bus scenarios, as well as traffic volumes.

Roadway Corridor Planning
State Routes 5 & 92 Scoping Phase (NYSDOT)—evaluated TSM, TDM, transit and highway widening alternatives for the New York State Department of Transportation using local and national data, and a linkage between a regional network model and a detailed subarea CORSIM model.

Twin Cities Minnesota Area and Corridor Studies (MinnDOT)—improved regional demand model to better match observed traffic volumes, particularly in suburban growth areas. Applied enhanced model in a series of subarea and corridor studies.

Research
Obesity and the Built Environment (National Institutes of Health) – Working with the Dartmouth Medical School to study the influence of local land use on middle school students in Vermont and New Hampshire, with a focus on physical activity and obesity.

The Future of Transportation Modeling (New Jersey DOT)—Member of Advisory Board on project for State of New Jersey researching trends and directions, and making recommendations for future practice.

Trip Generation Characteristics of Multi-Use Development (Florida DOT)—estimated internal vehicle trips, internal pedestrian trips, and trip-making characteristics of residents at large multi-use developments in Fort Lauderdale, Florida.

Improved Transportation Models for the Future—assisted Sandia National Laboratories in developing a prototype model of the future linking ARC/INFO to the EMMB/2 Albuquerque model and adding a land use allocation model and auto ownership model including alternative vehicle types.

MEMBERSHIPS/AFFILIATIONS

- Associate Member, Institute of Transportation Engineers
- Individual Affiliate, Transportation Research Board
- Member, American Planning Association
- Member, Congress for New Urbanism

RECENT PUBLICATIONS AND PRESENTATIONS

Sketch Transit Modeling Based on 2000 Census Data, with Brian Grady. Presented at the Annual Meeting of the Transportation Research Board, Washington DC, January 2006 and accepted for publication in the *Transportation Research Record*.


Travel Demand Modeling for Regional Visioning and Scenario Analysis, with Brian Grady. Transportation Research Board, *Transportation Research Record*, 2005

Chicago Metropolis 2020: the Business Community Develops an Integrated Land Use/Transportation Plan, with Brian Grady, Frank Beal and John Fregnese, presented at the Transportation Research Board's Conference on Planning Applications, Baton Rouge LA, April 2003.

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8
 1595 Wynkoop Street
 DENVER, CO 80202-1129
 Phone 800-227-8917
<http://www.epa.gov/region08>

Ref: 8EPR-N

Walter C. Waidelich, Division Administrator
 Federal Highway Administration
 2520 West 4700 South
 Suite 9A
 Salt Lake City, UT 84118

John Njord, Executive Director
 Utah Department of Transportation
 4105 South 2700 West
 Salt Lake City, UT 84119

Re: Mountain View Corridor
 Transportation Improvements,
 Western Salt Lake Valley DEIS:
 CEQ #20070440

Dear Messrs Waidelich and Njord:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4231 et. seq., and Section 309 of the Clean Air Act, 42 U.S.C. Section 7609, the U.S. Environmental Protection Agency Region 8 (EPA) has reviewed the Draft Environmental Impact Statement for the Mountain View Corridor DEIS located in Western Salt Lake Valley, Utah.

The proposed action is construction of the Mountain View Corridor, a proposed new transportation corridor that includes both 2030 roadway and transit solutions for meeting travel demand in western Salt Lake County south of I-80 and west of Bangarter Highway and northwestern Utah County west of I-15, south of the Salt Lake County line, and north of Utah Lake. The primary purposes of the project are to improve regional mobility by reducing roadway congestion and to improve regional mobility by supporting increased transit availability. Secondary objectives include supporting local growth objectives, increasing roadway safety and supporting increased bicycle and pedestrian options. The two roadway alternatives in Salt Lake County include: 5800 West Freeway Alternative and 7200 West Freeway Alternative, each of which can include a proposed transit facility along 5600 West. The three alternatives under consideration for Utah County include: Southern Freeway Alternative, 2100 North Freeway Alternative, and the Arterials Alternative. In addition, the document has also evaluated tolling options for this project and analyzed these impacts on traffic demand and

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environmental impact.

EPA has been closely involved with this study for several years, commenting on pre-scoping, scoping and preliminary draft versions of this document as a cooperating agency. Many of our preliminary draft comments have been addressed in the current DEIS. We find the document to be thorough and we commend the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) for outstanding collaboration and planning, thorough analysis, responsiveness to comments and the quality of the DEIS. Several additional or unaddressed comments are attached to this letter. They are primarily focused on document clarity that would enhance the understanding of environmental impacts of all alternatives, including “no action,” to the public.

Pursuant to EPA policy and guidance, EPA rates the environmental impact of an action and the adequacy of the NEPA analysis. Since FHWA has not yet identified a preferred alternative EPA must rate each alternative. EPA has rated all of the build alternatives as “EC-1” (Environmental Concerns-Adequate). This “EC” rating means that impacts have been identified that should be avoided in order to fully protect the environment. The “1” rating means that no further analysis or data collection is necessary, but clarifying language or information may be necessary. An explanation of the rating criteria is enclosed.

Although EPA has rated each of the alternatives as EC-1, we have also commented on the Least Environmentally Damaging Alternative (LEDPA). We believe the LEDPA is 5800 West in Salt Lake County, for the northern half of the project, and 2100 North in Utah County for the southern half of the project (the UDOT preferred alternative). This combination of alternatives provides the least impacts to waters of the U.S. while meeting the primary objectives of the project. In addition, this alternative has been determined to have the least impacts to wildlife habitat (fragmentation), Agricultural Protection Areas, prime farmland affected, least amount of noise impacts to residential areas, and least amount of residential and business relocations. We would also like to note that the Southern Alternative, 1900 South in Utah County, would result in *significantly* more wetland impacts around Utah Lake.

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We appreciate the opportunity to participate in this project. If you have any questions or would like to discuss our comments, please contact me at (303) 312-6004 or Robin Coursen of my staff at (303)312-6695.

Sincerely,

Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation

cc: Ed Woolford, FHWA email
Greg Punske, FHWA
Teri Newell, UDOT
James McMillan, USACE email
Betsy Herrman, US FWS email
Jason Gipson, USACE email

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EPA Comments on Mountain View Corridor DEIS

General:

35.1.1I

- EPA acknowledges FHWA and UDOT's response to concerns and comments regarding Purpose and Need. Elimination of "supporting local growth objectives" as a primary goal addresses EPA's concern that this goal could result in the elimination of alternatives that would be considered "reasonable and practicable" (with respect to avoiding or minimizing impacts to waters of the U.S.). This change appears to have led to the addition of 2100 North in Utah County as a viable alternative which appears to be the LEDPA for the three Utah County alternatives.

Water:

35.14A

- Discharge to Impaired Waters: A project cannot further impair a Clean Water Act (CWA) 303 (d) listed water body. Portions of the Jordan River within the project area are 303 (d) listed waters. Where storm water discharges from the project enter into portions of the Jordan River from Jordan Narrows to Bluffdale, the project would contribute to the existing water quality impairment for temperature and phosphorous. Both new impervious surfaces and detention ponds will increase the temperature of discharges to the Jordan River. In the absence of a Total Maximum Daily Load (TMDL), UDOT must demonstrate mitigation that would reduce temperature and phosphorous loadings to the Jordan from the existing condition or construction of new impervious surfaces cannot be permitted due to water quality impacts. Options available include infiltration galleries, (provided they don't affect shallow drinking water wells), use of detention vaults, rain gardens, bio-swales, porous concrete retrofits for the nearby parking areas, downspout disconnection retrofits, green roof retrofits, etc. There are also numerous options and numerous models available for calculating the existing vs. post-construction loading. EPA recommends using impervious surfaces wherever possible and resolving the mitigation issue by the time the FEIS is published.

35.14B

- EPA recommends using alternative treatment mechanisms as opposed to retention or detention for all areas of the project corridor where temperature of receiving waterbodies is of concern. Several treatment technologies are available which either employ infiltration or centrifugal force (e.g., vortex settling) for the purposes of settling solids and related pollutants. In choosing appropriate treatment technologies, the location of groundwater wells should be considered.

35.14C

- EPA recommends that the FEIS include details of the construction stormwater permits and the design and maintenance requirements of all post-construction treatment technologies for stormwater runoff. In addition, these details should also be shared with all affected regulated municipal separate storm sewer system (MS4) operators.

35.12.1C

Air:

- Please consider inserting a figure of a windrose for the local area so that nearby residents

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can visualize the frequency that they are downwind from the Mountain View Corridor.

35.12.4C

- Mobile Source Air Toxics (MSATS): EPA acknowledges the emissions inventory conducted for all alternatives in both counties. This inventory indicates minor emission differences between the action alternatives and the No- Action Alternative. However, given the serious health impacts of MSATS, EPA recommends that the FEIS include a table of all sensitive receptors in close proximity or within the project area of the freeway or arterials. Impacts from construction near these receptors should be considered in development of Best Management Practices.

35.12.4D

- EPA has significant concerns about the MSAT language used in the DEIS. Other comments from Region 8 have also reflected this position. We will schedule a meeting within the next month to facilitate further discussions regarding the EPA's position on MSATS.

Greenhouse Gases and Pollution Prevention

35.12.1D

- A discussion of greenhouse gases should be included. Recent court cases suggest that EISs, even if they reduce greenhouse gas emissions, should address this issue. Where possible, please disclose any energy reduction efforts/technologies or other emission reduction strategies that have been, or could be considered for this project.

35.12.1E

- The Office of the Federal Environmental Executive released a new Executive Order on January 24, 2007 entitled, "Strengthening Federal Environmental, Energy, and Transportation Management" (EO 13423), which requires, among other things, that all federal agencies:

- * Reduce energy intensity 30% by 2015

- * Reduce Green House Gas Emissions through energy savings by 3% annually or 30% by 2105

- * Build Performance: Construct or renovate buildings in accordance with sustainability strategies, including resource conservation, reduction, and use; citing; and indoor environmental quality

See http://efee.gov/leo/13423_main.asp. The document should address these requirements as appropriate.



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Teri Newell – UDOT Project Manager MVC
c/o Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray UT 84107

Teri Newell:

I am writing today concerning the recently proposed Mountain View Corridor.

You are, of course, aware of the 328-foot area of wetlands that will be destroyed with the placement of the Mountain View Corridor. I'm sure you've already received many letters asking you to reconsider the MVC on account of these wetlands.

As far as I can see, while the MVC would definitely benefit Utah in a number of ways in the short term, I think in the long term, the project would do more harm than good. I didn't grow up in Utah, so perhaps I just haven't seen enough of it, but the parts of Utah I have seen have been dry and devoid of life. I don't see why mass-transit options that cut through that part of the state couldn't be used instead. Utah's a desert: why destroy what little life you have? Is the money worth it?

I just remember my little cousins coming to see me out East, and looking in awe at the open sky—there were no mountains. I would hate to see their children come visit my family out East and marvel at the animals and wetlands, too.


35.15.4A

35.2.3A

Not to mention that the federal Clean Water Act clearly states that wetlands are to be avoided at all costs when it comes to these sorts of projects.

Now, I know that most of the letters you've received have probably asserted that there are many better options to be considered, smarter options that would be better both environmentally and ecologically. Honestly, I'm not entirely convinced that's true. There are so many more angles of this issue to be examined than most have time to look at. But I would encourage you to take the time to reconsider your decisions as far as this is concerned. More is at stake than just money and time. Please remember the environment and your children when making this decision.

Thank you,



Allie Winegar

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35.15.4A

35.12.1A

35.24A

35.2.1H

35.4A

Dear Ms. Teri Newell,

I am a student at Brigham Young University and I have some concerns about the Mountain View Corridor freeway that has been proposed. Since this MVC plan has been brought to my attention, so have numerous problems that will come along it. These problems include the immediate destruction of wetland area, as well as future problems that will likely follow the proposed freeway. I believe that these problems might be able to be avoided while still achieving the intended goals of the MVC freeway, but without the detriment to the land and the community.


Among the problems with the MVC project proposed is the detrimental impact on valuable wetland habitat in the area. Wetlands are often overlooked in projects such as MVC only to the great detriment of society in later years. Wetlands are not only the homes to many species of wildlife and great areas for nature lovers, but they also provide pollution control, something that is quite important in our area. While I personally feel that the value of the natural habitat and wildlife of the Mountain View Corridor have innate value, I am not proposing that decisions concerning this project should be based on the wellbeing of flora and fauna alone. However, I do believe that the pollution that such a plan would cause is relevant to everyone who has to live in Utah Valley. Air quality is already an issue here, as anyone can tell simply by gazing at the murky skyline, and the destruction of wetland area would serve to increase this issue.

Another problem with the MVC freeway proposed is the lack of consideration of for the future. Not only will there be initial devastation to wetlands, but the continued development of the area that will surely follow the freeway will also cause this valuable habitat to be further endangered. This development will also cause greater problems with pollution as more cars, homes, etc. are brought in. The freeway will hardly be solving as many problems as it will potentially create.

There are, however, numerous other ways to solve issues of congestion that the MVC freeway is supposed to be relieving. For example, there could be east-west routes of mass transit that would avoid the wetland area, but still help with the traffic problems. Or, even more forward looking, developments could be more community centered in a way that does not require the use of mass transit, but allows homes, businesses, jobs, etc. to be in closer proximity. In this way, pollution might be reduced and communities improved.

There are many options, including those I mentioned, that could effectively replace the freeway that is to be built in the Mountain View Corridor. There simply needs to be the desire to solve long term problems rather than rush into a short-sighted solution that may later come back to haunt us. I ask you to please consider the alternatives to the freeway project and to please preserve our precious wetlands—they do more for us than we know.

Thank you very much for your time and consideration.

Sincerely,
Kendal Blust


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35.24A

35.2.9A

35.2.7A

February 8, 2007

Dear Ms. Newell,

As a resident of Utah Valley I understand the concern over the ever-increasing congestion on I-15. It is time consuming and frustrating to drive into Salt Lake, and I avoid it as much as possible. I understand why Utah would be searching for a solution to this issue; what I don't understand is the solution that has been settled upon.


I am very hesitant to support the Mountain View Corridor proposal. My largest concerns are that building this freeway will in fact worsen the congestion problem by catalyzing growth in the valley and that natural consequences will no doubt result when the wetland ecosystem surrounding Utah Lake is infringed upon.

As new freeway is laid, new homes will sprout up around it. That much is inevitable. Before long the proposed freeway will be as congested and covered in single man occupied SUVs as I-15. I think that you should instead consider immediately starting to construct the Lehi City approved 2100 North corridor and other similar east-west arteries to relieve congestion problems on I-15. A connection could be built for Salt Lake bound traffic from Redwood Road to I-15 just north of the point of the mountain. Connections such as these would lessen the problem without building a new highway that would just encourage more development, more growth, and therefore more congestion. These options would also allow people to keep driving their cars since many people in our society seem to have an inherent aversion to mass transit systems.

Also, I am concerned over the consequences that would occur by cutting a wetland area essentially in half by a six-lane freeway. This would no doubt lead to flooding on one side of the corridor, which would in turn cause much upset as the basements in Lehi communities continued to fill with water. The construction would also destroy the natural function wetlands serve as natural pollutant sinks which would have expensive repercussions that Utah would have to deal with in the future in terms of contamination of groundwater.

As an environmentalist, I often hear remarks that I care more about saving a few acres of natural wetland and animals than I do about the people living in Utah Valley. This is simply not true. Truthfully, I care far more about the people. I care about the welfare of not just those people currently residing in the affected cities, but also the future generations that will someday live in a valley that once had blue skies, unpolluted air, and rich natural biodiversity. Please consider other options before settling on this freeway.

Thank you for your pledge to be flexible and work with requests such as this one.

Sincerely,

Laura Westover

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Teri Newell- UDOT Project Manager MVC
c/o Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray UT 84107

February 12, 2007

Dear UDOT,

35.15.4A

I am currently taking an Environmental Biology class at BYU and we have been looking into the Mountain View Corridor proposal for Utah County. It will cut through 328 feet of the Utah Lake wetlands destroying a valuable wetland ecosystem and open up the doors for further developments. The ecosystem cannot be ruined; this valuable area houses several species of migratory birds and waterfowl, as well as various mammals, reptiles, amphibians, and fish. They are a crucial part of our world that can still be saved.

35.2.1H

Please resort to more eco-friendly method that will avoid the loss of the precious wetlands of Utah Lake. There are more balanced ways to proceed with this proposal. Improved arterials as well as east-west mass transit outside of the wetlands are better alternatives. Choosing a different route for the Mountain View Corridor would be better for traffic, air quality, wetlands, and the quality of life. Please consider these options for the future. You cannot put a price on the value of the Utah Lake ecosystem.

Sincerely,

Allison Ko

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February 12, 2007

Teri Newell
c/o Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray UT 84107

Dear Ms. Newell,

I am a resident in the Utah Valley area, and I would like to share with you some of my feelings and thoughts about the proposed Mountain View Corridor (MVC) freeway project.

35.12.1A

I have lived in this valley for over nine years now, and I am deeply concerned about this project and the effects that it will have on our economy and environment. Utah Valley has always been known for its small "home-town" feeling. By bringing more traffic to this area there will no longer be that feeling.

35.15.4A

My main concern is about the increased air pollution that the freeway will bring. My family and I have been affected daily by the poor air quality. All of us have had symptoms of Asthma and if the air continues to be poor, the affects can only get worse. I hear my family coughing many times during the day. Some pollutants that induce this coughing, such as diesel fuel, can not simply be coughed up. It will remain in the lungs for a long period of time. I also see children begging their parents to let them play outside, but with the poor air quality the benefits quickly diminish and the parents are obliged to say no.

35.2.1H

Other concerns that I have are concerning the local wildlife habitats that will be replaced by the freeway. I have come to learn through my studies that even the smallest piece of wetland is important. There is so much biodiversity in such a small piece of land, that by losing it, we are destroying the possible opportunities for our future generations to live in a healthy environment.

There are several alternatives that would be beneficial if the purpose is to alleviate congestion of traffic. One such idea is the mass transit idea already proposed by individuals in our community. By providing alternative methods of travel, the reliability on gas and automobiles will decrease which will in turn help our economy, environment, and decrease the congestion of traffic. As far as economic concerns, if a plan to develop the area along redwood road for businesses were put into affect, the distance to travel for commuters would decrease. It would also create a stable environment for single mothers to obtain jobs and work close to their kids. My mother is a single mother who travels thirty minutes to and from work just to support her family.

I sincerely thank you for taking to time to read, and ponder about the concerns that I have.

Respectfully,

Frans J. Lambrechtsen

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Comment 2165

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35.15.4A

35.12.1A
35.2.1H

Dear Ms. Newell,

The state of Utah continues to grown at a rapid rate and I understand that transportation plans need to be made in order to accommodate the increasing population. However, the proposed Mountain View Corridor in Utah County is not the best option for our beautiful state.

Damage to the wetlands in Utah County, even if it is only a small portion will have a huge detrimental effect. Conservationists believe that many of the estimates are low in regards to the damage that will result from cutting through a portion of the wetlands by Utah Lake. Tampering with the delicate ecosystem of the wetlands will result in greater changes than expected in the surrounding areas of the proposed freeway route. The ecosystem could easily dry up if it is disturbed by fragmentation. This in turn would result in a loss of the variety of wildlife and habitat that so many Utahans enjoy.

Pollution is already a problem, especially in Salt Lake and Utah County. By increasing the accessibility for residents to travel further, this will only increase automobile pollution. Smart planning for the future development of Utah should include a plan to create communities that require less travel to and from work. In addition further development of mass transit should be created in Utah County to help decrease traffic and therefore, decrease pollution.

It is important to consider the alternatives to cutting through the wetlands to improve transportation. There are alternatives and they should be considered more seriously. We must consider the long term results of the actions that are taken now. It must be decided which option is really best for the state of Utah. Transportation can be accomplished with improved arterials and east-west mass transit, without cutting into natural wildlife habitats sustained in wetlands. Preservation of the wetlands has and will continue to benefit to the state of Utah.

I encourage you to consider the benefits to alternatives not only for the environment but for the residents of the state of Utah as well.

Thank you for your time.

Sincerely,

Linsey Pearce
Linsey Pearce

35.2.7C

From: "Ellie Bodily" <ellie_bodily@comcast.net>
To: <mountainview@utah.gov>
Date: Sunday - November 11, 2007 6:16 PM
Subject: corridor comments

UDOT.

I am Reagan Bodily, and I am working on a Scout merit badge .I think that this is a good place for the freeway road .There are only 8 houses that will be affected by the freeway. None of the things are true that are on that ad Lehi sent . We need that road so people can get home faster from work.

Yours truly ,

Reagan Bodily

<https://email.udot.utah.gov/gw/webacc?User.context=lrup4Smegn6ke9Au6&Item.drn=199z196...> 11/29/2007

Comment 2166

Comment 2167

Response Section in Chapter 35
↳

Print View Page 1 of 1

From: Peter Hart <peterandeiko@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Saturday - December 15, 2007 2:14 PM
 Subject: Concerned citizen: opposed to 2100 N corridor

To UDOT:

I am very opposed to the proposed 2100 North connector in Lehi. The alternative plan proposed by Lehi City is better because it does not bring a huge volume of traffic within meters existing residential homes. Rather the Lehi City alternative would place the connector in a business area at a point where I-15 and the new westside freeway are much closer together.

It is unethical for UDOT to bring a source of so much air pollution so very close to communities with large numbers of small children. The health effects to residents will be akin to smoking cigarettes.

A UDOT official responded once that regardless of where the connector is placed, someone will live close by and be unhappy about it. That fact, if true, merely highlights UDOT's failure to plan sufficiently in advance in a geographical area where it has been known for decades that growth would be exponential.

Lehi City's alternative plan is the ethical and practical plan to best meet the needs of Utah's growing population.

-Pete Hart

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35.2.9A

35.2.7A

Response Section in Chapter 35
↳

Print View Page 1 of 1

From: Peter Hart <peterandeiko@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Saturday - January 19, 2008 4:26 PM
 Subject: Comment: Opposed to proposed freeway connector at 2100 N. Lehi, UT

To UDOT:

As a concerned citizen I voice my opposition to proposed freeway connector at 2100 N Lehi, UT, and wish to express support for the UDOT arterial alternative. The reasons for my opposition to the freeway connector at 2100 N Lehi, include the following negative consequences:

- 1) increased air pollution in an area with numerous small children
- 2) decreased accessibility of local areas on opposite side of the connector. Lehi is already cut in half by I-15. The 2100 N connector will cut Lehi in half again, separating areas of the community from each other.
- 3) greatly increased noise pollution for local residents, in addition to noise from railroad tracks nearby.

The proposal greatly impacts the families in the area both in terms of health and quality of life. The UDOT arterial proposal is a solution with fewer negative effects on local people that will also provide for future transportation needs. The UDOT arterial alternative is the better alternative.

-Peter Hart

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<https://email.udot.utah.gov/gw/webacc?User.context=irflx3Ud9fmebl0Muf&Item.drn=713z16z0&...> 1/22/2008

35.2.7A
35.2.8A

Comment 2168

Comment 2169

Response Section in Chapter 35
 →
 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Julie Holzapf
 Organization (if applicable): COS
 Mailing Address: 2319 N 2150 W.
 City: Lehi State: UT ZIP: 84043
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project mailing list
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LIBRARY LOCATIONS:

DES VARIOUS COUNTY LIBRARIES:	Daytona Beach Library 1375 W 100th St, S.W. Lehi, OR	Port Library 400 S 2700 W, Ogden, UT
Sealed Air Head Office Library 3101 40th S, Salt Lake City	Alameda Library 4740 W 200 S, West Valley City, UT	Kenner Library 5105 S 4200 W, Kenner, NV
7. Alameda Head Office Library 4000 West Valley Blvd, Salt Lake City	Maple Library 8130 W 1500 S, Maple, UT	West Jordan Library 1070 W 7000 S, West Jordan, UT
2915 1500th St, Salt Lake City		South Jordan Library 1007 S Silverdale Rd, South Jordan, UT

COMMENT **

I am very disappointed at how UDOT changed a plan to make 2100 N a freeway from the always intended arterial. Lehi City has done their homework to ensure that our city has a say & has done that which is in our best interest. UDOT says, "we'll look at your plan." How do we really know that will happen? I think UDOT has always had a hidden agenda of does what they want. What happened to why we a Democracy? Why do people get to do what they want. They should have more of a say than the city council. UDOT.

► To send this comment form back to Mountain View Corridor, please fill out, sign, affix a return stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

PROVIDE YOUR COMMENTS TO:

Provo Library 1380 S Redwood Rd, Provo, UT	REED COUNTY LOCATIONS:
Mountain Library 1130 S 5000 W, Mountain, UT	Seal Lake County (DES CP 200)
Assistant Post Library 645 100th American Ave	21515 Foothill Mountain Rd, Lehi
Reed County Library 316 Center St, Reed, OR	Oriskany County (DES Head Office)
	1401 Huntington Rd, Siga, Mountain

Response Section in Chapter 35
 →
 35.2.9A

35.2.9A

35.2.7H

35.2.7A

January 21, 2008

Mountain View Corridor
 c/o Parsons Brinckerhoff
 488 E. Winchester Street, Suite 400
 Murray, UT 84107

RE: Comments on the Mountain View Corridor Draft EIS

To Whom It May Concern:

I strongly oppose the Mountain View Corridor EIS suggested 2100 North Corridor Alternative in Utah County. In looking at the draft EIS I find many questions on the Lehi 4800 North alternative, completely unaddressed. As a citizen of Lehi, and a member of the Lehi community I am worried about the impacts the 2100 North alternative could have on my neighbors and myself. A few of my concerns are listed below.

- Why is the City's proposed 4800 North Alternative not being looked at as a viable alternative? I think the Lehi City 4800 North Alternative makes better sense to shift traffic away from downtown and bypass Lehi almost completely. To me it looks like a shorter connection, it would save money for commuters, reduce air quality impacts by offering a shorter commute, as well as costing less to build. When I attended the public open house in Lehi on November 15th, there were comments being made about the alternative just being given to them "last week" and that UDOT was evaluating the alternative...I happen to know that Lehi City has been moving forward with this alternative since spring of 2007, if UDOT is looking for "context sensitive solutions" why aren't they looking seriously at the suggested City solution to one of these problems?
- Another frustration I have had is with the public input process. I've been receiving e-mails from the "Mountain View" corridor team for a couple of years, the whole time the alternatives appeared to focus more on having a freeway connection in the southern part of Lehi City connecting to I-15 along the lake with larger roadway corridors along 2100 North, but no freeway. Then suddenly at the beginning of this year the 2100 North Freeway alternative appeared because of wetlands impacts on the southern route...I did not feel there was adequate public input prior to UDOT changing the "preferred" alternative to a freeway corridor along 2100 North.
- I'm not an expert in looking at wetlands, but I work with engineers and know there is typically a very involved process to put a road through wetland areas and a lot of hoops that Cities and Counties have to jump through. It appears to me that in changing the "preferred alternative" so quickly it appears that the wetlands delineation along the 2100 North corridor didn't jump through all the hoops in the correct order specified by U.S. Army Corps guidelines. Again, if the Lehi City's 4800 North Alternative appears to have fewer wetlands to cut through, it appears to me that this would reduce environmental impacts on wildlife, waterfowl, and the river ecosystem.

Comment 2169 (continued)

Comment 2170

Response
Section in
Chapter 35




Mountain View Corridor Draft EIS
JaNae Kotter Comment Letter
January 9, 2008
Page 2

35.2.1H

35.2.7A

4. 2100 North would cause serious impacts to existing family homes along the proposed corridor. This would affect not just the people who live in the path of the freeway, but those who live next to it also. No one who has a choice wants to raise a family next to a major freeway. The proposed freeway would have a significant negative economic impact for families currently living in the path of the proposed freeway.
5. I am concerned about the additional air quality impacts of having another major freeway connect within five miles of my home. We already have such poor air quality in the valley, I don't see adding an additional freeway at this location making anything better, just worse. According to the Deseret News "Utah Physicians for a Healthy Environment estimate that each red alert pollution day in Utah exposes residents to the equivalent of smoking a half pack of cigarettes." Instead of adding to the pollution, let's find a better solution.
6. Why is UDOT not adding additional mass transit alternatives instead of a freeway? I live within three miles of where I work and if there were bike trails or even bike lanes to make it safe to ride my bike to work I would instead of driving my car.
7. The fragmentation caused by 2100 North would also adversely affect other City services including fire and emergency services. Splitting the city into quarters will only make this problem worse. I've seen issues where an accident has closed access under the freeway and in order to get to emergencies, it's taken them well out of the way to get across the freeway on another route. Response time is critical, why make their jobs even worse.
8. The 2100 North Alternative would negatively impact the cultural community in Lehi. In addition to the forced removal of the Lehi Library Branch on 2100 North, the proposed freeway will additionally fragment the Lehi cultural community. Living on the east side of the freeway, I can already see that I-15 is a barrier to easy access to the downtown area, libraries, community centers, the Arts Center and more. An additional freeway would segregate neighbors from these services even more.

In closing, I would like to state again that I strongly oppose the Mountain View Corridor 2100 North Corridor Alternative proposed in the Draft EIS. I request that UDOT evaluate my concerns and as a public agency respond to my needs as a member of the impacted public, and find a solution that better fits the needs of my neighborhood and my community.

Sincerely,

JaNae Kotter
4456 W. Westbury Way, Unit F
Lehi, UT 84043

Response
Section in
Chapter 35



35.2.8A

Print View

Page 1 of 1

From: "Mark McLane" <MMcLane@BLENDTEC.COM>
To: <mountainview@utah.gov>
Date: Friday - January 11, 2008 2:32 PM
Subject: Support for Utah County Arterial Alternative

I just wanted to add my name to the list of those who support the proposed arterial road for 2100 North in Lehi. I live in one of the communities that would be adversely affected if this road were to become a highway and though I would not lose my house over it I know friends that would. The highway on 2100 North may look good on paper for UDOT but it is absolutely the wrong solution for our community. Please make 2100 North a road that will add commerce and prosperity to our community.

Sincerely,

Mark McLane
2313 N 2080 W
Lehi, UT 84043

<https://email.udot.utah.gov/gw/webacc?User.context=qk5vv7Qkcm0qh3Fqc&Item.drm=643z2z0&...> 1/11/2008

Comment 2171

Comment 2172

Response Section in Chapter 35
 35.2.9A
 35.2.7A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: CHARL MELLOR
 Organization (if applicable): Lehi, Historical Comm
 Mailing Address: 895 N. 7th E.
 City: LEHI State: UTAH Zip: 84043
 Email: _____ Phone: 801-765-8665

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Salt Lake City West Valley 201 E. 400 S., Salt Lake City	1575 W. 3000 S., Salt Lake City	4875 S. 2700 W., Taylorsville	3575 W. 3000 S., Salt Lake City
A. Millard & Associates Library Government Documents 295 S. 300 S., Salt Lake City	4270 W. 4100 S., West Valley City	5355 S. 4200 W., Kaysville	3181 E. 400 S., Salt Lake City
	4330 W. 3500 S., Magna	1970 W. 7000 S., West Jordan	8330 W. 3500 S., Magna
	South Jordan Library 1201 S. Redwood Rd., South Jordan		
	Bluffdale Library	Mountain View Library	Lehi Library
	7380 S. Redwood Rd., Bluffdale	1370 N. Center St., Lehi	1370 N. Center St., Lehi
	4500 W. 4100 S., West Valley City	3135 N. Front Mountain Dr., Lehi	1808 E. Heritage Dr., Eagle Mountain
	643 100 E. American Fork		
	301 E. Center St., Provo City		
		TECHNOLOGY LOCATIONS	
		501 East County (DEIS CD-ROM)	
		3619 S. Redwood Rd., Taylorsville	
		301 East County (DEIS Hard Copy)	
		241 W. 130 N., American Fork	

To send this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

UDOT's plan cuts Lehi into isolated residential sections destroying 30-40 homes. 4500 N. is less expensive. Lehi's 4500 N. Plan eliminates the new spots, commercial, and connected living areas (to be built on east side of freeway - just South of Traverse Ridge) allows people to go directly to their intended Lehi location. UDOT's plan allows unnecessary traffic into Lehi to get across and disturbing nearby to existing homes - this join 1-15 and return to planned development 11/20/07

Response Section in Chapter 35
 35.2.7D

Print View Page 1 of 1

From: Marty Stevens <martystevens_ghg@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 6:36 PM
 Subject: 2100 N Connector

UDOT,

I wanted to adamantly appose your proposed 2100 N Connector in Lehi.

It is my opinion the 2100 N Connector is a short sided solution for a growing community. Simply diverting existing Saratoga Springs, Eagle Mountain and West Lehi I-15 traffic at 2100 N is a short term solution. Transferring/diverting this traffic either at Bluffdale/Point of the Mountain to connect with the upcoming proposed Legacy Highway project makes far more sense, for the short and long term growth plans.

The Bluffdale, Point of the Mountain diversion of current Saratoga, Eagle Mountain and West Lehi traffic will ease South Bound congestion from the Point of the Mountain to American Fork. It will also utilize otherwise useless land currently being used as a sand pit etc.

While I am absolutely sure your decision is short-term financially motivated I suggest the 2100 N Connector will be far more expensive in the long-run. Growth of the North Lehi area within the next 5-7 yrs will sore as land becomes far less available and existing farmers/ranchers are crowded to sell the existing land. Of course I know that is where you come in - land costs for the 2100 N Connector is already purchased at the I-15 intersection and between Redwood Rd. and the proposed 2100 North connection is all farm land currently.

I just don't believe it's the best answer..... diversion of the traffic farther North, is a much better solution.

Best Regards,
 Marty Stevens

Never miss a thing. Make Yahoo your homepage.

<https://email.udot.utah.gov/gw/webacc?User.context=nm7mq1Uc5pobbj2Pi0&Item.dr=732z14z...> 1/22/2008

Comment 2173

Response
Section in
Chapter 35



35.2.9A

Page 1 of 1

Howard Johnson - Mountain View Corridor Proposal

From: "Joe Swindler"
To:
Date: 9/6/2007 7:00 PM
Subject: Mountain View Corridor Proposal

Hello. I wanted to let you know I think Lehi's 4800 N. proposal for the Mountain View corridor is much better, both for Lehi city and Utah County. It also has the added bonus of adding a freeway entrance/exit at Traverse Mountain which will help relieve traffic at the southbound Alpine exit. I think it's a great idea!

Thanks,
Joseph Swindler
3359 N. 1300 E.
Lehi, UT 84043

801-766-0591

929-3877
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Comment 2174

Response
Section in
Chapter 35



35.2.7C

Page 1 of 1

Print View

From: "Ursula" <uwayman@bbscmail.com>
To: <mountainview@utah.gov>
Date: Friday - November 30, 2007 9:48 AM
Subject: 2100 North Freeway

I would like to be counted as supporting the 2100 North Freeway alternative. My late husband, Reid Wayman, was active in planning and I am sure would be pleased with this plan. Sincerely, Ursula Wayman Saratoga Springs, Utah

<https://email.udot.utah.gov/gw/webacc?User.context=qn5gx8Um2th9bq9Bu&&Item.drm=471z2z7...> 12/5/2007

Comment 2175

Response
Section in
Chapter 35
↳

35.2.7C

Dec. 6, 2007

**To: UDOT/MOUNTAIN VIEW CORRIDOR/PARSONS
BRINCKERHOFF,**

We, the residents of Eagle Mountain would like to share our input and support for the 2100 North Freeway Alternative route.

- We would like to see Redwood Road from Bangerter Highway to Center Street in Saratoga Springs widened.
- A freeway running south along the west side of Redwood Road to the north end of Saratoga Springs.
- 2100 North Freeway will provide relief of traffic congestion for Eagle Mountain residents.
- Minimize the negative effects of big trucks in local streets.

Please accept our support for the 2100 North Freeway, this will be the best solution to alleviate congestion at the crossroads (Redwood and SR 73) in Saratoga Springs. It will provide a quick, easy access route to our homes in Eagle Mountain.

Thank you,
Eagle Mountain Residents Krista Nielson 770-2552

Rachel Binghamst: 789-4597

Michelle Cheddle: 789-50406

May Napston 766-0502

Wendy Mach 789-8711

Nancy Reid 789-3112

Alvena Cope 915-2037

Richard Merino 764-2317

Esther Olson 789-3181

Yvonne Miller 2580-10045

This space is intentionally blank.

Comment 2176

Comment 2177

Response
Section in
Chapter 35
↳

35.2.10A

Print View Page 1 of 1

From: "Jeff Haaga" <jeffhaaga@comcast.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 6:30 PM
 Subject: Mountain View Corridor Comments

Tolls are taxes in disguise. The unfortunate thing is the West Side of Salt Lake County should not pay the burden alone. It is discriminatory. I believe the legislature needs to come up with a creative way to pay for the Mountain View Corridor.

I also believe that since the right of way for Mountain View Corridor is owned by the public it should never be operated by private business. It is public land paid for with our tax money. I would oppose privatizing public land for road construction.

Jeff Haaga

<https://email.udot.utah.gov/gw/webacc?User.context=1x8vn0Uneur&df3Jm5&Item.dm=774z19z0...> 1/24/2008

Response
Section in
Chapter 35
↳

35.2.9A

Page 1 of 1

Howard Johnson - Support for the Lehi proposal

From: Judy and Richard Adams
To:
Date: 9/8/2007 7:33 AM
Subject: Support for the Lehi proposal

Mayor Johnson,

Please recognize and forward our support for the Lehi proposal. This one shows concern for the residents and displays common sense.

We don't live in the areas that will have the new roads, but we use I-15 and Main Street frequently. We would like to see less traffic on Main Street and easier travel routes for the residents west of Lehi.

Thank you, Richard and Judy Adams 768-2473

Gear up for Halo@ 3 and get a \$25 Best Buy gift card. It's our way of saying thanks for using Windows Live™. Get it now!

Make your little one a shining star! Shine on!

4090-3868
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period.
 Submitted to MVC project office by Lehi City on 1/23/2008.

file://C:\Documents and Settings\twilson.LEHI-UT\Local Settings\Temp\XPGpWise\46E... 9/10/2007

Comment 2178

Comment 2179

Response Section in Chapter 35
↳

Print View Page 1 of 1

From: Lawrence & Janet Burton <burtonsare@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 6:25 PM
 Subject: east west alternatives

I and my wife have attended most of the meetings that have been offered to give input. In every meeting there has been a feeling to me that anyone could offer comment but it has already been decided were the roads would go and what kind of road they would be. The meetings are held to let people voice their concerns but it is only a formality.

I, like everyone else, want what is best for the larger part of the people. Having a choice of east west corridors only makes sense to me. For UDOT to create one east west super highway is not in the best interest of all the people. If there is a problem on that highway it misplaces all east west traffic. If there are numerous arterials it will give alternative routes to choose from for the greater good of the total communities population. One super highway will concentrate the pollution and increase health risks in that area.

I could go on an on but I feel it would do no good. The best alternative is the largest freeway type road to be at the 4800 North area and the aterial type road at the 2100 North location.

I am also very much in favor of a bypass freeway around Utah valley on the west side of the lake. Thanks for reading.

 Never miss a thing. Make Yahoo your homepage.

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=842z3z0...> 1/25/2008

35.2.8C

35.2.9A

35.2.1B

Response Section in Chapter 35
↳

Kennecott Land
 5295 South 300 West, Suite 475
 Murray, Utah 84107
 ph: [801] 743-4624
 fax: [801] 743-4659
 www.kennecottland.com

January 24, 2008

Teri Newell
 Mountain View Corridor
 C/O Parsons Brinckerhoff
 488 E. Winchester St.
 Suite 400
 Murray, Utah 84107

Re: Comments on Draft Environmental Impact Statement for Mountain View Corridor

Dear Mrs. Newell,

The Kennecott Land Company strongly supports both the transit and roadway components of the Mountainview Corridor project outlined in the Draft Environmental Impact Statement (DEIS). This project is of strategic importance to both our short term development plans at Daybreak and our longer term development plans for the West Bench. We appreciate the level to which the project team has involved our company in the planning effort for the project and are pleased to see both our plans and those of Envision Utah's Growth Choices process are incorporated into the project.

We also appreciate the opportunity to provide comment to the draft document. The following are our specific comments on the document:

1. KLC strongly supports the inclusion of the 5600W transit alignment in the project. It is important to us that any transportation investment be a balanced one that includes both transit and roadway improvements. While we understand that the transit component of the project will be implemented by UTA and the roadway by UDOT, it is our preference that both parts of the project will be implemented together.
2. Regardless of transit technology, KLC prefers a dedicated right of way transit solution. In order to minimize impacts within Daybreak, we would prefer the 5600W transit line to interline with the proposed Mid-Jordan LRT line. This alignment is located within the median of Grandville Avenue.
3. KLC prefers that the 5600W transit line exit Daybreak by crossing over MVC on a separate structure north of the 11400S interchange and then south to cross 11800S at grade west of MVC.

BUILDING ENDURING COMMUNITIES ON SALT LAKE VALLEY'S WEST BENCH

35.2.3A

35.2.3F

Comment 2179 (continued)

Response
Section in
Chapter 35
↪
35.2.40

5. The design of the Daybreak development assumes that MVC will be depressed through Daybreak. It is our preference that the preferred alignment remains depressed through this section.
6. KLC has designed the traffic operations within Daybreak based on interchange access to MVC at 11400S and 10400S. We strongly support these interchanges remaining in the initial phase of the freeway construction.
7. In order to minimize traffic volumes at the 11400S and 10400S interchanges, KLC has incorporated two overcrossings of MVC within Daybreak. These overcrossings are located at Silver Mine Rd. (Approximately 11000S) and 10200S. It is important to us that these overcrossings are included in the MVC project.
8. KLC has substantial industrial development planned for the south side of Old Bingham Highway west of the proposed MVC alignment. This is in addition to the industrial development that exists in West Jordan City along the north side of Old Bingham Highway. We recommend that an additional freeway interchange be provided at Old Bingham Highway to better separate the truck traffic associated with the industrial land use from the residential and commercial land use at 9000S and 10400S. We understand that the existing freight rail alignment along the south edge of Old Bingham Highway presents design challenges for this interchange and we are willing to work with UDOT and UTA to find a feasible solution at this location.
9. KLC and South Jordan City have worked to preserve Bingham Creek as a recreational and pedestrian corridor. The overcrossing of MVC over Bingham Creek should be designed to accommodate floodplain requirements, pedestrians and equestrians in the same structure and should be designed to fit the aesthetics of the environment.

KLC looks forward to continuing to work with you and UDOT on the implementation of the MVC project. Please feel free to contact me if you have any questions or need further clarification.

Sincerely,



Tom Bacus, PE
Director Transportation Planning

Comment 2180

Response
Section in
Chapter 35
↪
35.31C

Print View

Page 1 of 3

From: Tiffany Ulmer <tiffany@ulmers.org>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 9:11 AM
Subject: Environment Study

Dear UDOT,

I've already made a comment, but want the following included in the study. I think we just found the real reason Lehi is opposed to the 2100 North option. It is because it messes up a Lehi Council member's business opportunity.

Thx
Tiffany Ulmer
Eagle Mountain UT

source: <http://www.heraldextra.com/content/view/252778/17/>

Lehi OKs plan to annex land for Mt. View freeway PDF
<http://www.heraldextra.com/index2.php?option=com_content&do_pdf=1&id=252778>
Print
<http://www.heraldextra.com/index2.php?option=com_content&task=view&id=252778&pop=1&page=0&Itemid=17>
E-mail
<http://www.heraldextra.com/index2.php?option=com_content&task=emailform&id=252778&Itemid=17>

Cathy Allred - NORTH COUNTY STAFF

Lehi could grow by more than 1,800 acres if a planned annexation gets final approval.

On Tuesday night, Lehi City Council members voted to approve the Holbrook annexation by resolution -- the first vote needed in the annexation process. The addition would increase the city's land mass by 12 percent. The property includes the site of the Utah Department of Transportation's proposed Mountain View Corridor and its preferred 2100 North freeway. Lehi has opposed UDOT's plans.

"We'll want to do an area plan and zoning will come into play at the

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Comment 2180 (continued)

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same time down the road, so we're looking at five to six months before it's final," Councilman Stephen Holbrook said.

Lehi measures 14,799 acres from Utah Lake to the Point of the Mountain, from the American Fork and Highland west boundary to the Jordan River, except to the south where Saratoga Springs has a toe hold east along Utah Lake and north to nearly 700 South in Lehi.

Lehi Planner Kim Struthers said the council's move to annex complies with the city's annexation declaration plan filed with the state in 2003.

It is an annexation plan in conflict with the Saratoga Springs's annexation declaration plan, which overlaps boundaries with Lehi's and claims any property west of the Jordan River. The move to annex comes from the landowners, not Lehi City.

"This was not politically motivated at all," Councilman Mark Johnson said during a phone interview. "This is something the property owners, the future developer and the city had been discussing for months."

The proposed Lehi annexation includes all property west of the river and the majority east of Redwood Road, north of Saratoga Springs's Harvest Hills development and south of Camp Williams.

"This is a matter we have been working on for some time," said City Administrator Jamie Davidson. "This is like any other annexation that we've done, except larger."

Councilman Holbrook owns one-third of the property in the annexation. He submitted a disclosure statement about his vested interest to the city before voting on the resolution Tuesday.

Two of the council members were absent for the vote, and abstaining would have made the vote impossible because there would have been less than a quorum.

Several property owners within the annexation boundaries, including Holbrook, have entered into a contractual agreement with Anderson Development for a planned community. The proposed Mountain View Corridor and 2100 North freeway would cut the Anderson development in half.

"I think that is one of the real good things that we have done in the last year or two and I think that it will be an asset to the city," said Mayor Howard Johnson of the annexation.

Davidson said the city included a number of properties within the annexation resolution whose property owners have not specifically

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requested to be annexed "simply to comply with state law," which prohibits county islands surrounded by land within city boundaries.

"There was an effort to contact each of these property owners to advise them of this annexation," Davidson said. "The city also had an open house and invited land owners to answer questions ... a public hearing to consider potential objections."

An annexation by resolution was done instead of by petition of the property owners because it streamlined the process, said Davidson.

"It is easier for one thing," he said. "It is a procedure that is designed to accommodate for one thing that you are filling in what is in this case a large peninsula."

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UPDATE TO THE ALTERNATIVE FOR
THE MTN VIEW CORRIDOR

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35.2.1AA

ALTERNATIVE TO THE
Mountain VIEW CORRIDOR

NORTH SHORE LAND OWNERS
CONTACT:
L. CLAUDE LAMPH
7230 W 7750 N
AM. FORK, UTAH
84003

Comment 2181 (continued)

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Lehi City wants the new corridor to join I-15 at 4000 to 4800 North instead of 2100 North. I believe that a new overpass will not be in the best interests of the people using the road.

2100 North is located to have the Corridor come into an overpass that has access to State Street and North and South Traffic This gives access to Lehi, Highland, Saratoga Springs and Will tie into U-92 for better access. Traffic will have to go much further thru the cities if 4800 North is used. Should people in these areas have to drive thru Lehi and West Am Fork to access the freeway or drive north for miles for that access.

Advantages of 2100 North: Better Access. Roads from the various towns that are already in that area. As the pictures indicate a six to eight lane easement is already in place.

Advantages of 4800 North: It will run the corridor right into a developers new commercial area.

Comment 2181 (continued)

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Lehi 1000 South Road:

Why has the area just North of Utah Lake not been developed?

The area is filled with springs and wetlands with large ponds and holding areas for water to be used to irrigate the farmlands. A project just started and being developed in the area has no basements, keeps them from becoming indoor swimming pools.

Development North of the area has reduced the wetlands by about 60%. In 1983-84 these wetlands helped prevent flooding in the area. Also by putting a road with soil compaction in this area will create a dike that will make this flooding worse.

Air pollution in the area is bad and getting worse. By building freeways instead of Blvds there will be more traffic at higher speeds with more pollution and Urban Sprawl.

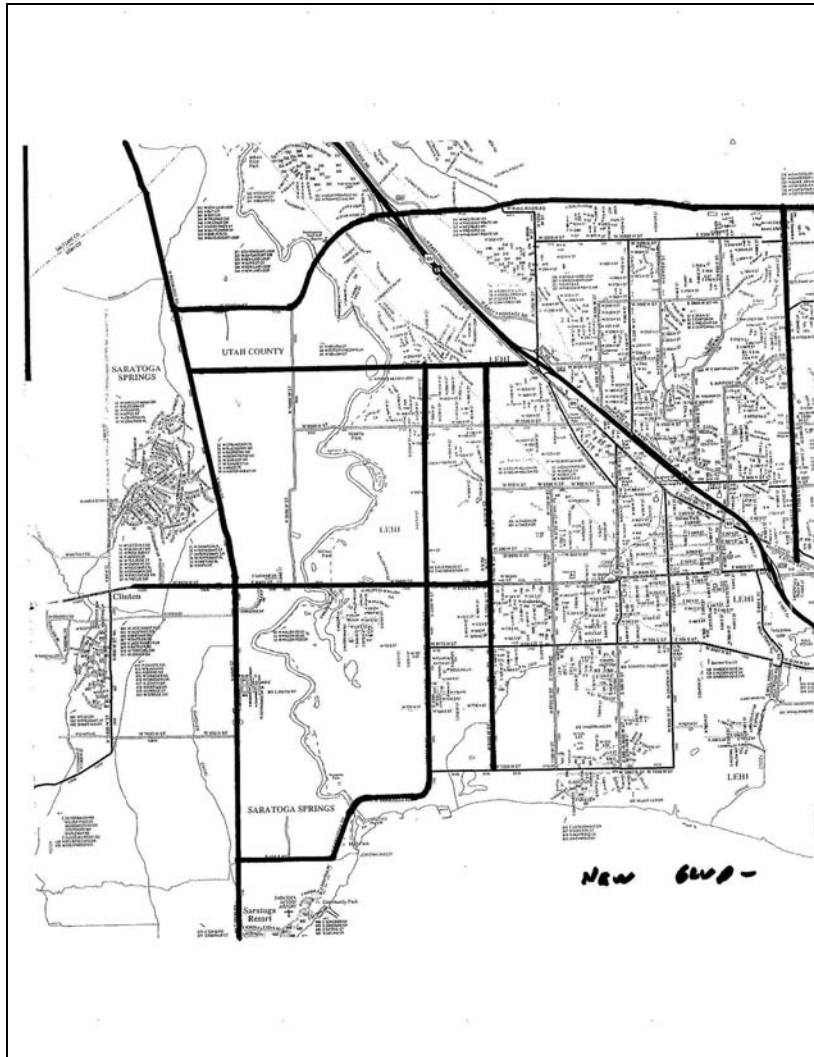
The latest studies I have received show that this pollution causes lower birth wt in children with lower IQ and increased Health Problems.

More traffic may mean more restrictions on traffic so the Goal of having more roads for traffic will someday be counter-productive with less traffic allowed.

I would like to see the use of Blvds instead of freeways. The biggest problem with traffic in Northern Utah County is that there are no 4 lane roads except for State St. Lets develop those roads.

Comment 2181 (continued)

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Comment 2181 (continued)

I BELIEVE THAT BY IMPROVING EXISTING ROADS FROM NARROW TWO LANE HIGHWAYS THAT CURRENTLY UNDERUTILIZE EXISTING FREEWAY EXCHANGES AND CAUSE TRAFFIC CONGESTION, IT IS POSSIBLE TO MOVE TRAFFIC IN A MORE ORDERLY FASHION WITH LESS DELAYS AND A GREAT SAVINGS IN TAX DOLLARS.

THE QUESTION BECOMES, IS A FREEWAY INTO UTAH COUNTY THE BEST SOLUTION. EVERYONE HAS SEEN HOW FREEWAYS IN LOS ANGELES CAUSED URBAN SPRAWL AND PROMOTED MORE TRAFFIC CONGESTION NOT IMPROVING IT.

THE MOUNTAIN VIEW CORRIDOR WILL BE SO EXPENSIVE THAT THE STATE HAS TALKED ABOUT MAKING IT TOLL ROAD IN ABLE TO PAY FOR THE COST. CURRENT SURVEYS SHOW THAT THERE IS VERY LITTLE SUPPORT FROM THE PUBLIC FOR THIS IDEA.

THE CURRENT PROPOSAL DEVELOPS A FREEWAY THAT PARALLELS INTERSTATE 15 INSTEAD OF GOING TO THOSE AREAS WITH THE MAXIMUM GROWTH RATE AND POTENTIAL FOR GROWTH.

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CHECKING FOR GROWTH IN THE STATE OF UTAH SHOWS THAT OUT OF THE TEN AREAS IN THE WHOLE STATE WITH THE LARGEST GROWTH, FIVE ARE IN WESTERN AND NORTHERN UTAH COUNTY. IT IS IN THESE AREAS THAT ROAD IMPROVEMENT AND GROWTH ARE NEEDED. BY WIDENING AND EXTENDING THESE ROADS, IMPROVED SERVICE, LESS CONGESTION AND TAX SAVINGS CAN OCCUR.

EXTENDING A FREEWAY INTO THESE AREAS WITHOUT IMPROVED SECONDARY ROADS WILL ONLY SHIFT THE AREAS OF CONGESTION AND NOT IMPROVE SERVICE.

I PROPOSE THAT THESE IMPROVEMENTS BE MADE

WIDEN REDWOOD ROAD FROM THE SALT LAKE COUNTY LINE THRU SARATOGA SPRINGS.

WIDEN AND EXTEND SR-92 TO REDWOOD ROAD

WIDEN AND EXTEND 2100N LEHI TO REDWOOD ROAD

WIDEN SR-73 FROM 1750W LEHI THRU EAGLE MTN.

WIDEN 2300W NORTH TO 2100N, LEHI.

WIDEN 1750W NORTH TO 2100N, LEHI.

WIDEN 1200E NORTH TO SR-92

WIDEN THE ALPINE HGY FROM AM. FORK TO SR-92.

WIDEN TIMPANOGAS BLVD FROM AM. FORK TO SR-92.

WIDEN CANYON RD FROM PLEASANT GROVE TO SR-92.

PLEASE SEE THE ENCLOSED MAP.

Comment 2181 (continued)

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I AM SUBMITTING THIS PROPOSAL BECAUSE OF MY BELIEF THAT THE MOUNTAIN VIEW CORRIDOR HAS IN MY OPINION, SEVERAL FLAWS AND PROBLEMS.

I AM PERSONALLY INVOLVED IN THAT THE ROUTE WILL BISECT MY FAMILY FARM, TAKING AN ALMOST 400 SWATH OF MY PROPERTY. THIS PROPERTY HAS BEEN LISTED FOR YEARS AS AN AGRICULTURAL PROTECTION ZONE.

I AM ALSO AGAINST THE DESTRUCTION OF LARGE AREAS OF WETLANDS ALONG THE NORTHERN BORDER OF UTAH LAKE.

I BELIEVE THAT THE PUBLIC WOULD BE BETTER SERVED BY THE INTRODUCTION OF AND IMPROVEMENTS OF EXISTING ROADS AND HIGHWAYS.

THE PUBLIC HAS JUST INDICATED ITS STRONG SUPPORT FOR PUBLIC TRANSIT BY THE PASSAGE OF A TAX-SUPPORTED FUNDING PROPOSITION, THIS LAST ELECTION.

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UNDER UTILIZED INTERCHANGE AT SR-92 AND INTERSTATE 15. DESIGNED FOR SIX LANES IT HAS ONLY TWO LANE ROADS THAT LEAD INTO IT.

THE NEWLY PROPOSED HOTEL AT THE POINT OF THE MOUNTAIN IS REQUESTING ITS OWN INTERCHANGE BE BUILT JUST 4000 FT NORTH OF THE ONE SEEN HERE.

MAYBE, THANKSGIVING POINT AND CABELAS NEED INTERCHANGES WAS WELL

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PICTURED HERE IS THE INTERCHANGE AT 2100N IN LEHI. THIS INTERCHANGED IS HAMPERED BY SEVERAL TWO LANE ROADS THAT ENTER IT AT STRANGE ANGLES AND BY US-91 THAT DEAD-ENDS GOING HEAD LONG INTO TRAFFIC EXITING FROM THE FREEWAY. CURRENTLY YOU HAVE TO CROSS HEAVY TRAFFIC AT THE EXIT TO TURN ONTO 2100N AND THEN FIND WHICH ONP OF THE MANY SMALL ROADS TAKES YOU TO IT.

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IT IS TOO BAD THAT THIS ROAD IS SO HARD TO USE IN ITS PRESENT STATE. 2100N DEAD ENDS JUST BEYOND 2400W AND AT THE OTHER END NARROWS DOWN A SMALL TWO LANE ROAD THAT TWISTS AND TURNS AND COMES INTO US-91 AT THE FREEWAY INTERCHANGE. AS YOU CAN SEE IT IS A TWO LANE ROAD WITH A FOUR TO SIX LANE EASEMENT. THIS ROAD CAN EASILY TO TURNED INTO A BLVD HIGHWAY THAT WOULD INTERSECT NOT ONLY I-15 BUT US-91 AS WELL.

Comment 2181 (continued)

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THIS IS WHERE 2100N ENDS AT 2400W. IN THE BACKGROUND THE CAN SEE THE HIGHER AREA WHERE REDWOOD ROAD IS LOCATED, ABOUT ONE MILE AWAY.

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2300 W IN LEHI. THIS ROAD RUNS STRAIGHT INTO SARATOGA SPRINGS WITH NEED OF EXTENSIONS. HERE IT IS PICTURED AT THE CORNER OF 2100N.

Comment 2181 (continued)

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AM. FORK CITY JUST DOUBLED THE SIZE OF ITS PARKING AREA FOR COMMUTERS WHO ARE ATTEMPTING TO CAR SHARE. THE RESULT IS A PARKING LOT STILL FILLED TO OVER-FLOWING WITH CARS PARKING IN THE DRIVE LANES AND ON THE ROADS OUTSIDE.

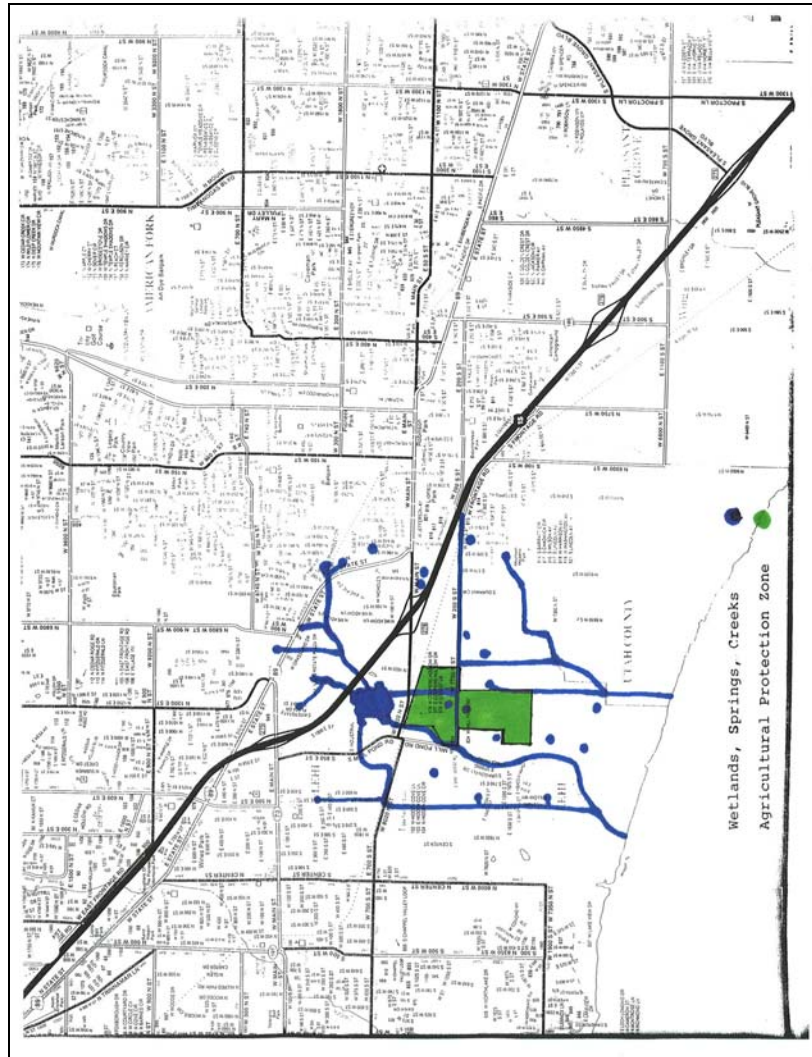
LIGHT RAIL IN SALT LAKE IS RUNNING AT 3-5 TIMES THE NUMBER OF PASSENGERS THAT HAD BEEN ESTIMATED.

I HAVE WATCHED DOZENS OF PEOPLE GETTING ON A BUS AT THE FREEWAY ENTRANCES GOING TO WORK WITHOUT DRIVING.

MASS TRANSIT IS NEEDED AND IS SUPPORTED STRONGLY BY THE PUBLIC.

Comment 2181 (continued)

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MILL POND, WETLANDS IN AM. FORK

WETLANDS MITIGATION WILL HAVE TO BEEN DONE NO MATTER WHICH ROADS ARE IMPROVED OR DEVELOPED. ONE AREA THAT CURRENTLY NEEDS THIS DESIGNATION IS SPRING CREEK. A FREE FLOWING STREAM THAT HAS DESIGNATED WETLANDS STATUS ON BOTH ENDS BUT NOT NECESSARILY ON THE STREAM ITSELF.

I REMEMBER FISHING THIS STREAM AND THE MILL POND UNTIL THEY WERE CLOSED BY THE LAND OWNERS. THIS WOULD BE A GREAT RESORUCE FOR THE PUBLIC.

Comment 2181 (continued)

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WETLANDS SPRING CREEK, SOUTHERN END

Comment 2181 (continued)

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WETLANDS, THE MEADOWS, AM. FORK.

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WETLANDS, SPRING CREEK

Comment 2182

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Howard Johnson - City's 1000 South alignment and Freeway Access

From: Tarena DeDen
To: ///
Date: 9/10/2007 11:23 PM
Subject: City's 1000 South alignment and Freeway Access

The proposed alignment for 1000 South is a horrible idea. There is no reason that it should connect up with SR-73 after the Jordan River, but before Redwood Road. This will only cause major congestion at an already busy intersection between SR-73 and Redwood Road. 1000 South needs to be extended across the Jordan River, north of the Jordan Willow subdivision along the 1000 South alignment where it can curve around to meet the freeway spur east of Redwood Road. This is the alignment depicted by the Mountainland Association of Governments in their master plan. This will allow for better flow of traffic. The traffic coming from Eagle Mountain will be able to turn right onto 1000 South with the green and with the red light as it is clear. This will divert much of the traffic away from the Redwood and SR-73 intersection. It will provide a major corridor around the south of the city without bottlenecking two major roads.

I am also in favor of the 4800 North Freeway. 2100 North would be an eye sore and affect a lot of poor people. It would significantly change the area for the worse. 4800 North is better.

Sincerely

Daniel DeDen
 Lehi Resident

4434-3716
 Note: Email originally sent to Mayor
 Howard Johnson, Lehi City prior to
 official DEIS comment period.
 Submitted to MVC project office by Lehi
 City on 1/23/2008.

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35.31C

35.2.9A

Comment 2183

Comment 2184

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From: "Kent Wickham" <wickhamk@wse.comcar.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 9:57 PM
 Subject: Mountain View Corridor

35.2.7A

We own property at Pointe Meadows subdivision in Lehi and will be severely impacted by the proposed UDOT Mountain View Corridor plan.

Prior to purchasing our property we contacted Lehi City and were told this would be a parkway not a freeway. We contacted UDOT and confirmed this information and were that, in fact, they had already given Lehi City some monies to begin construction on the parkway.

If this freeway goes through we feel we should be given compensation for UDOT's lack of planning and foresight at our expense.

We are adamantly opposed to UDOT's plan and hope that you will consider Lehi City's plan instead. Our property value will be severely impacted if the UDOT plan is adopted. Our family members have asthma and will be negatively affected by the pollution.

35.2.9A

Please accept Lehi City's plan. A parkway serves the purpose. We don't need a monster freeway and spaghetti bowl.

Kent Wickham
 Linda Wickham
 2162 N 2040 W
 Lehi, UT 84043
 801-361-7827

We would welcome and appreciate a response.

Kent Wickham
 Director, Western Region
 Sales & Operations
 WILLIS SHAW LOGISTICS, LLC
 WSE TRANSPORTATION, LLC
 [O] 800-635-5961
 [C] 208-863-9102
 [E] kwickham@wse.comcar.com

<https://email.udot.utah.gov/gw/webacc?User.context=Hj2o14Vc6mtakr1Ku9&Item.dm=862z3z0&...> 1/25/2008

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35.2.9A

I wish to address the October 2007 Mountain View Corridor Draft Environmental Impact Statement from the Utah Department of Transportation. In particular, I wish to address the affects of the 2100 North Freeway Alternative.

In the summary of the Draft EIS, Volume 1 page 8-30, lists "the key reasons why UDOT selected the 2100 North Freeway Alternative as the Preferred Roadway Alternative for Utah County" as:

- o Least amount of wetland impacts
- o Least amount of wildlife habitat fragmentation
- o Least amount of residential and business relocations
- o Least amount of prime farmland affected
- o No impact to Agriculture Protection Areas
- o Least amount of noise impacts to residential areas
- o Lowest construction costs

I am concerned that these statements may be correct only in the limited scope of the study and may not embrace the entire reality of the world as it is. This document is intended to address some of those issues in their wider context.

Volume 1 Page 8-25 of the Draft EIS contains "Table S-4 Environmental Impacts from the Utah County Alternatives". Although the 2100 North Freeway Alternative lists smaller impact numbers than the other two alternatives listed, it reflects a massive singular focused impact as the result of a correspondingly massive, focused construction project. I believe that the transportation goals and needs can be achieved without such a destructive impact on the environment. I will address specifics of these issues elsewhere in this response.

On Volume 1 page 8-32, the Draft EIS states: "Lehi City is opposed to a freeway on 2100 North and would prefer an arterial on that alignment." The more I consider Lehi's proposal, the more it looks like a superior alternative to the 2100 N Freeway choice that UDOT has sponsored. I believe the Lehi proposal to be far superior to the 2100 N Freeway option on all counts, especially on the aspects of environmental impact.

On Volume 1 page 1-5, the Draft EIS states: "The MVC is primarily intended to achieve the following objectives: Improve Regional Mobility by Reducing Roadway Congestion." I am concerned that the 2100 North Freeway option favored by UDOT does not completely achieve this goal. Currently, the only connection between I-15 and Redwood Road in northern Utah Valley is Main Street (SR-73) in Lehi. I have heard that UDOT has identified this as currently the most congested roadway in the entire state of Utah. If the 2100 North Freeway is constructed as proposed, it will be the only alternative to Main Street Lehi. Whether it is the result of traffic accidents, road repair, reconstruction, or whatever, every major transportation route inevitably becomes constricted. Any constriction of a 2100 North Freeway would again dump all of the excess on the only other transportation route: Lehi Main Street. There is no possible on or off access to a 2100 North Freeway between I-15 and Redwood Road. An arterial route on Lehi's 2100 North would solve all those problems. For example, arterials provide the possibility of short distance detours. Also, Lehi's proposed 4800 North connector not only provides more transition options, combined with a 2100 North Arterial, the two would provide a much greater carrying capacity.

Comment 2184 (continued)

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35.2.7A

Also on Volume 1 page 1-5, the Draft EIS lists as a secondary objective, "Support Local Growth Objectives." A 2100 North Freeway totally fails in this objective. Volume 1 page 4-47 contains "Table 4.3-20. Summary of Land-Use Plans' Consistency with the Utah County Alternatives". This table succinctly summarizes the several local communities' opposition to the 2100 North Freeway. It would be completely disruptive and detrimental to local transportation and local community needs. In seeking the goal of "Improving Regional Mobility", it is totally unacceptable to so completely ignore the needs of a local community as the 2100 North Freeway does. The two endpoints of the freeway would be complicated and congested intersections. In between, there would only be a single narrow access between the south of Lehi and the north of Lehi. This is not enough provision for emergency services, law enforcement access or resident transit past this major barrier between the two regions of the city.

Volume 1 Page 6-70 "Table 6.6-4. Summary of Relocations by Alternative in Utah County" shows that the 2100 North Freeway Alternative will require 26 residential relocations. While this figure does not affect me personally, it still seems excessive. The Bangeter/I-15 interchange (and others like it) shows that a smooth, timely transit can be executed between major transportation arteries without the huge, expensive and expansive multi-level "spaghetti bowl" type interchange that is projected for the 2100 North Freeway Alternative. Other studies project as low as 4 relocations. While that is quite likely overly optimistic, 26 relocations are certainly unnecessary.

In section 8.4.4 (a part of Volume 2) regarding Transportation analysis I note that the Arterials Alternative noticeably improves on the 2100 North Freeway Alternative. The lower number of "Segments with greater congestion" and the whopping 30% higher number of "Segments with less congestion" defines a severe lack on the part of the 2100 North Freeway Alternative to achieve the desired transportation carrying goals. It simply does not make sense to impose the severe environmental impacts that a 2100 North Freeway imposes if it compares so poorly to another alternative. As another comparison, Lehi's proposal claims an "overall greater capacity potential of 155%". If it is not going to do the job, a 2100 North Freeway is just not worth either the monetary or the environmental costs!

35.12.1A

The chapter that addresses Air Quality (Chapter 12) is a somewhat esoteric analysis that very quickly glosses over our local uniqueness. There is only one brief paragraph that basically states that temperature inversions "typically occur between November and February". (Volume 2 page 12-8) The document does not explore at all how localized and extreme the problems of air pollution become during a Utah inversion. The fact is, pollution levels can double or even quadruple within mere blocks of a freeway. It is sometimes referred to as a "pudding effect". The toxic levels the occupants of vehicles and residences immediately adjacent to a freeway can be exposed to can get into the extreme unhealthy levels. A way to mitigate those affects is to separate traffic into several smaller roadways. (This, incidentally, also should increase traffic transits and decrease total traffic transit times.) An indication of that is "Table 12.4-9. Regional Mesoscale Air Quality with the Utah County Alternatives in 2030". (Volume 2 page 12-41) The difference in NOx values between the 2100 North Freeway Alternative (1.91%) and the Arterials Alternative (1.52%) is nearly 25%! The figures for Direct PM (tons/day) are on the same scale. The comparison for Total PM emissions (tons/day) are even worse! The 2100 North Freeway Alternative is projected to be an INCREASE of .10%. The Arterials

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35.2.7A

35.14D

Comment 2184 (continued)

Alternative is a DECREASE of .32%. That is a negative comparative difference of .42%! These are the kinds of pollution increases that will cause the most harm to our children and send our medical costs skyrocketing. Why would our own government impose an increase in air pollutants when it has an opportunity to decrease them? Such a choice violates the government's mandate to improve our air quality.

Water Quality for the 2100 North Freeway Alternative is addressed on Volume 2 page 14-38. It makes some exceptionally erroneous analogies. The Draft EIS compares the 2100 North Freeway Alternative to the Arterials Alternative. It asserts that since the Arterials Alternative "demonstrated that there would be no impacts to the beneficial uses or to the water quality status of the Jordan River as a result of that alternative...it is expected that the impacts to water quality from the 2100 North Freeway Alternative would be less than those from the Arterials Alternative and would likewise not change the water quality status or beneficial uses of the Jordan River." That is a completely ungrounded comparison. The arterials in question are all above ground. The 2100 North Freeway Alternative starts above ground at I-15 and slopes to over 30 feet below ground level on some diagrams. This cut will vary from around 300 to nearly 800 feet wide (depending on which drafts you look at.) The homes currently existing along this corridor cannot have basements because the water level is as shallow as 4 feet down. This shallow ground water comes from the large alluvial gravel beds to the east between I-15 and the mouth of American Fork Canyon.

The 2100 North Freeway will create a huge drainage ditch between I-15 and the Jordan River. This does not compare well to the Arterials Alternative as the Draft EIS asserts. Not only will this affect kill all of the trees and other deep-root vegetation for quite a distance from the freeway cut, it will also leach all of the salts, minerals and old fertilizers that are currently deposited into this large drainage area directly into the Jordan River. That much water seeping to the surface of the roadway (besides vastly increasing maintenance costs and the associated chemical pollutants) will also cause a significant increase in the roadway runoff that is actually the primary concern of the Draft EIS. ("14.4.4.1 Surface Water Pollutants of Concern in Utah Lake" Volume 2 pages 14-33 to 14-36) Remember, the Jordan River is classified as "IC (drinking water)" for the Salt Lake county area. (Volume 2 page 14-10) All of those extra pollutants from building a 2100 North Freeway instead of a ground level arterial are going right into Salt Lake County's drinking water.

I would like to make one comment about the transit systems that this document touches on. I have not studied that part of the Draft EIS as in depth as I have the Utah County portion, but I like what I have looked at. I am afraid that I don't see the transit projects as the "silver bullet" option over roads and freeways that some like to promote, but I do see them as an extremely valuable resource to our community at large. I not only support the transit planning that I have seen and heard about, I would like to encourage our government officials to implement the Frontrunner and Trax initiatives "soonest".

I was born in Utah County. As a long time resident, I have been aware of the conditions covered by the Mountain View Corridor for quite a few years. I first talked to employees in the planning and engineering department of UDOT about the areas covered in the Mountain View Corridor back in the mid to late 1980s. I do not wish to stop the progress of our Wasatch Front communities. On the contrary, I am anxious to have our new roads built. However, I am

Comment 2184 (continued)

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35.2.9A

anxious that those roads are the roads we really need at the most optimum cost in terms of not only tax dollars, but in environmental terms as well. I am concerned that in with all of the other portions of the Mountain View Corridor, UDOT has sponsored the ill conceived 2100 North Freeway Alternative. This alternative is simply too costly on both counts.

To my knowledge, the east-west north Utah County portion of the Mountain View Corridor Project has taken the longest to develop and has been the most difficult to plan. Along the way, numerous options have been examined and discarded. However, that process has refined the various concepts. There really isn't any perfect solution. However, of all the numerous proposals I have seen in all those years, I believe that there is now a proposal available that rises superior to all of the others. Lehi has offered a solution that takes the best portions of all the previous proposals.

I recommend that those preparing the Record of Decision discard the 2100 North Freeway Alternative based on the flaws disclosed by the Draft EIS. That alternative is simply too costly to the environment for the benefit we will obtain from it. Instead, I would encourage them to accept Lehi City's proposal for east-west arterials.

Robert Beffort
rbeffort@hotmail.com
Lifelong Utah County resident, registered voter and tax payer.

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35.2.7A

35.2.9A

January 24, 2008

Mountain View Corridor
C/O Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray, Utah 84107

To Whom It May Concern:

This letter is to respond to the draft EIS for the proposed Mountain View Corridor submitted by Parsons Brinckerhoff to the Utah Department of Transportation for public comment. My family and I live in the Cranberry Farms subdivision directly adjacent to the proposed 2100 North freeway corridor. This proposed alternative not only directly affects our subdivision; it will have significant and drastic consequences to our quality of life.

Before commenting on specific details related to the draft EIS document, I would like to share my overall impression of the environmental and public input process that has been followed by UDOT to this point. I first became aware of the intention of UDOT to emphasize the 2100 North Freeway Alternative in Utah County in early February of 2007. I attended a public open house shortly thereafter in Lehi City to review the plans that had been prepared by Parsons Brinckerhoff (PB). I spoke with several representatives from PB during February, and here is a brief synopsis of some of the things I was told:

1. I was told that UDOT had been planning a freeway alternative for 2100 North for years, and that it was not a new proposal.
2. I was told that Ivory Homes knew of the freeway alternative and chose to hide the fact from potential residents of the Cranberry Farms subdivision.
3. I was told that a freeway along 2100 North would significantly increase my property values.
4. I was told that Lehi City knew of this alternative and chose not to show it in their Transportation Master Plan.
5. I was told that the 4800 North freeway alternative proposed by Lehi City could not be constructed because the wind loads were too extreme. I was told that a structure could not be built in that location due to seismic conditions. I was told it would be too icy. I was told it was too expensive. I was told the soils were too poor to build on. I was told that PB had already studied this alternative in detail.

These statements are blatantly and knowingly false. I cannot express enough my frustration with UDOT and their obvious disregard for and attempt to mislead Lehi City residents. Lehi City residents have been forced to bear the burden of poor planning and lack of foresight on the part of Eagle Mountain and Saratoga Springs for several years, and we are once again being asked to bear the burden to fix the problem. There is,

Comment 2185 (continued)

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however, one obvious difference—Lehi City is and has been expending large amounts of its own money to provide a reasonable and practical solution to the problem that will benefit all parties. The communities of Eagle Mountain and Saratoga Springs are simply waiting for someone else to fix their mistakes. It seems that UDOT has ignored Lehi’s concerns and failed miserably to react to our needs as individual families and as a community.

Having reviewed the draft EIS document submitted for public comment, I have numerous and serious concerns with its validity. Here are just some of my concerns:

- 35.2.1L 1. Overall, planning data used to substantiate the environmental document appear to be very outdated and obsolete, and inconsistent with FHWA requirements. Specifically, growth projections used for the Lehi area rely upon 2000/2001 data that does not seem to accurately portray current growth trends in the area.
- 35.2.7F 2. The document indicates that the 2100 North Freeway alternative was pushed forward based upon input from affected cities. To the contrary, the quick and suspicious timing of the advancement of the 2100 North alternative seems to have caught Lehi City completely off guard and directly contradicts years of effort reflected in the current Lehi City Transportation Master Plan.
- 35.2.7H 3. Why is the inter-local agreement between UDOT, Lehi, FHWA, and MAG not mentioned in the draft document? This agreement obviously contradicts the statement that the 2100 North Freeway alternative was based upon input from affected cities. It also contradicts several statements made by PB representatives at the public open house that indicated that Lehi City and local residents have been aware of the possibility of a freeway at this location.
- 35.2.7K 4. There are repeated references to addresses in Lehi that appear to be based upon the Utah County address grid. This is very confusing for local residents who are accustomed to the Lehi City address system. This should have been obvious to the authors and is obviously misleading to local residents.
- 35.2.7A 5. In chapter 6 of the document, it is stated that “Overall, this alternative would not substantially affect the general social environment of the MVC study area, but some residents of Lehi felt that the alternative would divide the community and isolate some residential areas north of 2100 North.” What data is this statement based upon? At a minimum, this is understated. I have not spoken with one resident who lives north of 2100 North that believes the 2100 North Freeway alternative will have positive impacts to the area. Every single person I have spoken to believes that this alternative will completely cut off our neighborhood from the rest of Lehi City.
- 35.8E 6. In chapter 8, the 2003 Long Range Transportation Plan is used as a basis for the draft document. MAG has completed updates for the year 2005 and the year 2007. Why are these not being used for this study?
- 7. Traffic Numbers from the year 2001 are being used to substantiate this study. These numbers are grossly out of date considering the amount of growth that has taken place during the past 7 years. Why is more recent traffic data not used? If the substantiation for the 2100 North Freeway Alternative is based upon obsolete

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and discarded data and modeling, shouldn’t the purpose and need for the draft EIS change as well?

- 35.9D 8. In chapter 9, the document claims that the largest employer in Utah County is Huckleberry’s Restaurant, with 600 employees. Has anyone at UDOT or PB even read this document before publishing it? This is an obvious error. No mention is made of Micron/IM Flash Technologies (including their future plans for expansion), Xango, or the proposed Gehry Development planned for the point of the mountain area adjacent to Cabelas. It seems that recent growth in this north portion of Utah County would substantiate a freeway connection between I-15 and MVC at 4800 North. Lehi City has put far more time and effort in proposing a solution for the MVC that will function as needed as well has have far fewer impacts to the community of Lehi. Once again, UDOT and PB seem to be ignoring obvious facts that demonstrate that a 2100 North freeway alternative is poorly studied and developed.
- 35.9E 9. Home values discussed in this document appear to be based upon 2003 levels. There have been substantial increases to home values in the past few years and it would seem prudent to use current data here, especially when these values affect evaluations of impacts.
- 35.2.7A 10. There is discussion in chapter 9 suggesting that net economic benefits would occur with the construction of the corridor. This may be true for the entire MVC as a whole, but the 2100 North Freeway alternative will have significant and drastic negative impacts to Lehi’s economy. This is misleading.
- 11. On page 53 of chapter 9, it states “The 2100 North Freeway Alternative would not affect current residential development and would not adversely affect residential property values”. This is absolutely false, and seems to show complete disregard for recent development that has occurred in the vicinity of the 2100 North corridor, including Cranberry Farms in Lehi.
- 12. The document estimates lost tax revenue for Lehi City to be \$1.49 Million if the 2100 North Freeway alternative is built. Considering the type and magnitude of developments that Lehi has successfully pursued in recent years, i.e., Cabelas, Gehry, etc., this appears to be grossly underestimated. There appears to be significant lost opportunity for land development west of the Jordan River if 2100 North is built as a freeway. It makes much more sense to build an arterial here and at the other two locations in Lehi from both a tax revenue standpoint and a mobility standpoint.
- 35.2.7A 13. In chapter 13, only 4 noise receptors were utilized to monitor impacts to the 2100 North corridor, with none in the vicinity of the Cranberry Farms subdivision (which doesn’t even appear on the map). How can noise impacts to our neighborhood be understood if they haven’t even been analyzed?
- 14. Based upon my understanding, the Alpine School District has preliminary plans to build an elementary school on the NE corner of 2100 North and 2300 West in Lehi. It seems that this school location will be significantly impacted by a freeway at 2100 North. How will a freeway impact pedestrian traffic between the Cranberry Farms subdivision and the proposed this elementary school?
- 15. Chapter 19 states that “the 2100 North Freeway Alternative would have the fewest impacts because the alternative covers the least amount of area and does

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not extend south towards Utah Lake". This is untrue. The arterials alternative may cover more area, but the simple fact is that at-grade, narrower, landscaped boulevards cause much less visual impact than large, wide freeways with associated cuts, fills, bridges, etc. Using this logic, it seems that a freeway alternative at 4800 North would make much more sense!

16. Chapter 24 focuses on Eagle Mountain and Saratoga Springs. Lehi City has recently issued more building permits than both other cities combined. Once again, Lehi City is being discounted in attempts to downplay impacts.

17. It appears that only a reconnaissance-level (windshield) wetland investigation was performed for this document instead of "survey" grade delineation. This is inadequate and leaves the findings of wetland impacts of the 1900 South corridor in Lehi suspect and potentially overstated. Yet this alternative seems to have been dismissed as a result of the windshield investigation findings.

18. Overall, it appears that cultural and historical findings of this document rely upon a reconnaissance level study of only 30% of the corridor area. This is inadequate and does not provide for specific impacts. A full investigation should be required and data released for public comment.

19. Up until the spring of 2006, local planning was identified as a primary criterion in the purpose and need for this corridor in the selection of a preferred alternative. This criterion was then demoted to secondary status in the draft document, seemingly to bypass local planning efforts like those put forth by Lehi City.

20. Overall, the alternative analysis put forth in this draft document is incomplete. UDOT and PB have failed to identify and analyze potentially viable alternatives for an east-west connection between I-15 and the MVC in north Utah County. These include but are not limited to the 4800 North alternative put forth by Lehi City, a western connection to I-15 near the point of the mountain development that is or has been considered in the I-15 document, and a diagonal route identified by MAG and WFR. It seems much more work should be done in this area to identify all potential routes that would result in a clearer analysis of impacts.

Throughout the MVC draft EIS document, significantly more deference is given to Eagle Mountain and Saratoga Springs than is given to Lehi for the Utah County portion of the project. It is stated in the document that UDOT was unable to study the 4800 North alternative put forth by Lehi City due to its lateness in the process. However, this alternative was known and understood by UDOT and PB officials well before the "preferred alternative" of 2100 North was announced to the public nearly a year ago. It was simply ignored until that time so that it could be left out of the draft document.

Based upon UDOT's recent experience with the Legacy Highway legal battle, it seems much more prudent to take the adequate time to perform a sensible and comprehensive study of what east-west corridor in north Utah County will best serve the needs of ALL residents, not just two communities who are largely to blame for the traffic problems in Lehi City. In my opinion, the 2100 North Freeway Alternative proposed to sever Lehi City is poorly planned using bad data and worse engineering.

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judgement. My family fully supports Lehi City's effort to implement its current Transportation Master Plan, which does not provide for a 2100 North Freeway corridor.

Respectfully,

Brian and Heather Craven
Lehi, Utah

Comment 2186

Comment 2186 (continued)

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From: <JDriggs@aol.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 1:40 PM
 Subject: Objection to the 2100 North Lehi connector option

35.2.8A

I am writing in opposition to the proposed plan to connect the Mountain View Corridor with I-15 via a major freeway at 2100 North in Lehi. For years, Lehi City has worked with UDOT to prepare alternate east-west routes for those who chose to build their homes far out west of Lehi and then complained about how hard it was to get to the freeway. These alternates include smaller, multi-lane roads that would (1) fulfill the need for quicker, smoother access to the freeway, (2) serve Eagle Mountain and Saratoga Springs residents who wish to drive south on I-15 just as well as those who want to go north, and (3) be pleasant for, and provide freeway access for, the local residents whose homes are adjacent to the roads.

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Perhaps the most serious problem that would be caused by a major freeway on 2100 North is the threat to the safety of residents north of this street, who would then be cut off from Lehi City fire and police vehicles, as the proposed freeway provides for no means of crossing it on city streets. Lehi City plans have been in place for years, and the city has been working diligently toward fulfilling these plans that call for an appropriate development of their city roads that will serve both the residents of Lehi and the residents of communities farther to the west. UDOT has supported those plans in the past, and it is unconscionable for the agency to now not only renege on past support, but to foist an unnecessary major freeway within feet of hundreds of brand new homes and churches that were built without receiving any

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warning of such a potential move. If UDOT wants to ignore the needs of those driving south on I-15 and only make a connection at a single spot, north of the communities, the alternative at 4800 North in Lehi would not disturb as many private property holders and would provide an even quicker access, as it would be a shorter east-west route. We respectfully request that you take into consideration the feelings of our neighborhoods and endorse and support the Lehi City plan for alternate routes. Thank you. Jeffrey D. Driggs 2242 N 2450 WestLehi UT 84043

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<http://body.aol.com/fitness/winter-exercise?NCID=aolcmp00300000002489>

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From: John Chapman <john@johnchapmanhomes.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:24 PM
 Subject: against 2100 north freeway proposal

35.2.9A I am just one of the many who oppose the mountain view corridor project and believe some of the desires UDOT would like to accomplish would devastate a community. We are under the impression UDOT proposed an alternative at the south end of Lehi, but was confronted with opposition by wildlife protection and more home, plus historical sites destroyed. So another choice was to make a freeway on the 2100 south exit; which is the 2100 north freeway proposal. I mean, why not? Just a few miles north and it only disrupts a handful of homes verses those in the southern freeway. Why? I am one of those that question why go north half way when another solution was to go even further and connect near the point of the mountain. Why not that one?

During an open hearing at an elementary school we asked this very question. One engineer said even though it would have been a shorter road and few homes disrupted it would take a lot more engineering to create a road like this. Um, isn't this a job security on his end? Looking and poking our heads around, we have heard that the reason to this is that there is a buyer with a lot of money willing to make that deal go away.

Where is the justice in that? Our concerns suggest UDOT has not done the best homework or study for the requested 2100 south freeway.

35.12.1A Dan Pope, on channel KSL reported two unhealthy inversions for the months of December (2007) and January (2008). He commented though that the inversions are less than they have been in the past. Utah is notorious for inversions during the winter months, often plaguing the youth and elderly with respiratory problems caused by the particulates in the air. Pollution is a problem. Creating a road at the heart of the Wasatch front, is allowing a fourth area to become a collection of pollutants; Cache Valley, Provo/Orem, and Salt Lake being the other three known for it's congested air quality. In the past, news reports have come back with studies of Utah being the worst state for inversions. This study showed even California's smog couldn't compare to the pollution being collected in the valleys in Utah. Creating a road to travel through this area, UDOT will create a

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rise in pollution levels for Utah residents, especially those living close by.

I am a mother of three young children. Three children who stay indoors when the air is bad. I am not the only mother or parent in this neighborhood with a young child. I know of neighbors who's son or daughter have respiratory infections and asthma (a direct link to pollution/respiratory related problems) and are forced to stay inside on the inversion days and worse. Why should we be subjected to health risks because the west side of the lake wants a quicker, more convenient route to Salt Lake?

35.2.7A I believe our crime rate will increase in Lehi and safety decline. An easier access to connect Eagle Mountain will increase the chance of devastating risks for our young kids. Speed limits will increase and drivers who don't obey the law will have the advantage of cruising near neighborhoods with very young and small children. Cars and kids don't mix.

Noise will increase and degrade the property value. Our home literally sits less than a block from the proposed 2100 north freeway. Currently, a railroad runs directly behind our home and must cross where the road would be built. Right now, there is now bridge or railroad bars. Just a horn, telling us when the train is coming. The whistle is deafening. How much more noise would we have to withstand? We were told that the freeway would be a depressed freeway at the meeting in March. Not so. Rumors from UDOT employees and others, have surfaced that this proposal was a farce to keep the residents temporarily happy because the water table is such, that a freeway cannot be depressed there. (We'd believe this because every time the rains pour, neighbors have to sump out window wells or flooded basements just north of the proposed freeway.) That means, an above grade or at grade freeway would be built. The noise would increase and the promised railroad bridge forgotten would mean we'd stomach the sound of whistles and honks from the two sides of our neighborhood.

UDOT may say there aren't as many properties to worry about with this proposal. Well, tell that to the people that will be displaced, lost a way of living (farmers) and the economic potential tossed aside. Lehi has been split already with a north and south version. It's easily noted where the old and the new growth have taken place. A freeway cutting the city again, where it lies is disrupting growth for the economy. Businesses and potential commerce must go elsewhere. Yeah, UDOT hasn't seen the faces of whom their going to hurt.

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Another news report indicated the growth happening in Utah is along the west side of the lake, along the west side of the Salt Lake Valley and near the Kennicott mines and developments. Case in point, the Oquirrh Lake and Day Break community, plus the hundreds of homes on the west side of Utah Lake and the expansion of Eagle Mountain. Granted, something must be done to improve transit. But the 2100 north freeway proposal is not one of them. If the expansion is growing on the west why not widen the freeway where it's suggested on the west and on SR-68 and by Camp Williams then move the freeway eastward once where the development is highest? Why not place a freeway where the road is smaller to build but more engineering needed? Why not make a statement in Utah saying it can be done here? Why not benefit all parties? I'm sure residence in Eagle Mountain and Saratoga Springs hate the 2 hour commute through Lehi. Moving it a couple miles north isn't a solution. It seems like they've found an open wound but instead of cleaning and stitching the problem for a better results and care, they've pasted a tiny band-aid on the problem. Anything better than a two hour commute, I'm sure residents would welcome a freeway west and then north of the city of Lehi.

The issue of money taken and our taxes raised to make this freeway possible hasn't even been directly issued. If we're not the ones desperately needing the road, where would the money be taken from...most likely state residents--even those opposed. You're depressing Lehi's growth and taking our hard-earned money. I'm speculating of course. But when has the government ever handed us a road without making adjustments to our taxes?

I sincerely hope our concerns will be addressed. I hope results will be made with all the facts and concerns and not just what is suggested as 'best' for current Utah residents, of which we will all be affected by.

Best regards for a happy ending,

S. Chapman

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35.5A

Holbrook Farms LC
 505 East 300 North - Lehi, Utah 84043
 Home (801) 768-3026
 Fax (801) 768-0573
 Cell (801) 372-0173

January 24, 2008


Mountain View Corridor
 C/O Parsons Brinkerhoff
 488 East Winchester St. Suite 400
 Murray, Utah 84107

To Whom It May Concern:

Over the past year or so I have been involved with and attended various public meetings and open houses regarding the Mountain View Corridor (MVC). My family and I have had a great interest in this transportation planning process because of the fact that we own a large farming operation in the Lehi area that is located west of the Jordan River. This farm has been the lifeblood of our family for generations. We are now facing some very significant and drastic negative impacts to our farming operation as well as planned future development. This is due to the fact that a very substantial portion of the "preferred alignment" of the MVC that is proposed along 2100 North from approximately Redwood Road to I-15 will run directly through our farm.

Therefore, upon review of the Draft Environmental Impact Statement ("DEIS") for the Mountain View Corridor, I would like to submit the following comments and concerns for your consideration:

- a. A significant number of acres of our farm would be lost in order to accommodate the MVC alignment (along with its cumbersome and awkward frontage roads along 2100 North), which will severely limit the agricultural production and profitability of our farm. Assuming an approximate width of 600 feet for the MVC, we stand to loose approximately 18 acres west of Redwood Road for the mainline section of the MVC and an additional 40+ acres between Redwood Road and the Jordan River for the 2100 North connector. Lehi City has been working with UDOT on a possible location for the MVC to connect to I-15 at 4800 North. We would strongly urge you to consider Lehi's 4800 North proposal, which is located in a more remote area and does not have anywhere near the impact to private landowners and valuable property as the 2100 North alignment. Please keep in mind that all of these property impacts are in addition to the ongoing impacts we are experiencing with the Redwood Road widening project. I realize that the Redwood Road widening is not directly related to the MVC DEIS, but feel it is worth noting in order to give a perspective on the total impacts we may be faced with.
- b. The MVC main line alignment west of Redwood Road and the 2100 North alignment will sever our farm in to 4 separate, disconnected land areas, making it very difficult to farm due to restricted access across the MVC. Access would be difficult if not impossible for not only farm equipment to these areas but also for irrigation. In order to properly irrigate, access to each area of the farm is needed at least 4 times a day. Even with the current levels of traffic on Redwood Road, access to the farm area west of Redwood Road for irrigation is



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very difficult. Adding the access restrictions of the MVC would make it impracticable.

- c. The proposed design of the 2100 North MVC segment shows very limited access to the area between the Jordan River and Redwood road. Not only are the number of accesses limited, but they are also shown as awkward ½ interchanges with cumbersome one way frontage roads. This will make access across 2100 North very difficult not only for farming, but will also severely limit future development of this area. Please keep in mind that although the current use of our property is agricultural, we see the area transitioning into commercial and residential development as the northwest portion of Utah County continues to grow and expand. We much prefer Lehi City's adopted Master Transportation Plan which shows 2100 North as an arterial road. This would allow better future use of the land along 2100 North for commercial development, which provides vital tax dollars to our Lehi community.
- d. We have serious concerns about the impacts a freeway will have on air quality on our property. Currently we enjoy beautiful fresh country air. This is certain to drastically change to an unacceptable level of pollution with the anticipated heavy volume of cars that will travel the MVC.
- e. We also have concerns with the noise impacts the MVC along 2100 North will create. Much of the proposed 2100 North design shows the freeway elevated at heights of up to 50 feet above existing grade. The noise from the freeway will carry large distances creating unacceptable noise levels throughout most of our property.
- f. In connection with the comment above, we are also very concerned about the inordinate amount of cuts and fills shown along the 2100 North alignment on our property. These obnoxious cuts and fills will create unsightly areas that will likely not be landscaped and will become filled with weeds and trash. Those cut and fill areas also contribute to the loss in usable area and amount of ROW that will be required as noted in item a. above. The fill areas would destroy north to south views across the property. Also, the cut and fill areas would limit potential commercial uses in the future due to limited visibility from the freeway to the property that is adjacent to it.
- g. The 2100 North alignment will also bisect a pristine natural area that we own adjacent to the Jordan River. This area has abundant wildlife including deer, red fox, and geese. The MVC would bisect this natural area and migration corridor, causing drastic impacts to not only to wildlife, but also spoiling the beautiful views and qualities of this area with a noisy freeway. We realize that if 2100 North were built according to Lehi City's Master Transportation Plan, there would be some impact to this area, but we feel that the MVC's impacts would be far more drastic and unacceptable.

I would urge you to please carefully consider these comments and concerns as you continue with the EIS process for the MVC. I realize that there is a need for future transportation facilities to meet the needs of the rapid growth occurring all along the Wasatch front, however as you weigh the comments and concerns I have brought to your attention, I hope you can see that there is certainly a better option that would have less impact than UDOT's "preferred alignment" at 2100 North, which is to connect the MVC to I-15 at 4800 North.

Sincerely,



Stephen Holbrook - Holbrook Farms, LC

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From: claudette rush <c_rush10@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:41 AM
 Subject: connector

Please do not build a freeway on 2100 N in Lehi. Sound walls are ugly, a freeway is ugly, pollution is ugly, destroying wildlife habitate and the Jordan River is ugly, the list goes on. The population along 2100 N is also rather dense and 4800 N. is nearly unpopulated.

Claudette Rush

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From: claudette rush <claudetterush@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 6:57 PM
 Subject: corridor

Lehi City has proposed a great solution to the Mountain View Corridor connector problem: build the connector on 4800 N. This plan will provide the much needed connector for the people who live in Saratoga Springs and Eagle Mountain while it spares the people of Lehi from having their city divided in half again, will preserve planned development to meet present commercial needs and future residential needs. Avoiding the 2100 N site will also save wetlands and wildlife habitat, spare children and the elderly from suffering asthma, and keep property values.

Claudette Rush

Need to know the score, the latest news, or you need your Hotmail®-get your "fix".
<http://www.msnmobilefix.com/Default.aspx>

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaegbDqc&Item.drm=845z3z0...> 1/25/2008

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From: Megan <skimegs@yahoo.ie>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 12:21 PM
 Subject: Mountain View Corridor

Mountain View Corridor
 C/O Parsons Brinkerhoff
 488 East Winchester St. Suite 400
 Murray, Utah 84107

January 23, 2008

After reviewing the Mountain View Corridor Draft Environment Impact Statement (DEIS), we submit the following comments and concerns for your consideration that specifically relate to the "Freeway to Freeway" connection at 2100 North and I-15. Our property will be directly impacted by this proposal as we are located adjacent to I-15 on the Northwest corner of the Interchange.

We have already sacrificed a home, considerable amounts of property, and offices to the existing Freeway system. It is extremely hard to even consider going through the travesty of losing such valuable commodities AGAIN. It is even more disturbing to consider the fact that there are other alternatives that will have less of an impact on us as well as other home owners and property owners.

1. The proposal will take important commercial/industrial property from us that is the vitality of this state.
2. Adding a Freeway connection at a location that already has 6 local roads and a State Highway converge will be a traffic nightmare. Currently, without the Freeway connection this is one of the worst interchanges in the state. It would be a mistake to make it worse.
3. 1200 West, which is our access to our property will be the only way to access the Mountain View for the north part of Lehi City. 1200 West is already loaded and with this proposal it will be overburdened and make access and use of the street prohibitive.
4. The new height with a third Freeway layer creating a spaghetti bowl will be unsightly, noisy, and health-affecting. The sound will be horrific and may not pass OSHA or EPA standards. The emission pollution will affect housing and buildings and will be catastrophic and compromise our already diminishing air quality. The effects will be far reaching and will be a detriment to our property.

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5. The fly-over ramps will restrict Freeway visibility to our property.

6. Currently the I-15 off-ramp leading to State Street goes to 2 lanes as it approaches 1200 West and is a direct connection to State Street. The off-ramp serves the heart of Lehi City and is extremely busy and is frequently backing-up numerous cars during a signal light change. The proposal shows a single-lane off-ramp from the North which must turn Right and then in a short distance make a Left-hand turn in order to access State Street traveling South. We have been caught in the congestion of the off-ramp as it is now. It is hard to imagine the chaos that will occur when there is a single-lane off-ramp. It would be horrible to have a brand new, multimillion dollar infrastructure FAIL.

We believe the proposal by Lehi City to move the "Freeway to Freeway" connection to 4800 North will affect less homes and businesses, preserve commercial areas, and lessen the impact on local traffic.

Malt Investments
Alda Mae Porter
Owner

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From: "lehiblock@netzero.com" <lehiblock@netzero.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 11:31 AM
Subject: Mountain View Corridor

Mountain View Corridor
C/O Parsons Brinkerhoff
488 East Winchester St. Suite 400
Murray, Utah 84107
January 23, 2008

After attending open houses, public hearings, and reviewing the Mountain View Corridor Draft Environmental Impact Statement (DEIS), we submit the following comments and concerns for your consideration. These relate specifically to the Freeway to Freeway connection at 2100 North and I-15. Our property will be directly impacted by this proposal as we are located adjacent to I-15 on the Northwest corner of the Interchange.

Lehi Block Company was established in 1945 before the Freeway system and has been an ongoing valuable commercial/industrial asset to the community and state since. My family has previously sacrificed a home, considerable amounts of property, and offices to what is now the existing Freeway system. It is extremely hard to consider going through the travesty of losing such valuable commodities AGAIN. It is even more disturbing to consider the fact that there are other alternatives that will have less of an impact on us as well as other home owners and property owners. This project will not only take away a portion of our property and office, but devalue the property that we are left with.

1. Building the access road and the Interchange at 4800 North will be much more economical and save tax dollars for other much needed projects.
2. The proposal will take important commercial/industrial property from us that is the vitality of this state.
3. Adding a Freeway connection at a location that already has 6 local roads and a state Highway converge will be a traffic nightmare. Currently, without the Freeway connection this is one of the worst interchanges in the state. It would be a travesty to make it worse.
4. 1200 West which is our access to our property will be the only way to access the Mountain View for the north part of Lehi City. 1200 West is already loaded and with this proposal it will be overburdened and make access and use of the street extremely difficult.
5. Trucks and particularly large semi's will have an extremely difficult time accessing I-15 since they have to merge over at least 3-4 lanes while climbing a hill (particularly to the South). Trucks and semi's are a mainstay for our company as well as Burningham Trucking. Limiting the access would be detrimental to our business and Burningham Trucking.
6. The new height with a third Freeway layer creating a spaghetti bowl will be unsightly, noisy, and health-affecting. The sound will be horrific and may not pass OSHA or EPA standards. The emission pollution will affect housing and buildings and will be catastrophic and compromise our already diminishing air quality. The effects will be far reaching and will be a detriment to our

<https://email.udot.utah.gov/gw/webacc?User.context=htauudVd2q8hg6Om4&Item.dr=816z6z0...> 1/25/2008

Comment 2192 (continued)

Comment 2193

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property and community.
 7. The fly-over ramps will restrict Freeway visibility of our property.
 We believe the proposal by Lehi City to move the "Freeway to Freeway" connection to 4800 North will be more economical and affect less homes and businesses, preserve commercial areas, and lessen the impact on local traffic.
 Lehi Block Company
 Terry Powell
 Vice President

<https://email.udot.utah.gov/gw/webacc?User.context=htauidVd2qq8hg6Om4&Item.drm=816z6z0...> 1/25/2008

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From: "Jason Sabin" <jsabin@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:28 PM
 Subject: Mountain View Corridor Comments

MVC officials,

I am writing to say I oppose the 2100 North option of the Mountain View Corridor.

35.2.7F The entire MVC process seems to be flawed. In Nov 2006 I contacted the MVC officials to learn more regarding this project. My wife and I were evaluating building a home roughly at 1400 S in Lehi or about 2202 N in Lehi. I learned that the 1500 S was probably going to be the preferred option for MVC. I asked if they had any plans for 2100 N. MVC's answer was the road would be expanded but to check with Lehi city themselves as this was not in their plans. I then contacted UDOT to find out what plans they had for the 2100 N. Additionally there was no plans. I then contacted Lehi city and learned that 2100 N would be expanded and commercial would be built up like the new area in the Lehi Meadows commerical district. We decided to build a home in Jan at the 2202 N location and signed the contracts. Late Feb we discovered that the 2100 N was the new preferred option for the MVC. My wife and I were shocked!! We had done all of our homework on future road construction from what Lehi city, UDOT, and MVC had planned. I am still amazed that we were never told that the 2100 N was an option until Feb. And this was through word of mouth from a friend! After speaking with MVC officials at many meetings and via telephone, I have learned that the decision was made in early Feb without any consultation or informing the public. Even as of today I have NEVER received any communication from UDOT or MVC. I have received numerous packets of information from Lehi City at least once a month. But nothing from the MVC or UDOT. How can decisions be made without any knowledge or informing the public? I do not understand this.

35.2.7H I am a resident living at 2202 N 2600 W in Lehi. This freeway will be built next to our brand new home we just built and moved in to in Sept. We would have never built this home had we known the 2100 N was an option on the table for the MVC. We now have to live with all the disadvantages and health risks of this hastily made decision.

35.2.7A I oppose the 2100 N option of MVC. This WILL lead to health risks to local

<https://email.udot.utah.gov/gw/webacc?User.context=fkeum3Vc6skccscBq9&Item.drm=868z3z0&...> 1/25/2008

Comment 2193 (continued)

Comment 2194

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residents, decreased property values, noise, cars speeding up to from the depressed end of the MVC to the I-15 connection. Severe impact to the socio-economics of Lehi's commerical plans. Dramatic increase in noise levels. Today I can walk outside and what do I hear? geese quacking, the river slowly going by... this will soon be replaced by accelerating cars, honking, and other noise pollution. Loss of wet lands. Loss of commerical area's. There are way too many problems with this option. Health risks to our future children from the car exhauston. Spectacular views from our home will be replaced by an Interstate speeding along. The 2100 N option will also break up our area from the rest of Lehi City. We will have the Jordan river on the west, I-15 on the East, and MVC on the South. We will be isolated from the rest of the city. There has been no talk of how to solve Fire, Police problems when traffic congestion is blocking the interconnects. We only hear this from Lehi City. In Nov 2006 I was concerned about the water tables. I spoke with the soil specialists in Lehi about this. His recommendation was to not build a basement deeper than 6 feet as you will hit the water table. MVC now is planning on digging much deeper than this. When I brought this up to MVC officials they had never thought of this and did not know of the soil problems. There are so many problems to the 2100 N option that I'm sure I had missed a huge amount of them.

35.2.13A

This option does nothing to solve the southern problems of traffic to/from Eagle Mtn and Saratoga Springs. This plan is the wrong plan. It severely impacts Lehi city and is not an adequate solution for the traffic congestion. I have a large number of friends living in both of these cities, commuting from the south, and they do not believe this is the correct solution. I have seen them at the public comments saying no this is not the right solution. The connection from MVC to I-15 will be miserable. This solution is only leading to increased traffic. More and more cars are being shoved onto I-15 to bottleneck even more!

Thank you for listening,
One very concerned Lehi Resident,

Jason Sabin

jsabin@gmail.com
801-361-9259
2202 N 2600 W
Lehi, UT 84043

<https://email.udot.utah.gov/gw/webacc?User.context=fkeum3Vc6skccscBq9&Item.drn=868z3z0&...> 1/25/2008

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Howard Johnson - Mountain View Corridor Connector

From: "Steven Tew"
Date: 9/10/2007 6:04 PM
Subject: Mountain View Corridor Connector

35.2.9A

Dear City Official,

I am writing to express my support for the 4800 N. connection proposal and voice my concern for the 2100 N. prospect. I believe that the 4800 N. connection will better benefit those trying to access Salt Lake City and will provide a more uniform flow of traffic. I believe that the 2100 N. connection is not only near sighted but it is also an expensive option that will not create the benefit that the 4800 N. connection will create.

Steven Tew
Lehi City Resident.

4980-3710
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.7A

35.2.9A

35.2.7A

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Howard Johnson - Mountain View Corridor

From: Jill Tew
Date: 9/19/2007 9:14 PM
Subject: Mountain View Corridor

I want to voice my concern for the proposed freeway in Lehi at 2100 North. This proposal doesn't make any sense as far as a long term solution for traffic congestion in Utah county. The majority of the backup is between Lehi and Provo and putting a freeway at 2100 North will not alleviate any of these jams. Utah County is only going to grow in the future and the freeway at this location is very short sighted and will not be a solution in the future!

Please DO NOT support the freeway at 2100 north! Just because it may be less expensive than doing it by Utah Lake, does not make it the most effective solution!

Jill Tew
 Lehi Resident

Make your little one a shining star! Shine on!

Kick back and relax with hot games and cool activities at the Messenger Café. Play now!

4985-3818
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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(9/24/2007) Howard Johnson - 2100 North Lehi Alternative is WRONG Page 1

From: Jaime Lundwall <jillundwall@yahoo.com>
To: <hjohnson@lehicity.com>
Date: 9/21/2007 2:00 PM
Subject: 2100 North Lehi Alternative is WRONG

I am writing this e-mail in regards to the new freeway proposal in Lehi. The 2100 North Proposal is the WRONG choice. Please do not accept this alternative. We feel the 4800 North Proposal is far less invasive and a better traffic situation for the current and future needs of Lehi.

We recently moved into the Cranberry Farms subdivision. We were not made aware of the 2100 North Freeway proposal. It would dramatically change our way of life and our situation here. This neighborhood is filled with young children. We do NOT want the freeway built so close to our homes, churches, and bus stops. It makes more sense for traffic flow and traffic congestion if the traffic stays north of our neighborhood. Please take the time to consider other option. Why bring huge volumes of cars, pollution, and congestion to the 2100 North area? It is more logical to keep the traffic north of here and more it West where there is the most growth.

Please listen to our concerns! Thank you!
 Jaime Lundwall

Catch up on fall's hot new shows on Yahoo! TV. Watch previews, get listings, and more!
<http://tv.yahoo.com/collections/3658>

4987-3816
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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(9/10/2007) Howard Johnson - Lehi I15 proposal Page 1

From: "Michele Baird" <yulebean@gmail.com>
To: <hjohnson@lehicity.com>, <johnny.barnes@pacificorp.com>, <jdixon@lehicit...>
Date: 9/7/2007 3:09 PM
Subject: Lehi I15 proposal

To those concerned,
 I'm a Lehi resident and wish to express my support for Lehi City's proposal for I-15's connection at 4800 N, vs UDOT's proposal at 2100 N. Having reviewed the facts, I strongly urge all those involved to support Lehi's position. Thank you for your time and attention.

Michele Slack
 1489 North 220 East
 Lehi, UT 84043
 801-766-5424

5248-3871
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

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Howard Johnson - Lehi Transportation Issue

From: Mary Gifford
To: *****
Date: 9/7/2007 10:03 AM
Subject: Lehi Transportation Issue

Good morning,

I am writing concerning the transportation mess in my city of Lehi. As all of you know, something must be done to alleviate the congestion. I had to go across town for my son's soccer game last evening (as I do two evenings a week, with four sons). It took me no less than 35 minutes to get home, over a distance of about 4 miles. Every single intersection I came to was backed up. Every single one! Some had only about 4 cars waiting, but some (including the infamous Main St.) had at least 30 cars waiting -- at intersections that don't even have traffic signals, so I can't blame the backup on a red light.

Please work together with the officials in Lehi City to provide better east-west arterials for us, as residents of this fast-growing city. Goodness knows we pay enough taxes in this city to fix this problem. Lehi City's proposal for several main roads, instead of a major freeway, makes the most sense. Please consider it and act accordingly. Thank you for your time.

Mary Gifford
 Lehi, Utah

Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us.

5250-3875
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Comment 2199

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Howard Johnson - Mountain View Corridor Freeway

Howard Johnson - Lehi Corridor

From: "Gagon, Joshua"
To: ""
Date: 9/6/2007 5:15 PM
Subject: Mountain View Corridor Freeway
CC:

From: "Sharon Dale"
To: ""
Date: 9/7/2007 12:09 PM
Subject: Lehi Corridor

To whom it may concern:

Dear Public officials,

I am writing in reference to the proposed UDOT Mountain View Corridor Freeway. I currently live in northwest Lehi and wish to express my concern with the UDOT plan as it currently stands. Our main access to State street and downtown Lehi, including the Meadows shopping district, is from 1200 west, which would be impacted by UDOT's proposed plan. I support Lehi's proposal 100 percent as it seems to me that it will cause much less disruption to our community in Lehi and will be better for future development in northern Lehi. Please listen to our community and do what's right for the community as well as the state. I don't know the cost differential involved between the two plans, but I believe the investment would be worth it to minimize the disruption that will be caused to northern Lehi residents. Should you have any questions, please feel free to contact me by email or by phone at 801-766-4145. Thank you for your time and consideration.

First and foremost we want to thank each of you for your efforts to ensure that the most efficient, cost effective, and useful routes through Northern Utah County (Lehi) have been and will continue to be established. As twelve-year Lehi City residents and life-long Utah residents, we have been very interested in the present and future of northern Utah County and feel extremely qualified to know what this area truly needs. It has been a huge frustration for us to try to access anything heading west of Lehi for quite some time now, especially in the afternoon hours. After careful study and deliberation on the placement of a corridor, we feel the 2100 North Corridor is NOT in the best interest of our city (or for us personally) for many reasons-but quite simply stated, the negative impact on our city and its residents will be too great. If this were our only option, we may be more supportive, but Lehi city has a plan that we feel is much better and makes much more sense for everyone involved. Please listen to those of us that will be most effected by this corridor. We support Lehi City's proposal and would appreciate your taking our opinion into consideration when finalizing these plans that so greatly impact our city.

Regards,

Thank you, Trevor and Sharon Dale

Josh Gagon
Grant Thornton LLP
T: 801-415-1061
F: 801-322-0061
E: josh.gagon@gt.com

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Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

5253-3874
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

35.2.9A

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35.2.9A

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Howard Johnson - Mtn. View Corridor Connections

From: Pauline Whitehead
To: UDOT, Parsons Brinckerhoff, "Kenneth A. Stephenson", "Kenneth W. Sumsion"
Date: 9/6/2007 8:30 PM
Subject: Mtn. View Corridor Connections

Hello,

I am e-mailing to let you know about my preference for the Mountain View Corridor connection to I-15 through Lehi. I like the 4800 N. Freeway Connector which is proposed by Lehi City. Living in Lehi at Traverse Ridge, I feel it would be by far the superior route as Lehi has a terrible traffic problem now and doesn't need an eight lane highway through the city as proposed by UDOT at 2100 North. The 2100 North freeway connector proposed by UDOT is also a longer connector and would cost more money. Inasmuch as Lehi had already had a 2100 North arterial in their plans, that would be a better alternative, along with the 4800 N. freeway connector, 1000 South arterial and perhaps 1900 South arterial (optional in their proposed master plans). With the other arterials (2100 N., 1000 S., and perhaps 1900 S.) it seems like it would spread the traffic throughout the area instead of on one road. Because there are no other routes to Eagle Mountain and Sarasota Springs and the other areas west and northwest of Utah Lake it seems like the 4800 N. Freeway connector proposed by Lehi would be better to get the people to those areas than through the center of Lehi and would give an alternate route there (in addition to the 2100 N. arterial already planned.) It is growing so fast in the Eagle Mountain/Sarasota Springs and surrounding area, and one road there would be catastrophic if there was a problem on the 2100 North connector proposed by UDOT. The other thing I like is that there are only 5 private property owners and 3 homes that would be affected by the 4800 N. freeway connector proposed by Lehi.

Thank you for your consideration of our views.
 James & Pauline Whitehead

Moody friends. Drama queens. Your life? Nope! - their life, your story.
 Play Sims Stories at Yahoo! Games.

5254-3876
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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Comment 2202

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(9/12/2007) Howard Johnson - Mountain View Corridor in Lehi Page 1

From: "Brian McCuiston" <BMcCuiston@SANDY.UTAH.GOV>
To: <jrevill@centaurprint.com>, <mij@jub.com>, <hjohnson@lehicity.com>, <jdi...
Date: 9/11/2007 2:46 PM
Subject: Mountain View Corridor in Lehi

CC: <tamimc2002@yahoo.com>

I would like to Thank You for sending out the important information regarding Lehi's proposal for handling the traffic for Lehi. As a city planner along the Wasatch Front and a resident of Lehi I am in favor of the master planning that Lehi is proposing for handling the traffic. It makes sense to me that you disperse the traffic at a number of different locations rather than pack it all into one area.

Lehi is experiencing a huge amount of growth and they need to have a number of arterial connectors to move the traffic safely and efficiently. The elected officials and the staff employees of Lehi are very concerned about the impact that growth has on a city, and are keenly aware of what issues the City is facing now and in the future. Throughout the master planning process I am sure that Lehi has considered multiple transportation routes by taking into consideration the number of land owners that would be affected, efficient movement of emergency services, ground water issues, other environmental concerns, saving money and time, and potential for smart residential and commercial development.

Please forward my comments to other local, state and federal leaders that are working on the Mountain View Corridor. I hope they will consider the proposal that Lehi has master planned for which is the best for Lehi now and in the future.

Sincerely,
 Brian McCuiston
 Lehi Resident for almost 9 years

5258-3700
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

Comment 2203

Comment 2204

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35.2.9A

(9/12/2007) Howard Johnson - Choose Lehi's Proposal Page 1

From: "Brandi Lowry" <brandidlowry@hotmail.com>
To: <srwebmail@utah.gov>, <mountainview@utah.gov>
Date: 9/12/2007 9:12 AM
Subject: Choose Lehi's Proposal

CC: <hjohnson@lehicity.com>
UDOT:

After carefully reviewing Lehi's proposal vs. UDOT's proposal it seems clear that the Lehi plan is better designed to facilitate good traffic flows. This will provide better traffic management for northern Utah county. Please choose Lehi's proposal.

Sincerely,

John and Brandi Lowry
 Lehi, UT

Can you find the hidden words? Take a break and play Seekadool
http://club.live.com/seekadool.aspx?cid=seek_hotmailtextlink1

5262-3798
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period.
 Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

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Howard Johnson - Lehi roads

From: "Wesley Burr"
To: ;
Date: 9/11/2007 8:59 PM
Subject: Lehi roads

September 11, 2007

To: UDOT Officials and Lehi Leaders

From: Wesley Burr

The recent flyer prepared by Lehi City about whether it is better to have the main east-west connecting road for the north part of Lehi be at 2100 North or 4800 North helped clarify the situation for me. The reasoning of Lehi City leaders behind their preference for the 4800 North alternative is a persuasive argument for that alternative.

It seems to me that there are two additional issues that deserve more attention. One is briefly mentioned in the Lehi flyer, but not given the attention it ought to have, and the other is not mentioned.

First, for the traffic going south from Salt Lake County south on I-15 and wanting to go west into Cedar Valley and the traffic going north from Cedar Valley wanting to get on I-15 and drive into the Salt Lake area, the 4800 North alternative seems much better because the 2100 North connector is a very indirect route. It forces the traffic to drive considerably further east and west whereas the 4800 north route is fairly direct and much shorter. *@ From West SL to I-15 go*

Second, the arterial road on 1000 South in Lehi will need to carry the bulk of the traffic between Cedar Valley and Utah County, and it will not be long before a four lane road will be inadequate. Having a high capacity freeway in the north part of Lehi won't help that traffic. I hope that while it is still being designed enough right-of-way will be acquired so this road can become a six-lane road. It may not need to be a six-lane road when it is first constructed, but as the population in the area grows in the future, it won't be long before it will need to be either a six-lane road or a freeway.

Please pass these comments on to others who may be interested.

Thank you for listening.

Wesley Burr
 2570 North 1450 East
 Lehi, Utah 84043

Thinking of 7 lane down the road

5265-3692
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period.
 Submitted to MVC project office by Lehi City on 1/23/2008.

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Comment 2206

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Howard Johnson - Citizen Against 2100 North Freeway Extension

From: pt_
To:
Date: 9/18/2007 9:54 AM
Subject: Citizen Against 2100 North Freeway Extension

35.2.13A

To the Lehi City Officials, State Representatives, and State Senators:
Below I have listed several reasons why I am not in favor of a 2100 North freeway extension between I-15 and Redwood Road:

35.2.7A

1. A 2100 N. extension would not alleviate the heavy traffic between Lehi and Pleasant Grove.
2. A 2100 N. extension would not help Eagle Mountain residents get to their jobs in Provo.
3. A 2100 N. extension does not facilitate the expanding growth of Pleasant Grove and Lindon to the west side of I-15.
4. A 2100 N. extension bisects a new and growing residential neighborhood.

Thank you for your attention in this matter,
Peter Frandsen

5276-3687
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Howard Johnson - Lehi's proposal for traffic through Lehi

From: Brandi Leigh
To: ,
Date: 9/19/2007 5:14 PM
Subject: Lehi's proposal for traffic through Lehi

35.2.9A

I recently received mail regarding traffic in Lehi the contrasting proposal to fix it. I am decidedly against UDOT's plan. I am all for something that is going to cost less, effect less homes and ultimately provide not one but two roads to relieve the stress of traffic.

Brandi Yates,
homeowner in Lehi and resident of the city for over twenty years.
569 E 1590 S
Lehi 801.360.3977

Can you find the hidden words? Take a break and play Seekadoo! [Play now!](#)

5278-3820
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Comment 2207

Comment 2207 (continued)

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From: "Rachel Nelson" <rackadittle@gmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 9:27 PM
 Subject: 2100 N Freeway Connection

Dear UDOT Officials:

I am *opposed* to the current proposed 2100 N Mountainview Corridor freeway connection.

I am a resident of Lehi and I believe that a freeway connection at the 2100 N location would not only be detrimental to the growth of Lehi, it would also not address the traffic concerns of northern Utah Valley as well as other options.

While I recognize that the growing population of Saratoga Springs and Eagle Mountain has taxed the current roads connecting those areas past capacity, and the traffic issues for those cities need to be address, I do not believe that a 2100 N freeway connection is a good way of addressing them. It is too far north to be easily accessible to those living in Saratoga Springs and Eagle Mountain.

Additionally, although the proposed 2100 N freeway connection would traverse Lehi it would not benefit Lehi at all; in fact it would severely inhibit the planned growth of Lehi. It would decrease the value of hundreds of homes in northern Lehi and also hinder commercial development in that area.

Further, this freeway would effectively isolate the communities to the north of it between the Jordan River and I-15. These communities would have difficulty getting assistance in the event of a fire or other emergency.

<https://email.udot.utah.gov/gw/webacc?User.context=mr1ns5Ui5rs6hofMu8&Item.drn=748z11z0...> 1/23/2008

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I urge you to consider other options, and find a solution that will benefit not only Eagle Mountain and Saratoga Springs, but Lehi as well.

Thank you.

Sincerely,
 Rachel Sabin

<https://email.udot.utah.gov/gw/webacc?User.context=mr1ns5Ui5rs6hofMu8&Item.drn=748z11z0...> 1/23/2008

35.2.7A

Comment 2208

Comment 2209

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Howard Johnson - Freeway Connection

From: "Rachel Nelson"
To:
Date: 9/18/2007 11:16 PM
Subject: Freeway Connection

Dear Mayor Johnson:

I am writing you in support of Lehi city's proposed alternative to the 2100 N Mountain Corridor Freeway connection. The Lehi city plan makes more sense than UDOT's solution. It would affect very few homes and would benefit, rather than hinder, the community of Lehi by bringing in retail business. It would also benefit the residents of Saratoga Springs and Eagle Mountain by providing access roads further to the south and multiple route options.

I don't believe a freeway connection should be built through Lehi to benefit those living in Saratoga Springs and Eagle Mountain at the expense of the community it traverses. Instead I support a plan that, I believe, will be mutually beneficial to all-the Lehi city plan.

Thank you for continuing to support our community and look out for Lehi's interests.

Sincerely,
Rachel Sabin

5284-3689
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Howard Johnson - Mountain View Corridor

From: "Krista Furr"
To: *****
Date: 9/27/2007 6:28 PM
Subject: Mountain View Corridor

To whom it may concern:

As a concerned citizen of north Lehi, I am writing to ask you to choose Lehi's proposal rather than UDOT'S proposal for the Mountain View Corridor. A freeway at 2100 North will have a devastating effect on the residential neighborhoods in the area. These are new neighborhoods with many young children who will be greatly hurt by a freeway in their backyards. A freeway at 2100 North will create health risks, hurt the property value in the area, destroy homes, create pollution and harm the environment. Please respect these neighborhoods and preserve the quality of life of the families living in the area. Lehi city has provided UDOT with a plan that will ultimately carry more traffic and will protect the neighborhoods along 2100 North. Thank you for considering Lehi's proposal and protecting Lehi city.

Sincerely
Krista Noel Furr

5295-3809
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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35.2.7A

Comment 2210

Comment 2211

Response Section in Chapter 35

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Howard Johnson - Mountain View Corridor

From: "Larry Furr"
 To:
 Date: 9/28/2007 11:04 AM
 Subject: Mountain View Corridor

To whom it may concern:

As a concerned citizen of north Lehi, I am writing to ask you to choose Lehi's proposal rather than UDOT'S proposal for the Mountain View Corridor. A freeway at 2100 North will have a devastating effect on the residential neighborhoods in the area. These are new neighborhoods with many young children who will be greatly hurt by a freeway in their backyards. A freeway at 2100 North will create health risks, hurt the property value in the area, destroy homes, create pollution and harm the environment. Please respect these neighborhoods and preserve the quality of life of the families living in the area. Lehi city has provided UDOT with a plan that will ultimately carry more traffic and will protect the neighborhoods along 2100 North. Thank you for considering Lehi's proposal and protecting Lehi city.

Sincerely
 Laurence L. Furr II
 801-867-0833

5295-3812
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.7A

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(10/3/2007) Howard Johnson - Lehi's 4800 North connection proposal

Page 1

From: "Siegfried Szoke" <unclefritz@gmail.com>
 To: UDOT <srwebmail@utah.gov>, "Parsons Brinckerhoff" <mountainview@utah.gov>
 Date: 10/2/2007 12:41 PM
 Subject: Lehi's 4800 North connection proposal

CC: "Howard Johnson" <hjohnson@lehicity.com>
 We feel the 4800 North connection, over the 2100 North proposal, is the best choice for this area. There is less impact in the proposed area. Heavy traffic would not have to go through the city of Lehi or its residential neighborhoods. It would save residents of Saratoga Springs and Eagle Mountain, coming from the north, time and money to get to their homes instead of having to travel southeast and then west through Lehi. It would not make heavy traffic noises for the residential neighborhoods and would not further divide Lehi.

With the 2100 North proposal, Lehi residents living north of 2100 North would be more cut off from shopping and other services to the south. The Alpine I-15 exit is already a busy and dangerous exchange and having another exchange a short distance away would only add further to the problems and congestion.

As former residents of Saratoga Springs, we would have appreciated having had a road at 4800 North to bypass Lehi to get to our home. As current Lehi residents, living north of 2100 North, we feel that the 4800 North proposal is the best proposal for the northwest part of Lehi for the reasons stated above.

Thank you for your consideration.

35.2.9A

35.2.7A

5300-3807
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

Comment 2212

Comment 2213

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Chapter 35

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Howard Johnson - Freeway options

From: "Brent Greenhalgh"
To: *****
Date: 10/8/2007 9:34 PM
Subject: Freeway options

35.2.9A

I am writing to thank you for submitting your alternate proposal for the 2100 N Freeway. As a recent homebuyer in Lehi I was attracted to the city because of its forward thinking leaders that are concerned about everything from recycling, water conservation, wetlands preservation etc. We have been very happy with the home we've purchased in Lehi and hope to live here for a long time. During the time I'm here I certainly don't want a misplaced freeway disrupting my neighborhood and property value. I fully support your alternate plan for the freeway at 4800 N instead of 2100 N and would be glad to know of additional ways that I can help push this issue. I will certainly be emailing our legislators and UDOT to voice my opinion.

Thanks for your attention to this important matter.

Brent Greenhalgh

5303-3803
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Howard Johnson - Thanks for your proposal

From: "Jana Greenhalgh"
To: *****
Date: 10/4/2007 12:11 PM
Subject: Thanks for your proposal

35.2.9A

Dear Lehi City Officials,

Our family recently moved from out of state and were attracted to Lehi for many reasons. We selected a home near Thanksgiving Point in the new Cranberry Farms subdivision. Just days before we closed on our home, we heard the news about UDOT's plans for a 2100 North freeway. It was enough of a concern for us to consider giving up our perfect house and neighborhood and start looking elsewhere. However, we were very grateful to hear that Lehi City was planning a different proposal, one that makes much more sense. We completely support your proposal and thank you for your hard work on this matter.

Obviously, because of where we live, we are concerned about the property values in our neighborhood. We also would be very disappointed if this area, which we anticipated would become valuable shopping areas, school, etc., be given away for a freeway that could be much more practical at 4800 N. Our neighborhood is very much in need of a closer commercial zone.

Your plan makes much more sense than UDOT's, and is certainly more considerate of the families involved.

Thanks again, and let me know if I can help in any way. I will send my thanks to the state leaders for considering Lehi City's proposal.

Jana Greenhalgh
Lehi City Resident, Cranberry Farms neighborhood

5303-3805
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Comment 2214

Comment 2214 (continued)

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From: "Greg Hoch" <ghoch@varsitycontractors.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 3:00 PM
 Subject: Re: Mountain View Corridor

To whom it may concern,

I have lived in the SLC valley for 2 ½ years and I travel out of SLC International every week. I despise the congestion of our North/South flow, but I'm also not a huge fan on the Corridor being built two blocks from my home. I take U111 every time I travel to the airport and it seems logical to use this route with at least to West Valley or Magna to avoid the impact on residential homes in West Jordan and other areas close to us. Please consider the comments below as you prepare for this venture. Thank you for your time and consideration...

- Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).
- 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.
- Thousands of children reside or attend school along this 5600 - 5800 West corridor.
- 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).
- Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".
- NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and

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35.1.1H

35.12.1A

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35.12.4A

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if the impact poses a greater risk for children than adults.
 -Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

-Lancet Medical Journal published online study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

-The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

- Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County. Emails must be submitted to UDOT to request the highway be moved to U111 for it to be considered.

-Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

-If Mountain View Corridor is built on 5800 West beside residences it must be suppressed. Many West Jordan residents must email comments, requesting pumps and the realignment of utilities to accommodate the highway

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35.1.1A

35.2.4E

Comment 2214 (continued)

Comment 2215

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35.2.1A

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depression, for this to be considered in the final plans. (Please include the previous information to give legitimacy to our comments.)

-It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

Regards,

Greg Hoch
Regional Manager
Ensign Division
Varsity Contractors, Inc
Cell: 801-419-3181
Fax: 801-303-9112
<mailto:ghoch@varsitycontractors.com> ghoch@varsitycontractors.com

<https://email.udot.utah.gov/gw/webacc?User.context=qweil8Uhdorclk0Gqe&Item.drm=741z9z0&...> 1/23/2008

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35.2.9A

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Teisha Wilson

From: Matthew Godfrey [matthewpgodfrey@gmail.com]
Sent: Friday, October 26, 2007 1:50 PM
To: Howard Johnson; johnny.barnes@pacificcorp.com; James Dixon; mij@jub.com; jrevill@centaurprint.com; ksumison@utah.gov; jdougall@utah.gov; blockhart@utah.gov; swebmail@utah.gov; mountainview@utah.gov; hstephenson@utahsenate.org; mmadsen@utahsenate.org; jvalentine@utahsenate.org; mdayton@utahsenate.org; cbramble@utahsenate.org
Subject: Support for Lehi's Proposal

Dear Sir or Madam:

I, Matthew P. Godfrey, do officially give my full support for the Lehi's 4800 North connection proposal. I would like to thank you for considering Lehi's proposal as an option.

Sincerely,
Matthew P. Godfrey

5404-3880
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

10/29/2007

Comment 2216

Comment 2216 (continued)

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From: TRESA <tresa@thepertyou.us>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 4:53 PM
 Subject: Mountain View Corridor: A FAST DRIVE TO THE CEMETARY

35.12.1A

The Salt Lake Valley already has pollution higher than the EPA state federal standards! Last summer, we topped Los Angeles in the polluted air that we inhale. Most recently, it has been determined that both the particulate and gas emissions from bus and diesel trucks have been contributing significantly to the overall air pollution especially in children where the heavy particles fall down to their level. The rate of asthma and other respiratory diseases has been on a rapid and high increase in Utah.

Making 9000 South a major connecting link to the Mountain View Corridor would drive car and truck traffic to levels estimated to be four times higher than Bangerter Highway currently - according UDOT.

35.2.1A

The reason for not wanting to locate the Corridor to the alternate 8400 West was that "research showed fewer west-siders would trek that far." 9000 South runs almost exclusively through residential areas. Using the 8400 West route means driving only 18 more blocks.

35.2.3A

Moreover, please give serious contemplation to putting the Trax system on the west side FIRST! Quality of life and health concerns for the residents of the valley, and of our environment, should absolutely supercede those of business interests. It makes much more sense to give priority first to building Trax and then building the communities around Trax so that people will have easy and convenient access to a much more very needed environmentally-friendly system residents will use than to build the MVC first, only adding to the pollution and also "training" more people to use their cars and trucks even more, making this a valley of smog and disease that will drive residents and tourists away - either out-of-state or to cemeteries.

Thank you.

Sincerely,
 Jim & Tresa Stitley
 5519 Philadelphian Ct.
 West Jordan UT 84088-6232
 801-260-0265

"Losing weight for a big event is a great reason, but don't forget the biggest of event all, your life."

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=839z4z0...> 1/25/2008

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Learn how to eat right & reach your optimum weight with your own Personal Wellness Coach. Tresa cuts through the hype to help you achieve results you simply will love!
 Call Tresa NOW: 888-215-4702 or 801-260-0265
<http://ThePerfectYou.us>

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=839z4z0...> 1/25/2008

Comment 2217

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Chapter 35

35.2.7D

1/20/08

Dear WDOT-

I live in Leki. I am against the connector at 2100 N. There are hundreds of deer and elk that use that area each year. Right there. I think you should choose another location. They do not have a voice, nor do they realize the dozers are coming to take yet another safe haven for them. I know the residents of Saratoga Springs + Eagle Mountain are screaming for this road. I know it is needed. But there are other choices! Pick another

Comment 2217 (continued)

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location.

There are hundreds of reasons to have this road and hundreds of reasons NOT to build this road- the biggest reason for me is the wild life. We are killing our world. There are locations you can put this much needed road that will NOT EFFECT them.

With all my heart I hope you choose against!

Sincerely,
 Joyce E. Poyis
 1703 N. 2560 W. Leki

Comment 2218

Comment 2218 (continued)

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↳

35.2.10A

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From: "Sherrin Pelton" <sherrinp@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 8:11 AM
 Subject: NO TOLL IS THE ONLY OPTION

<file:///C:/Program%20Files/Common%20Files/Microsoft%20Shared/Stationery/aleabanr.gif>

NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL NO TOLL

GET IT ! WE DONT WANT A TOLL ROAD. PERIOD !

It is important to remember that this will be used by local commuters, not out of state tourists coming in to get a look at Utah. Also you elected to use the Federally money to improve 115 for the Olympics. You also waited and debated this issue for years on even whether to build it or not. Just do it!

Take a pay cut, bond it, ask Mitt Romney, we don't care. Just build it. We have waited too long all ready and the longer YOU wait now the more it will cost. YOU are our elected officials and are suppose to be looking out for us, so if you don't get this done now YOU could be looking for another job.

Just my two cents worth. Have a nice day. Sherrin

Sherrin Pelton

CRS, GRI, ABR, SRES, Broker/Owner

Copper Mountain Realty

<mailto:sherrin@coppermountainre.com> sherrin@coppermountainre.com

801-566-4340/801-259-0094 cell/801-566-4342 fax

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Comment 2219

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SARATOGA SPRINGS

January 22, 2008

Mountain View Corridor
c/o Parsons Brinkerhoff
488 E. Winchester St., Suite 400
Murray, Utah 84107

Re: Mountain View Corridor East/West Connector

To Whom It May Concern:

We, the members of the Planning Commission for the City of Saratoga Springs, are encouraged by the progress that is being made on the much-anticipated Mountain View Corridor (MVC). Saratoga Springs is anxiously anticipating the East/West connector route that will tie I-15 to Redwood Road. The purpose of this letter is to express our strong support for the 2100 North Freeway Alternative for this connector route and to voice our extreme opposition to the 4800 North Alternative.

The City of Saratoga Springs, at a population of close to 20,000 people (with approvals for much more development), is growing at an extremely rapid rate. Because of its convenient location, residents of Saratoga Springs have access to both Utah and Salt Lake Counties. This fact, coupled with the beauty and recreation it provides, leads us to project that this extreme growth will continue well into the future.

While traffic flow into Salt Lake County could definitely be improved, the main problem our citizens and the citizens of our neighboring communities face is connectivity with Provo-Orem and the rest of Utah County. As you know, we are long past due for a solution to the devastating traffic congestion our citizens contend with on a daily basis. After reviewing the presented alternatives, we feel that the only alternative that makes sense to remedy the problems is the 2100 North Freeway Alternative. We believe the 4800 North Alternative does not solve the outrageous traffic congestion problems confronting the communities west of Utah Lake who want to connect to the rest of Utah County. Most people driving from the west side of Utah Lake toward Provo-Orem will not drive north to 4800 North to eventually go south—4800 north will not alleviate the nuisance or the pollution to downtown Lehi caused by the current lack of a connector route. We also feel the location of the 4800 North Alternative relative to Bangarter Highway does not make it a feasible route to solve our congestion problems. We have spoken with Eagle Mountain, our neighboring city, and they share our support for the 2100 North Freeway Alternative.

We have seen the impact summary of the different alternatives and are aware of the positive and negative affects the 2100 North Freeway Alternative will have on all the cities affected by the East/West connector. We feel the positive impacts of the connector route on 2100 North outweigh any possible negative effects.

1307 NORTH COMMERCE DRIVE, SUITE 200 SARATOGA SPRINGS UTAH 84043
P 801-766-9793 F 801-766-9794

35.2.7C

35.2.9C

Comment 2219 (continued)

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We support the 2009–2011 timeline for construction and completion of this crucial corridor. We are also in support of the 2011 commencement for the improvements to the I-15 Corridor, as it will allow for prior completion of the East/West Connector.

Thank you for the opportunity to review and comment on the Mountain View Corridor. We anxiously anticipate the completion of this roadway and the positive impacts it will have on the community and region.

Regards,

The City of Saratoga Springs Planning Commission

Dennis Brown

Cassie Gross

Earl Halvas

Suzanne Clawson

Aaron Wall

Grant Stewart

Eric Larsen

1307 NORTH COMMERCE DRIVE, SUITE 200 SARATOGA SPRINGS UTAH 84043
P 801-766-9793 F 801-766-9794

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Comment 2221

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35.2.7A

35.2.13A

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From: Tonya Adams <tonya_ernst@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 1:51 PM
 Subject: OPPOSED to 2100 North Connector

To Whom It May Concern at UDOT:
 My husband and I recently bought our first home in Lehi. Not only are we in Lehi, but we are on 1940 N. Right where the connector will be placed. Our townhomes are close to the freeway. We purchased the townhome furthest away from the freeway because of the noise. Now we have found out that UDOT plans to put a connector right by our home AND expand the freeway. We have a 2 year old son who loves to play outside. The last thing we wanted was to be so close to the freeway and to have a connector right by our home. Not only will the pollution be worse, but the area will not be as safe. We also didn't plan on living here for too long, but now that these plans are public, the value of our home has decreased and we will not be able to sell our home for what we even paid for it.
 We are VERY opposed to this plan and would hope that there is a better solution than by putting an off ramp and a connector right behind our home.
 Thank you for your time,
 Concerned Lehi citizens

Climb to the top of the charts! Play the word scramble challenge with star power.
http://club.live.com/star_shuffle.aspx?cid=starshuffle_wfmailtextlink_jan

<https://email.udot.utah.gov/gw/webacc?User.context=hldro6Uc7ht6lnbIm4&Item.dm=727z9z0&...> 1/22/2008

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From: "karleen_barker@juno.com" <karleen_barker@juno.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 4:50 PM

Karleen Barker, 96 West 2600 North, Lehi. My opinion on the placement of the Lehi corridor does not favor a connector at 2100 North. Not because it impacts my property but because the height of the problem of traffic is on Lehi Main Street going East and West. Most of this traffic is southbound so 2100 North is not a solution to that problem. The biggest share of this traffic will continue to go through the downtown of Lehi. You take your life in your hands to even skirt that area. Actually one connector will not solve the entire problem. A northern connection is needed near Thanksgiving Point as well. Forget the 2100 prospect. It is only a stopgap. UDOT has been remiss in not attacking this miserable situation long ago. Give Utah County a break for a change!

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Comment 2222

Comment 2223

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From: "karleen_barker@juno.com" <karleen_barker@juno.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 3:51 PM
 Subject: Re: Mountain View Corridor DEIS

Karleen Barker, 96 West 2600 North, Lehi. (Thanks for the response.)

After rereading my comments I realized I failed to mention that a southern corridor is needed that connects with Pleasant Grove for South bound traffic (Provo and beyond). Lehi Main Street should, for the most part, only handle traffic that originates in the City of Lehi. With the building that is going on west of Utah Lake there has to be more than one connecting freeway in Utah Valley between east and west. If there has been any long range planning in this thing, consideration should have been given to the inevitability of extensive growth in both the upper and lower Utah County Wasatch Front area.

<https://email.udot.utah.gov/gw/webacc?User.context=qwci18Uhdorclk0Gqe&Item.drm=744z11z0...> 1/23/2008

35.2.6A

35.4B

35.6.3B

35.11A

Jensen Land Development, LLC
 PO Box 238
 Palo Alto, CA 94302
 Telephone: +1 (408) 741-1790
 Fax: +1 (408) 521-0427
 Email: robert@jenselanddevelopment.com

January 20, 2008

SENT CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Mountain View Corridor
 c/o Parsons Brinckerhoff
 488 E. Winchester St. Suite 400
 Murray, UT 84107

RE: Mountain View Corridor Draft EIS Comments

To Whom It May Concern:

Jensen Land Development (the Jensen Family) is a property owner in West Jordan who will be significantly and adversely affected by the Mountain View Corridor ("MVC") should it proceed on the course outlined in the draft EIS. The Jensen Family has been farming land in West Jordan for nearly one hundred years. We own two parcels that will be impacted by the current MVC proposal: 20-26-100-001 and 20-26-300-001. These parcels comprise approximately 350 acres between 70th South to 78th South and 5850 West to 64th West.

The proposed alignment of the Mountain View Corridor bisects our property. Moving southward, it enters our property in the northwest corner and exits in the southeast corner. According to UDOT, under the most recent alignment, 61.9 acres will be required from Jensen Land Development to accommodate the Mountain View Corridor. Should the alternative design option be chosen by UDOT, 57.3 acres will be required from the Jensen Land Development.

We have reviewed the Mountain View Corridor draft EIS and submit the following comments:

- I. Errors/Omissions
 - a. The land use map on page 74 of Figures Volume 4 (Figures 4-6), depicting our property is incorrect. On this map our property is shown as residential when in fact it is agricultural.
 - b. All references to Craig Jensen, Richard Jensen and Carol Bowman, Trustees of the Elmer N Jensen Family Trust should be removed. The Trust is no longer the owner of the property, it is fully vested with Jensen Land Development (the family's LLC) and has been for over a year and a half.
- II. Trails

Several segments of the proposed freeway have adjacent trails planned. Specifically, adjacent trails are proposed for the entire length of our property. Most concerning is

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that our property already has several large additional trails proposed by the City of West Jordan. It does not appear that UDOT and the City of West Jordan have coordinated on their trail planning. We encourage UDOT to work with us and the City to come up with a trail plan that meets everyone's goals without becoming overly burdensome to us (the property owner). Duplicative trails would detract from the overall cityscape and place too many restrictions on our ability to use the remaining land.

III. Alternative alignments

35.2.1A

Unlike other segments of the proposed freeway, there are no alternative alignments spanning the length of our property (70th-78th South). Apparently, prior to the draft EIS, all other alignment proposals (widening U-111, etc.) east and west of our property were eliminated. It is unfair and unfortunate that UDOT has decided to stop all public discourse and analysis of other freeway alignment alternatives prior to the Draft EIS. It is our understanding that a major reason for the draft EIS is to provide the public (and other stake holders) with alternatives.

IV. Sound walls

35.13A

According to the Draft EIS, sound walls will not be installed on our property at the time of the freeway construction. We believe that UDOT should protect the value of the surrounding property as much as possible and install sound walls on the entire length of our property, even if the property remains undeveloped. Not doing so further diminishes the value of the remaining parcels of land we own.

V. Equity

35.2.4R

We believe that we are carrying an inequitable and unequal burden of public infrastructure for the area—specifically, the entire length of the freeway from 70th to 78th South. We have not burdened the area with development, unlike our various neighbors, yet we have almost the entire burden of the freeway from 70th-78th South. A more equitable solution would be to place the freeway further west or east, reducing the burden on our property. Our understanding is that Utah Code Ann. § 78-34-5 requires all surveyed alignments to balance the public good with “the least private injury.”

VI. Interchange at 7800 South/Grading

35.2.4G

UDOT should engineer the interchange at 7800 South as above grade (over 7800 South) because it would be a more cohesive design option with the surroundings, taking into account the planned commercial corridor along 7800 South. By going above 7800 South, it would provide more visibility to the planned commercial corridor than if it were depressed. Theoretically, that should increase the value of that commercial corridor—which may help to slightly mitigate the damage to the property value incurred by having the freeway bisect the property. It appears likely that the

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freeway would be able to go back to a depressed scenario within 1500 feet north of 7800 South (approx. 1490 marker) for the remainder of our property. South of 7800 South, the freeway would remain above grade through the proposed commercial segment as well. Unfortunately for the residents around 8200 South, the freeway is already slated to be at/above grade for other planning reasons.

35.2.4E

Beginning at the 1508 marker and running to the 1528 marker (2000 feet) the proposed freeway is either at or above grade. We understand that this is not desirable by UDOT but cannot be avoided due to issues surrounding maximum depths at 70th South. This is extremely problematic because the City of West Jordan has that area designated as low density residential (1/2 acre lots). The aesthetics and noise of a freeway will dramatically impact the value of surrounding residential property under even the most ideal scenario. This situation is incredibly onerous for any future land use and deserves special attention.

VII. Lack of cooperation with City on appropriate zoning

35.4C

We encourage UDOT to continue to educate and work with West Jordan. Specifically, we would like to see UDOT educate West Jordan on proper planning techniques for property residing in close proximity or adjacent to the proposed freeway. As outlined above in the grading issue, either UDOT needs to move the freeway below grade or a proposed land use other than low density residential needs to be made. An at/above grade freeway and low density residential are totally incompatible land uses.

VIII. Design option on Sheets 79/80

35.2.4R

We strongly urge UDOT to proceed with the design option on sheets 79/80. All of the impacted property owners (as well as UDOT and WJ City Staff) approved this design option at a meeting on August 8, 2007 at West Jordan City Hall. This design option provides a much more desirable alignment for all of the property owners in the area as well as the City of West Jordan, for the following reasons: First, the design option shares the burden of the freeway more equitably with our neighbors (slightly reducing the acreage required of Jensen Land Development). Second, it slightly reduces the damage to our remaining parcels by providing more usable land and better access from 7800 South. Third, it further increases access to our neighbor's property.

Regards,



Robert Bowman
Jensen Land Development, LLC

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From: Randy Colquitt <randycolquitt@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 9:12 AM
 Subject: Corridor Comments

35.12.1A
35.2.3A

Because of the additional pollution from vehicles driving on it, if you build the Mountain View Corridor, it will tell us that you do not care one whit about the health of the citizens in Utah - especially the children. Why don't you consider mass transit instead like many other big cities around the world.

And to build the corridor alongside schools, homes, etc, is just blatantly wrong.

WE VOTE NO TO BUILDING THE MOUNTAIN VIEW CORRIDOR!

Randy and Stephanie Colquitt

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<https://email.udot.utah.gov/gw/webacc?User.context=hldro6Uc7ht6lnbIm4&Item.dm=725z9z0&...> 1/22/2008

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From: "JAY JOANNA GRAFT" <j_graft@msn.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 2:52 PM
 Subject: No to toll

35.2.10A

I am voicing my strong disapproval to making Mountain View a toll road. If this project will make any impact on traffic, then a toll road will not be the answer. From the speakers I spoke with at Copperview H.S. a toll road will be smaller than a "free" road.

No to toll.
 Jay Graft
 8774 South 1900 West
 West Jordan, 84088

<https://email.udot.utah.gov/gw/webacc?User.context=irflx3Ud9fmebl0Muf&Item.dm=729z8z0&...> 1/22/2008

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From: Chad Freckleton <chadandmarcie@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Sunday - January 20, 2008 12:25 AM
 Subject: Mountain View Corridor comment

Hello,

35.2.4H I am a resident of West Jordan and live approximately on 5500 West and 8800 South. I am opposed to the Mountain View Corridor behind positioned on 5800 West. I don't understand the logic behind building a major freeway system right in the middle of so many homes, businesses, and schools. 5600 West has already been expanded from two lanes to four and a transit line there is also proposed.

35.2.1A My suggestion would be to expand Baccus Highway into a major freeway. The road is already there and no homes and businesses would need to be torn down. My husband and I travel frequently to West Valley, Salt Lake, Sugarhouse, etc. and if a major freeway was built along Baccus Highway we would use it. We don't feel it is too far west like some people have suggested.

Please consider the impact you are going to have on so many lives by putting a freeway along 5800 West. I know if the freeway is built along this route, my family will move to get away from such a busy, traffic congested area.

Thank you,

Marcie Freckleton

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<https://email.udot.utah.gov/gw/webacc?User.context=irflx3Ud9fmebl0Muf&Item.dm=716z16z0&...> 1/22/2008

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From: Matthew Gibson <matthewg07@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 2:37 PM
 Subject: mountianview

35.2.1F I live on Main street of Lehi, UT. I have a first hand understanding of the amount of traffic that travels on Main street into Lehi. I think that both 2100 North Connector and the South connection need to be put in. This is because I am hearing that 400+ new homes are being planned to be built west of Lehi in the next couple of years. One connection will not be able to handle all of the travel these new homes will bring to the area. Therefore I support BOTH plans to be able to remove the through-traffic off of Main street, so that I can continue to have access to my driveway.

Thanks,

Matthew Gibson
 1045 West Main
 Lehi, Ut

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<https://email.udot.utah.gov/gw/webacc?User.context=irflx3Ud9fmebl0Muf&Item.dm=728z8z0&...> 1/22/2008

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35.2.7A

35.2.7C

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From: "Eiko Hart" <eikohart@gmail.com>
 To: <mountainview@utah.gov>
 Date: Sunday - January 20, 2008 9:26 PM
 Subject: Opposed to the 2100 N. Freeway connector in Lehi

UDOT:

I am against the proposed freeway connector at 2100 N Lehi, UT, and I support the UDOT arterial plan instead. If the connector is built it will create a lot of noise, disturb the environment, and create a lot of exhaust. There are a lot of children in the neighborhood, and their well being should first be taken into consideration.

-Eiko

Hart

<https://email.udot.utah.gov/gw/webacc?User.context=irflx3Ud9fmebl0Muf&Item.dm=721z11z0&...> 1/22/2008

DEIS Comment Form

MOVING TRANSPORTATION FORWARD
www.udot.utah.gov/15utahcounty

Please give us your comments on the I-15 Corridor Utah County to Salt Lake County Draft Environmental Impact Statement (DEIS). You can give us written comments at the Hearing; email to 15utahcounty@utah.gov; use the website www.udot.utah.gov/15utahcounty; fax to 801-262-4303; or use this form as a self mailer.

Name: Luna Lamb Organization (if applicable): _____

Mailing Address: 1230w 200j

City: Am Fork State: UT ZIP: 84005 Email: _____

Check all that apply:

Add me to the project Email update list Add me to the project Mailing List

Comments must be received by 5 p.m. Friday, January 11, 2008.

THE CONNECTOR FROM MOUNTAIN VIEW ALONG TO GO TO THE 2100 N AREA OF LEHI - AN ENVIRONMENT IS MISSING IN AREA - THE AREA IS HEAVILY DEVELOPED

THE ROAD FOR THE CONNECTOR AT 4000 TO 4800 FT IS NOT SUITABLE - THE ROAD WOULD GO THROUGH A MOUNTAIN & AROUND OVER TO LEHI THE DEVELOPMENT AT THE AREA OF THE MOUNTAIN

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January 22, 2008

Mountain View Corridor
c/o Parsons Brinckerhoff
488 E. Winchester Street, Suite 400
Murray, UT 84107

Subject: Comments on the Mountain View Corridor Draft Environmental Impact Statement

To Whom It May Concern:

Hexcel Corporation's Salt Lake City (SLC) manufacturing site is located on 5400 South with plant entrance at approximately 6700 West. The proposed location of the Mountain View Corridor (MVC) preferred highway alternative crosses the eastern portion of Hexcel property.

Hexcel SLC provides composite materials to US space and defense programs, commercial aircraft programs, and industrial customers in the automotive, recreation, and energy industries. Hexcel is a leading global manufacturer of high-quality carbon fibers and advanced composite materials, with worldwide annual sales in excess of \$1.3 billion, and is also an active member of the Utah Composites Industry Cluster Group.

The facility located in West Valley City, Utah, is Hexcel's largest US manufacturing site currently employing more than 550, and employment is expected to double in next five years. Since Hexcel acquired the former Hercules Composite Products Division in 1996, production from this facility has grown from about \$100 million to more than \$300 million in 2007, an increase of 200 percent in 10 years. Through this time period, Hexcel has closed facilities in Ohio, Florida, Arizona, and California and consolidated those operations into the Utah facility. Growth plans for the future include additional increases in sales and employment from Utah.

We have reviewed the MVC Draft Environmental Impact Statement (EIS) and submit our comments to UDOT in this letter. Our review of UDOT's MVC Draft EIS has resulted in comments, organized into the following areas: summary of key concerns, impacts, alternatives, purpose and need, growth projections and travel demand modeling, and public involvement program.

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35.6.3D

Summary of Key Concerns Regarding the Preferred Highway Alternative in UDOT's Mountain View Corridor Draft EIS

The following summarize Hexcel's key concerns regarding the preferred highway alternative in UDOT's MVC Draft EIS. More detailed comments follow this summary.

1. **Footprint and construction zone impact of UDOT's preferred highway alternative** – Hexcel Corporation's SLC facilities are located at the intersection of 6400 West and 5400 South. The proposed MVC preferred alternative freeway alignment ("5800 West Freeway Concept"), as well as the secondary alternative ("7200 West Freeway Concept"), and their associated diamond interchanges at 5400 South would be located on the eastern portion of Hexcel property. The widened 5400 South would also encroach into Hexcel's property. Hexcel currently has plans to locate two new facilities on the parcel immediately west of 6400 West and north of 5400 South that are now on hold pending a decision on the Mountain View Corridor. Hexcel is concerned about the direct impacts of the proposed action on our current operations and future expansion plans.
2. **Lack of communication** – The EIS Team did not contact Hexcel Corporation during the preparation of the Draft EIS to identify the potential impact on Hexcel operations that would result from the 6400 West alignment at 5400 South under either concept.
3. **Lack of analysis of impacts on Hexcel** – The EIS does not disclose the impacts that the preferred 6400 West alignment and interchange would have on Hexcel property and the operations of a major carbon fiber manufacturing site for aerospace and defense industries for the world. Hexcel is currently in the process of finalizing the location for another two manufacturing lines with a capital investment in excess of \$150 million on the SLC site and is evaluating additional capital expenditures on the specific site that UDOT may need to acquire for the proposed freeway alignment. Furthermore, the Draft EIS does not disclose the impacts on existing Hexcel operations, products, processes, and customers.
4. **National and regional importance of Hexcel's SLC operations** – Hexcel SLC provides composite materials to US space and defense programs, commercial aircraft programs, and industrial customers in the automotive, recreation, and energy industries. Hexcel is an active member of the Utah Composites Industry Cluster Group and a leading global manufacturer of high-quality carbon fibers and advanced composite materials. The Utah Composites Industry has identified a secure supply of carbon fiber to Utah companies as a key component of growth in the industry in Utah and a potential strategic advantage to Utah composite companies. Composites are one of the six key industry

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clusters identified in the Governor's Office of Economic Development (GOED) plans, and Hexcel's products form a key link in the supply chain to more than 60 Utah companies. Effects on our SLC operations could have a broad economic effect on the region's composites industry, commercial aircraft manufacturers, US space and defense programs and their associated primes, along with multiple small commercial aerospace, airplane, and parts manufacturers.

Capital investment in the Utah facilities is expected to continue to grow in the next few years. Beyond the company-specific growth expectations, growth in the Utah composites industry as a whole is expected to continue, with Hexcel material as a key supply chain link, defining Utah as the best place for future growth in the industry. Hexcel management is very concerned about the ability to operate current facilities and to implement expansion plans due to their proximity to the proposed MVC preferred highway alternative.

West Valley City is in the process of evaluating the creation of an Economic Development Area (EDA) that includes the Hexcel property, and specifically the property proposed for the MVC. In November 2007, the West Valley City Council voted to authorize the study of the EDA and that evaluation is nearing completion. Through the creation of this EDA, property tax incentives will be created to encourage Hexcel and others to continue to invest in capital assets and create new jobs in West Valley. Location of the MVC as proposed would limit the ability of companies in the EDA to continue to grow.

5. **Impacts on Hexcel SLC expansion plans** – Specifically, GOED and the Economic Development Corporation for Utah (EDCU) have worked with Utah composite companies to define carbon fiber needs in the near and long term and have asked Hexcel to support those needs with continued capital investment in carbon fiber production facilities at the West Valley City site. Hexcel's management is currently in the process of determining the location of future additional carbon fiber lines, as well as continued expansion of facilities for production of pre-impregnated composites, to meet the expected future growth in demand for composites in aerospace, wind energy, and other applications. Hexcel had planned to locate some of these new facilities on the open land at the east end of our plant at 6400 West and 5800 South exactly where the proposed MVC alignment and interchange would be located; however, we have had to put these plans on hold.
6. **Risk and cost of changes to current and planned operations – Hexcel provides key composite materials to both commercial aerospace and US Department of Defense (DoD) and Department of Energy programs.** As has been widely publicized, new commercial aircraft, including the Boeing 787, Airbus A350 and A380 aircraft, and Adam A500 as well as many others, make extensive use of carbon

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composite materials. Hexcel, through its SLC operations, is a key supplier to these aircraft manufacturers for these advanced aircraft.

Hexcel materials supplied to US DoD programs are often subject to defense priority ratings, under the Defense Priorities and Allocations System (DPAS). This system is designed to assure that the US DoD is afforded priority in the allocation of production resources over other potential uses. As discussed below, a re-qualification process of these materials due to construction or relocation of Hexcel equipment could cause a significant breach in national security and would be subject to legal action by the US Government.

During the material qualification and certification processes for composite materials used in both commercial aircraft and DoD applications, it is required that the machine locations and their operating environments, specific machine types and their performance and functioning properties, and the process of operation be documented and certified. Absolutely no changes to any of these factors are allowed. A new certification plan for each program and qualified product will be needed if any changes to the previously certified conditions occur. To relocate a machine and apply for a recertification process with US space and defense and commercial aircraft programs is often expensive with associated costs in excess of \$20 million per customer and specification. During the material qualification certification process, new entrants to a specification may be allowed. This expansion of suppliers during the recertification process is a MAJOR commercial risk to Hexcel, which is currently certified to produce these composite materials and in some cases is a sole source supplier. Hexcel risk includes not only the cost to re-qualify, but also the risk of losing business because qualified positions on existing programs are re-opened to competition.

7. **Range of alternatives** – Our review of the purpose and need, screening of alternatives, and growth projections indicate that a broader range of alternative alignments and highway alternatives could have been considered in the MVC Draft EIS.

Impacts of UDOT's Mountain View Corridor Preferred Alternative on Hexcel Corporation Operations

Hexcel has reviewed the MVC Draft EIS and identified several direct and indirect impacts on our SLC facility that would result from the preferred highway alternative. These impacts were not mentioned in the Draft EIS.

1. **Direct Impacts** – The location of the MVC at the proposed site is a major concern to Hexcel management because it will limit Hexcel's ability to grow as an individual company, as a supplier to commercial and defense programs, and also as a key supplier to the Utah

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Composites Industry cluster, thereby limiting growth in a key economic sector of the state.

- **Loss of property** – Page 2-5, 5800 West/6400 West Corridor Alignment, states that changing from the WTC Study’s recommendation of constructing a freeway along 5800 West to 6400 West was primarily due to the impact on a power plant and a golf course. Then it states that the 6400 West alignment would have an impact on the ATK Thiokol property. The MVC Draft EIS failed to mention that the 6400 West alignment would also have an impact on the Hexcel property, which is a major carbon fiber and advanced composite materials manufacturing site for aerospace and defense industries for the world. On page 6A-33 of the Draft EIS, Hexcel property impact was categorized as “strip take.” On page 6-34 of the Draft EIS, strip take is defined as a property take within the proposed right-of-way, but the right-of-way is more than 15 feet from an existing structure. There would be direct effects on Hexcel’s buildings that front on 5400 South, due to the proposed alignment for the four-lane widening, including the right-of-way, footprint, and construction requirements. The proposed diamond interchange is tied to this alignment at 5400 South. Therefore, it is not appropriate to refer to the property take at Hexcel’s property as a strip take.
- **Hexcel setback requirements** – Due to the extreme sensitivity of Hexcel’s manufacturing equipment, Hexcel would like to review and coordinate with UDOT on the setback requirements along the widened 5400 South and the proposed freeway so that adequate setback is preserved between the transportation facility and Hexcel properties.
- **Loss of existing qualified positions** on commercial and DoD aircraft programs as described above.
- **Potential legal action** from US DoD as related to the implementation of DPAS requirements.
- **Potential loss of production** during the construction phase due to dust, vibration, and traffic during construction.
- **Cost to re-qualify** products, processes, and machinery during and after construction.
- **Inability to supply materials** to the growing Utah composites industry.
- **Significant concerns about safety** in plant ingress/egress with freeway on/off ramps located immediately adjacent to existing facilities, as well as the cost to mitigate safety issues by revising access points.

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- **Expansion potential** – The Draft EIS also omitted any impact analysis and potential mitigation to the Hexcel operation. Furthermore, the EIS Team did not proactively contact Hexcel as property owners to identify the potential impact on Hexcel operations due to the 6400 West alignment. This is considered a major omission of the EIS public involvement program. Hexcel had plans in place to add two manufacturing facilities at the site that UDOT may need to acquire for the proposed freeway alignment. These development plans are currently under reconsideration by Hexcel management.
- 2. **Indirect Impacts** – In addition to the direct impacts of the preferred alternative, there would be significant indirect effects on current operations due to construction dust and vibration from highway vehicles.
 - **Dust invasion** – Any form of airborne particulate is considered a foreign object within the Hexcel manufacturing site. Dust trapped between layers of fabric or within the material becomes a void in the cured product. Because of this “void,” mechanical properties are greatly reduced within the material and the cured product. These products contaminated with dust will cause failure to meet the specifications of Hexcel’s customers and, therefore, would directly have an impact on the overall yield of Hexcel’s productivity. In addition, dust is also a nuisance for electrical controls and environmental conditioning within the Hexcel manufacturing site.

Increased dust is expected to decrease the equipment’s operating time and increase its maintenance costs. Hexcel has a great concern about the flying dust caused by highway operation and also during the construction of the highway because these airborne particulates are extremely harmful to its operation and ultimately to the productivity of manufacturing. The highway dust can also be caused by winter maintenance (salt/magnesium chloride MgCl₂ applications). The fine particulates in these materials (PM₁₀) would be stimulated by moving vehicles and be airborne from the freeway to surrounding area. The EIS Team will need to analyze all of these impacts and identify mitigation measures.
 - **Vibration impacts on equipment** – The proximity of the proposed freeway and interchange to Hexcel would cause vibration to adjacent Hexcel manufacturing facilities. Highway traffic can induce vibrations in two ways. First, there is ground-borne vibration caused by the dynamic impact forces of tires on the pavement surface that can propagate and excite footings and foundation walls below ground. Second, airborne vibration is caused by low frequency sound waves that can excite building components above ground. Both types of vibration transmission

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will have an impact on the operation and productivity of the Hexcel SLC plant. At the Hexcel manufacturing site, certain equipment such as carbon fabric rollers for resin film application is extremely sensitive to any magnitude of vibration. Resin film applications use multiple rollers that set gaps in extremely fine ranges that require micrometer callipers to calibrate their precisions. Vibration of such equipment can cause an increase in variation of these gaps, which will have an impact on the quality of the product and potentially the ability of the product to meet customer specifications.

- **Monitoring Program** – It is recommended that UDOT maintain a program to monitor the level of dust invasion and magnitude of vibration during freeway construction and operation at those areas where the operation of Hexcel's facilities are extremely sensitive.

3. **Cost of mitigation to Hexcel Corporation** – The impact of the footprint of the preferred highway alternative and dust and vibration will most likely require relocation of both existing and planned facilities to new sites. More detailed analyses will be required to determine the extent of relocation requirements.

To relocate a machine and apply for a recertification process with US space and defense programs is often expensive with associated costs in excess of \$20 million per customer and specification. During the material qualification certification process, new entrants to a specification may be allowed. This expansion of suppliers during the recertification process is a MAJOR commercial risk to Hexcel, which is currently certified to produce these composite materials and is in the sole source position as the supplier in aerospace programs.

The full scope and cost of mitigation will depend on the extent of relocation requirements and onsite mitigation for noise and dust. The potential operational loss due to machinery relocation, unacceptable dust invasion or vibration impacts, or recertification process could be as high as \$500,000 per day.

4. **Potential Refinement to UDOT's Preferred Alternative** – To minimize or avoid the property impacts on the east side of Hexcel Corporation's SLC property, the proposed freeway alignment could be shifted to the east by approximately 300 to 600 feet, while maintaining the design speed of 70 mph (posted at 65 mph) requirement. In addition, to avoid property and existing building impacts along 5400 South, the widening of 5400 South could be accomplished by shifting the alignment to the south toward the Bacchus and West Valley gravel pits. Also, the proposed type of interchange could potentially be changed from a diamond to a Single Point Urban Interchange (SPUI) to further reduce property impacts.

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35.2.1W

The result of these possible alignment refinements would provide Hexcel with additional space for expansion plans than would be available based on the proposed freeway alignment and right-of-way in the MVC Draft EIS. However, the ability to implement future building plans would need to be determined by Hexcel in coordination with UDOT. It should be noted that the indirect effects of dust and vibration would remain, even with refinements to the alignment of UDOT's preferred alternative.

General Comments on Draft EIS – Hexcel has identified a number of issues with respect to the Draft EIS that are not specific to Hexcel's facility or operations. These issues are discussed below.

Alternatives

The following comments and questions are related to alternatives, including the range of alternatives, the elimination of SR 111, east-west alternatives, and an expressway alternative:

1. **Range of Alternatives** – In reviewing the MVC Draft EIS, Hexcel became concerned about the limited range of alternatives and offers the following comments:

A. **Page 2-2, "In order to be carried forward for detailed study, an alternative needed to meet the purpose of the project and be practical or feasible to construct from a technical and economic standpoint."** Because economics is one of the major considerations for alternatives to be carried forward for detailed study, the Draft EIS should either state that both UDOT and UTA have the funds or identify funding sources to construct these alternatives in the foreseeable future.

B. **Page 2-2, Table 2.1-1, Summary of the Project's Purposes.** Because the purposes of the project were partially developed through the project scoping process and because many citizens who participated in the scoping process brought up environmental sensitivities, such as air quality and natural space preservation, and community values, the environmental sensitivities and community values should be included in the project purposes.

C. **Figure 2-1.1, Alternative Development Process.** At the bottom of the figure, "Refinement of Alternatives" appeared twice consecutively. It is not clear whether this mean a repetitive or iterative process of refinement or a refinement of the refinement

D. **Page 2-3, Summary of Alternative Travel Demand Modeling.** The base model for travel demand used in the MVC Draft EIS was primarily from the Wasatch Front Regional Council and the Mountainland Association of Governments. The most important input to determine the magnitude of travel demand in the modeling effort is

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socioeconomic data, including future land use, employment, demographic statistics, etc. However, these socioeconomic data were not collected through the EIS scoping process. Rather, they were determined by planning organizations like the Wasatch Front Regional Council and the Mountainland Association of Governments. They were determined independently without apparent consideration of potential infrastructure limitations. The NEPA process typically includes input from the public and other interested agencies with regard to the magnitude or ranges of growth in the scoping process, and includes consideration of growth in the travel demand forecast.

2. **Elimination of SR 111** – The elimination of SR 111 as one of the studied alternatives does not seem appropriate because of the following:

A. The travel model sensitivity analysis in the Draft EIS shows that a major facility on SR 111 would have limited use compared to a facility that is more geographically centered in the study area. However, the travel demand model used the same land use and demographic data as Envision Utah and Growth Choice, which were based on the benefit of having a freeway at the center of the study area. The comparison conducted by the EIS Team thus might not be sufficiently inclusive.

B. The sensitivity analysis also shows that SR 111 is too far west to meet north-south travel demand. Travelers, however, could use the improved Bangerter Highway for north-south travel if they do not want to travel that far. A combination of a freeway at SR 111 and an improved Bangerter Highway could be a reasonable alternative. There is no indication in the Draft EIS that this alternative was studied.

C. Page 3 of the SR 111 Elimination Report indicates that the SR 111 Freeway Alternative would have significantly more historic building impacts than other alternatives. However, these impacts were calculated based on a 328-foot right-of-way for the corridor near the Magna area. A much narrower freeway corridor would have much less historical building impacts and could still meet the need for transportation mobility improvements.

D. The SR 111 Elimination Report stated that the SR 111 Freeway Alternative is not consistent with the Growth Choice Vision. It appears that this conclusion resulted in the elimination of any alternatives other than the freeway in the middle of the study area alternative. Such a predetermination of alternatives is not consistent with standard NEPA practice.

E. The EIS study area failed to address the future travel demand need from the West Bench Development area. The SR 111 alignment would be geographically centered if both the MVC area and the West

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35.2.1X

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Bench Development area were considered in the regional travel demand model, and the SR 111 alignment would thus be a viable alternative for the MVC EIS.

3. **East-West Alternatives – Page 2-4, Identification of Preliminary Alternatives.** The identification of preliminary alternatives was based in part on previous studies. However, both the previously completed North Valley Connector Study and Porter Rockwell Corridor Study recommended an east-west arterial system within Salt Lake County to alleviate regional congestion. These alternative east-west arterials in Salt Lake County should have been considered.

4. **Expressway Alternative – Page 2-6.** Highway alternatives include only freeway and arterial systems. It is not clear whether an expressway system (combination of freeway and arterial) was considered in the development of alternatives. A statement on page 2-6 indicates that the arterial system could not accommodate the growth in Utah County. However, there is no indication that a traffic analysis was conducted for an arterial system that can accommodate less growth than that predicted by the Wasatch Front Regional Council and the Mountainland Association of Governments. These huge growth projections may not take place. In any event, the Draft EIS does not provide any discussion of the financial and infrastructure required to sustain the growth.

Purpose and Need Statement

Hexcel recognizes the growth pressure and the need for transportation improvements in the MVC area. Our review of the Purpose and Need Statement focused on the travel demand and trip patterns and how they may influence capacity improvements in proximity to our operations at the intersection of 6400 West and 5400 South. The following are comments related to the Purpose and Need Statement:

1. **Page 1-3, Section 1.1, Study Area Description, first bullet, Salt Lake County.** The western project study limit is the foothills of the Oquirrh Mountains or SR 111. The Draft EIS does not appear to address the influence of the potential growth from the West Bench Development project that is expected between 2010 and 2060. According to the Bureau of Economic and Business Research, 2007, Volume 67, Number 3, up to 200,000 residential units, 600,000 people, and 58.6 million square feet of commercial space would be developed within the West Bench area that is immediately adjacent to the MVC study area. If this projection is holds true, it will add a tremendous amount of travel demand both in north-south and east-west directions in the Draft EIS study area. Our concerns are specific to east-west travel demand. The Draft EIS should address this issue through an analysis of alternatives and secondary and cumulative impacts.

2. **Page 1-4, Project History.** It is not clear whether or how the MVC is related to the Legacy Highway Project Phase II.

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3. Page 1-9, Definition of 2030 No Action Conditions. The No Action Condition uses the same socioeconomic data as that for action alternatives, which were from the Wasatch Front Regional Council and the Mountainland Association of Governments. However, the land use, employment, and population growth data were determined independently of infrastructure limitations and assumed that the infrastructure would accommodate the growth. In the No Action Alternative, the Draft EIS should consider either a reduction in the population and employment growth in the project study area or a suppression mechanism to reduce the travel demand so as to have a more realistic comparison of the No Action Alternative to the other alternatives.
4. Pages 1-10 to 1-12, Section 1.4, Growth Trends. There appears to be a discrepancy in the amount of projected growth. Figure 1-6 shows the majority of the project study area having more than 500 percent population growth, but the text on page 1-11 indicates only a 167 percent increase. Also, Salt Lake County shows a total 51 percent growth by 2030. If the study area were to experience a growth rate of 167 percent, it would mean that nearly all of the future growth of the entire county would be within the project study area. The Draft EIS should set forth how these growth projections are determined and how they relate to each other.
5. Pages 1-10 to 1-12, Section 1.4, Growth Trends. A growth of 298 percent for employment (a total of 251,000 jobs in 2030) is projected for the project study area. However, Figure 1-12 shows that the majority of home-based work trips would originate from within the MVC area and go toward Salt Lake City and other areas along I-15. There is no indication of whether more work trips would stay within the local project area or originate from other areas and go toward the project study area.
6. Pages 1-10 to 1-12, Section 1.4, Growth Trends. There is a similar concern with regard to household growth.
7. Pages 1-12 to 1-18, Section 1.5, Regional and Local Planning Objectives. It is clear that both the Wasatch Front Regional Council and the Mountainland Association of Governments support the growth within the MVC area and propose to implement major transportation improvements. However, population growth and infrastructure are interrelated. An aggressive pro-growth land use plan does not guarantee growth unless the supporting infrastructure can accommodate the growth and there is adequate investment (both public and private) to fund the growth. The Purpose and Need Statement uses the growth plan and the assumed benefit of transportation improvements to justify the need for proposed transportation improvements. As a result, the Purpose and Need Statement is not independent of the proposed action. This would appear to limit the range of alternatives evaluated in the Draft EIS.

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8. Page 1-19, Section 1.6.2.1, Salt Lake County Portion of Study Area, last paragraph. The Draft EIS states, "an overwhelming majority of work trips as well as overall trips originating in the Salt Lake County portion of the study area are oriented either north-south or northeast-southwest. This supports the need for transportation improvement in the north-south direction in Salt Lake County." This statement may not necessarily be true. First, the actual proportion of north-south traffic work trips was only 12 percent in 2001 and, according to the Draft EIS, will increase to 34 percent in 2030. This almost three-fold increase may or may not be realized if employment growth does not occur as projected. Second, if the 34 percent north-south work trip traffic does occur, it is still not "an overwhelming majority." The traffic from the project area to Salt Lake City was 69 percent in 2001 and, according to the Draft EIS, will decrease to 42 percent in 2030. Again, this decrease may or may not occur, but if it does, this traffic could still be accommodated by I-15, Bangerter Highway (SR 154), SR 111, and other east-west arterials. As a result, the north-south demand is less than the east-west demand.
9. Page 1-20, Section 1.6.2.2, Utah County Portion of Study Area. The last paragraph states, "these analyses support the need for transportation improvements in both the east-west and north-south directions in northwest Utah County." The analyses show that travelers are currently using SR 73 for east-west travel, SR 68 (Redwood Road) for north-south travel, and I-15 connecting south to Provo/Orem or north to Salt Lake City. If improvements are needed, an alternative based on improving these existing roadways could be considered, as opposed to developing a new corridor with extensive land use impacts.
10. Page 1-22, Section 1.6.3.3, Safety. Even though the accident rates are often calculated as the number of accidents per million vehicle miles traveled (VMT), it does not necessarily mean that the total number of accidents goes up if the traffic volume also goes up. The Draft EIS should examine statistical data at various locations and include an accident analysis to identify the causes of accidents.
11. Page 1-24, Section 1.6.4, Transit Network. There is no indication of what the transit rider-share would be if a transit network is built within the study area or how much vehicle dependency would be lowered.
12. Page 1-26, Section 1.7, Public and Agency Involvement in Developing the Project's Purpose and Need. We agree with EPA's concern about "supporting local growth objectives" but disagree with the agreement among EPA, FHWA, and UDOT to include "supporting local growth objectives" as a secondary objective of the project. In reviewing the Draft EIS, there is no compelling evidence to indicate that the "local growth objectives" will be met or that there are adequate resources to support the growth objectives.

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13. Page 1-27, Section 1.8, Conclusion, first sentence. It is not clear whether the Draft EIS considers a 20 or 30-year planning horizon.
14. Page 1-27, Section 1.8, Conclusion. Even though the Draft EIS states that most of state, regional, and local transportation and land use plans in the study area identify a need for an improved transportation system, the Draft EIS does not explore the bases for the significant growth projected by certain local governments. Instead it adopts those growth projections as the basis for its development of alternatives.
15. The Purpose and Need determinations were developed in part through the project scoping process. Many of those who participated in the scoping process raised environmental sensitivities, such as air quality, natural space preservation, and community values. However, environmental sensitivities and community values were not included in the project purposes.

Growth Projections and Travel Demand Modeling

Hexcel's concerns related to the growth projections and travel demand modeling in the MVC Draft EIS are from the perspective of our role in Utah. We recognize the need for improvements to the transportation system to accommodate growth. Our concerns are related to the NEPA process and to the development of a reasonable range of alternatives in that process. The following comments are related to the growth projections and travel demand modeling for the Draft EIS.

1. Envision Utah projected 500 percent population growth in many areas within the corridor study area. This represents an annual average of 8.5 percent growth continuously for 20 years. The Draft EIS does not indicate the basis for this projection, nor does it assess whether there will be adequate water, power, sanitary waste treatment facilities, and other infrastructure to support this extraordinary growth.
2. The highway networks are the only components within the travel demand model that varied among alternatives. For an urban area with normal growth, this approach might be appropriate. But for an area with 500 percent growth, different land use and population scenarios should be considered. Therefore, for the No Action alternative, there should be a scenario that shows little or no growth for the planning year.
3. Compact urban development should be considered as one of the options for future growth, which would significantly reduce travel demand.
4. Higher energy costs would have an adverse impact on the regional economy and would slow growth. The Draft EIS should consider the effects of sustained higher energy costs on population and travel demand projections.
5. Page 3-2, Section 3.1, Overview of Envision Utah. Envision Utah's growth scenarios were not developed with public input; rather the public

involvement process was a public awareness and education program. The general public and interested stakeholders should be given opportunities to address whether growth is appropriate, and how much, where, and how the growth should take place. The same comment applies to page 3-3; the public was asked how the growth should be accommodated but was not asked how much growth would be appropriate for their communities. The public involvement program conducted by Envision Utah was later applied to the MVC EIS Growth Choice Process.

6. Page 3-4, Section 3.2.1, Public Scoping Meetings. It appears that FHWA encouraged a joint scoping process between MVC EIS and Envision Utah's Growth Choice Process. The problem with that process is that Envision Utah already had made growth projections. The MVC's EIS process should not include any predetermined growth scenario. In addition, the Draft EIS states, "the total amount of expected growth was obtained from the Governor's Office of Planning and Budget, which develops the official growth forecast for every county in the state." However, there is no indication of the basis for those forecasts. The Draft EIS does not include any verification procedures to support the growth projections. The same issue is raised by Table 3.2-2, which indicates that the participants in the scoping process were given choices only in regard to where to grow, not how much growth would be appropriate.
7. Pages 3-5 to 3-7, Section 3.2.2, Scenario Development. There are three development scenarios: trend, expansive, and compact. The Draft EIS does not indicate the appropriate balance among the three scenarios, nor how each scenario would reduce personal vehicle dependency. Given that local governments approve land use plans, there is no assessment of the prospects that a particular scenario will eventually be the approved plan.
8. Pages 3-7 to 3-9, Section 3.2.3, The Vision Scenario. The Vision Scenario indicates that a freeway is envisioned in Roadway Improvement, a LRT or BRT in the Transit Improvement, and a land use plan that accommodates the freeway and transit improvement. This would appear that a predetermined transportation concept. Other alternatives (such as various modes of transportation) that did not meet the Vision Scenario would not be considered as the preferred alternative. The Vision Scenario should be a broad statement that emphasizes the means to satisfy the purpose and need of the project.
9. Page 3-10, Section 3.3, Technical Results of Growth Choice Process. There is no indication which scenario was chosen for environmental evaluation.
10. Page 3-12, Section 3.3.1.2, Undeveloped Acres. The area of the existing undeveloped land should be 144,014 acres, not 148,000 acres.

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11. Page 3-14, Section 3.3.e, Water Demand. The Draft EIS calculated the water demand needs for various scenarios, but no there is no indication of whether there will be adequate storage for the needed water. Also, no data are available regarding the water sources to accommodate the growth in any of the scenarios. Finally, there is no assessment of the potential long-term impacts on water availability of decreased water supply in the MVC study area due to climate change.
12. Page 3-16, Section 3.3.5, Transit Ridership. The section does not indicate how ridership was determined in the regional traffic demand model.
13. Page 3-19, Figure 3-1, Relationship between Growth Choice and MVC EIS Processes. The Draft EIS adopts the alternatives from the Growth Choice, all of which represent significant growth. There was no apparent consideration of no or little growth scenarios. The public was not given opportunities to comment on whether the growth is appropriate.

Public Involvement Program

The following comments relate to the public involvement program.

1. Page 30-2, Section 30.2, Stakeholder Committee. The EIS Stakeholder Committee and the Growth Choice Process Committee appear to be identical. The committees consisted of study area mayors, large property owners, church leaders, developers, and non-governmental organizations. While those individuals are important stakeholders in the MVC area, the committee did not represent mid- and small-size property owners and single-family homeowners. The Growth Choice Process is a result of Envision Utah's apparent predetermined conclusion that there will be aggressive growth in the study area.
2. Page 30-7, Section 30.3.3, Alternative Refinement. There is no indication of contact with specific property owners whose property would be directly affected by the proposed alignment.
3. Page 30-24, Table 30.7.1, Summary of Salt Lake County Comments. There are numerous comments about east-west congestion as the primary traffic problem. However, the project does not address the east-west congestion problem.
4. Page 30-24, Table 30.7.1, Summary of Salt Lake County Comments. There were comments regarding light rail or commuter rail as the only transportation improvement, which could be interpreted as a desire for limited growth. However, the Draft EIS did not address a lesser growth scenario.

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5. Page 30-24, Table 30.7.1, Summary of Salt Lake County Comments. There were comments favoring preservation of the natural and rural setting along the corridor area. However, there is no alternative which includes preservation of these values.

Summary

Hexcel Corporation has significant and legitimate concerns with the proposed alignment of the MVC, as well as concerns regarding the process by which major stakeholders were included or excluded from the evaluation of alternatives. However, Hexcel welcomes the opportunity to work with UDOT to avoid and mitigate the impacts on our West Valley City operations and to develop a successful transportation solution for the MVC.

Sincerely,

Brett R. Schneider
Salt Lake City Site Manager
Hexcel Corporation

Rodney P. Jenks, Jr.
Assistant General Counsel
Hexcel Corporation

cc: James A. Holtkamp, Holland&Hart, LLP
Tim Tetherow, JFSA
Shawn Han, JFSA

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TRANSMITTAL

2755 E. Cottonwood Pkwy., Suite 300 Salt Lake City, UT 84121

(801) 937-6453 Office

(801) 937-6312 Fax

TO: TeriAnne Newell, Project Manager

JOB: Mt. View Corridor

FROM: Douglas Gibbons

DATE: 22 January 2007

SUBJECT: Public comments on Mountain View Corridor DEIS

- | | | | |
|--|---|--|--|
| <input checked="" type="checkbox"/> For Review | <input type="checkbox"/> Please Comment | <input type="checkbox"/> For Approval | <input type="checkbox"/> For Signature |
| <input type="checkbox"/> Urgent | <input type="checkbox"/> As Requested | <input type="checkbox"/> Approved as Noted | <input type="checkbox"/> Please Reply |

MESSAGE:

Ms. Newell,

I have enclosed Kern River's public comments on the Utah Department of Transportation Mountain View Corridor Draft Environmental Impact Statement.

If you have any questions regarding this transmittal please feel free to give me a call.

Regards,

A handwritten signature in blue ink, appearing to read 'Doug Gibbons'.

Douglas Gibbons
Land Representative
801.937.6347

CC: Project File

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January 22, 2008

Utah Department of Transportation
Attention: Terri Newell, Project Manager
2010 South 2760 West
Salt Lake City, Utah 84104-4592

RE: Comments of Kern River Gas Transmission Company in response to the Mountain View Corridor Draft Environmental Impact Statement

Dear Ms. Newell,

Kern River Gas Transmission Company ("Kern River") appreciates this opportunity to comment on the Mountain View Corridor Draft Environmental Impact Statement and Section 4(f) Evaluation ("DEIS") prepared by the Utah Department of Transportation ("UDOT"). Having monitored the progress of the Mountain View Corridor project and participated in meetings with UDOT since the fall of 2003, Kern River recognizes the extent of UDOT's efforts in preparing this document.

INTRODUCTION

Kern River, a subsidiary of MidAmerican Energy Holdings Company, owns, operates and maintains a 1680 mile long high-pressure interstate natural gas transmission system running from Wyoming through Utah, Nevada and into California. Kern River's pipeline system currently has a design capacity of more than 1.7 billion cubic feet of gas per day and is considered critical energy infrastructure for the western United States. For example, Kern River delivers approximately 23% of the average daily demand of natural gas into the state of California and 84% of the average daily demand of natural gas into southern Nevada. Kern River is regulated by the Federal Energy Regulatory Commission ("FERC") and the Pipeline and Hazardous Materials Safety Administration, a division of the United States Department of Transportation.

The Kern River system consists generally of two parallel thirty-six inch diameter steel pipelines operating at pressures up to 1,200 pounds per square inch. These pipelines are located pursuant to rights-of-way and easements of record and are typically buried underground. Kern River's pipeline system safely passes through and serves two of the fastest growing metropolitan regions in the country, the Salt Lake valley and Las Vegas,

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Nevada. Kern River is dedicated to providing a reliable, safe and environmentally sensitive means of transporting natural gas.

OVERVIEW OF KERN RIVER'S COMMENTS

Federal regulations define the objectives of a document prepared pursuant to the National Environmental Policy Act ("NEPA"). Specifically, such a document should:

provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives... to be used by Federal (and State) officials in conjunction with other relevant material to plan actions and make decisions (40 CFR §1502.01).

In essence, a NEPA document should fully disclose to the public (and the courts) the environmental impacts of a proposed action and its alternatives so informed decisions can be made. UDOT asserts that a detailed analysis of impacts is contained in the DEIS:

Impacts were calculated or quantified for any facilities that would be completely acquired or for which a partial property acquisition, also called a strip take, would be necessary. (DEIS, Volume 1, page 6-32), emphasis added.

However, the direct and indirect impacts to Kern River's interstate gas transmission pipeline were neither quantified nor even estimated. It does not appear the impacts to other major utilities were calculated or quantified, even though the preferred alternative identified in the DEIS is to locate a highway in an existing, established utility corridor. The cumulative impacts to utilities may fundamentally change the construction schedule, extending the length of impacts from the construction itself. The direct and indirect cost of these impacts is likewise material to a full and fair evaluation of the alternatives. Kern River is concerned that portions of the DEIS do not meet minimum standards or address significant resource concerns of Kern River, local officials and members of the public.

REGULATORY NON-COMPLIANCE

Kern River has reviewed the DEIS for resource concerns specific to Kern River that should be evaluated through the NEPA process. It is the opinion of Kern River that UDOT did not meet NEPA requirements in the following areas:

- 1) The DEIS does not clearly define the impacts of each alternative.

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While the 5800 West and 7200 West alternatives considered in the DEIS will each impact Kern River's facilities, the impact of the 5800 West alternative is vastly more significant. The difference between the two alternatives appears to be equally significant for other utilities such as Quest Communications, Questar Corporation, Rocky Mountain Power, and Level3 Communications. The cumulative effect of these impacts should have been considered because their cost is material to evaluation of the 5800 West alternative. However, the DEIS does not even attempt to quantify these issues. Likewise, the DEIS fails to provide the information necessary to adequately evaluate the impacts of the alternatives to the Kern River facilities and customers. At best, the DEIS provides only general consideration of these issues, as reflected in the following statements:

The proposed resolution has not yet been determined for every conflict. The final resolution of utility conflicts would be determined during the final design phase of the project. (DEIS, Volume 1, page 6-43).

Final design details, final costs, or final agreements regarding relocations of either the PacifiCorp or MidAmerican Energy Holdings facilities located within the project area will be determined during the final design phase of the project. (DEIS, Volume 1, page 6-81).

Although the DEIS summarily acknowledges¹ that Kern River and other major inter- and intrastate utilities will need to be relocated from the existing utility corridor at 5800 West, the Environmental Consequences section of the DEIS neglects to consider the "direct impacts and their significance" {40 CFR §1502.16(a)} to Kern River's facilities and business. Further, the DEIS fails to adequately consider the "indirect impacts and their significance" {40 CFR §1502.16(b)} resulting from moving several major utilities located in close proximity while maintaining the critical service each provides to its service areas and customers.

Beginning in 2003, Kern River has repeatedly emphasized in meetings with UDOT that failure to fully consider the staging and relocation of the pipeline facilities will adversely impact the proposed project schedule and overall cost. Coordination of utility relocation to minimize disruption of service could alone add years to any project; this additional time serves to exacerbate impacts of the project to the community at large. The consideration given to these issues within the DEIS fails to reflect their significance or Kern River's efforts to raise these issues with UDOT. Such an approach does not satisfy the NEPA requirement to "rigorously explore and objectively evaluate all reasonable alternatives" {40 CFR §1502.14(a)}.

¹ UDOT's dismissive treatment of the impacts to Kern River is also reflected by inaccurate descriptions of the facilities themselves. For example, the DEIS at one point misidentifies Kern River's facilities as "two petroleum distribution pipelines" and "two high-pressure petroleum transmission lines" (DEIS, Volume 1, page 6-18).

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2) The DEIS fails to adequately compare the alternatives.

The DEIS compares two alternative locations within Salt Lake County for the Mountain View Corridor, 5800 West and 7200 West. Both alternatives will impact the Kern River system. NEPA regulations dictate that alternatives be evaluated in a 'comparative form' that 'sharply defines the issues', thus 'providing a clear basis for choice among the options' {40 CFR §1502.14}. However, because the direct and indirect impacts associated with relocating portions of the Kern River system and other major utilities were not considered within the DEIS, it is not possible to adequately compare the alternatives. For example, the impact of the 5800 West alternative to the Kern River system is substantially more significant than that of the 7200 West alternative. Based on preliminary estimates, the proposed realignments of Kern River's system necessary to accommodate the 5800 West alternative would cost not less than \$64,300,000. In comparison, not less than \$17,400,000 would be expended to accommodate the 7200 West alternative, a difference of \$46,900,000. And these are preliminary estimates which may reasonably be expected to increase.²

As previously mentioned, the DEIS indicates that "final design details, final costs, or final agreements regarding relocations of MidAmerican Energy Holdings facilities located within the project area will be determined during the final design phase of the project". This and other similar statements summarily dismiss a significant issue and frustrate the ability of decision makers and the public to adequately evaluate and compare the alternatives. This approach is contrary to NEPA regulations:

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foresee significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement. {40 CFR §1502.22(a)}

² These estimates were provided to Kern River by a third party vendor and are based on numerous assumptions detailed in that vendor's report. Among the major assumptions, these estimates are presented in first quarter, 2008, dollars, are based on the information currently available to Kern River, and are premised on Kern River's ability to use its preferred construction methods and scheduling. For more detailed explanation of why UDOT may reasonably anticipate greater actual construction costs, please also refer to the attached APPENDIX – SPECIAL RISKS AND CONSIDERATIONS.

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The DEIS fails to make clear that information is lacking. It is unreasonable to assume that UDOT was not aware of the potential implications of relocating portions of the Kern River system after more than four years of communication. These issues should have been fully evaluated and addressed in the DEIS through a cost-benefit analysis of the type described in *40 CFR §1502.23*; failure to do so constitutes a fatal flaw.

3) UDOT did not involve all the necessary cooperating agencies; the DEIS fails to meet FERC and Federal Highway Administration regulations.

Kern River is federally regulated and subject to NEPA and the regulations promulgated by the FERC. In order to relocate pipeline facilities as proposed in the DEIS, Kern River would need to receive FERC approval through FERC's certificate process before commencing construction. This process could take up to two years and involves a thorough review designed to satisfy the environmental mandates of NEPA.

UDOT was aware of these requirements and Kern River's insistence that they be made part of the DEIS process as evidenced by the acknowledgement that federal actions by the FERC would need to be involved "potentially" (*DEIS, Volume 1, page S-33*) prior to the project being constructed. According to NEPA regulations, the FERC should have been a cooperating agency in the preparation of the DEIS (*40 CFR §1501.6*). Unfortunately, UDOT chose to not involve the FERC as a cooperating agency. As a consequence, the DEIS will not satisfy the FERC certificate requirements and without additional study will preclude Kern River from any relocation of existing facilities.

This omission of FERC as a cooperating agency likewise violated the spirit of Federal Highway Administration policy. "It is the policy of the (Federal Highway) Administration that: (a) To the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process" (*23 CFR 771.105*).

SUMMARY

In summary, the DEIS errs by 1) inadequately defining the direct and indirect impacts of the alternatives to the Kern River system and other utilities; 2) inadequately evaluating and comparing the proposed alternatives; and 3) failing to involve necessary cooperating agencies in the resource analysis and evaluation of alternatives. By not considering these issues and their impacts to Kern River's interstate pipeline system, its shippers, and other affected constituencies, UDOT has failed to meet the minimum standards set forth by NEPA.

Kern River therefore requests that UDOT prepare and issue a revised DEIS which includes a cost-benefit analysis of the 5800 West versus 7200 West alternatives with the

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full cost of relocating Kern River and all other utilities taken into consideration. Kern River likewise requests that the other issues raised in these comments be addressed in any subsequent draft or final version of the environmental impact statement. Only then may a decision be reached based upon consideration of the full impacts of the alternatives.

Finally, UDOT has identified the existing, established utility corridor at 5800 West as its preferred alternative. However, it is clear that UDOT has done so without full consideration of the impacts of disrupting this corridor. For the reasons outlined in these comments Kern River's preferred alternative in Salt Lake County is the 7200 West alignment.

Thank you for the opportunity to comment on the DEIS for the Mountain View Corridor.

Respectfully,



Robert S. Checketts
Vice President; Operations, IT & Engineering
Kern River Gas Transmission Company

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APPENDIX - SPECIAL RISKS AND CONSIDERATIONS

The following are some of the major risks and considerations concerning the relocation of portions of Kern River's 36 inch high pressure gas pipelines. While this list is by no means exhaustive, these issues may present considerable variation in the expected cost for the Kern River system relocations proposed by UDOT.

Changes to the proposed roadway alignment

It is anticipated that as UDOT finalizes the roadway design that additional conflicts will be identified with the proposed pipeline relocations. These conflicts may result in additional reroutes, line lowering, concrete overprotection and other unforeseen issues. These additional conflicts and mitigation measures may result in significant increases to the estimated cost. In the event right of way outside the corridor studied in the DEIS is required, UDOT will have to acquire such right of way and modify its environmental documents accordingly. Any agreement by which Kern River would consent to relocation of its facilities would require UDOT to provide easements equivalent to Kern River's existing easements.

Maintaining continuity of service

The Kern River system is the principal supply system of natural gas from the Rocky Mountain production basins to Utah, Nevada and California. As such, it is critical that service be continuously maintained. Special construction sequencing will be required to keep the system in service. It is imperative that UDOT coordinate with Kern River to minimize service disruption and to restore the lines to full capacity. It will be necessary to construct the new lines first and then stage the sequencing of line shutdowns and tie-ins to keep at least one pipeline continuously in service. This may require sections of the pipeline to be blown down (venting gas to atmosphere) multiple times and result in additional costs due to gas loss. The shutdowns necessary to tie-in each new section of pipe could also result in loss of throughput on Kern River's system. Any agreement by which Kern River would consent to relocation of its facilities would also require UDOT to fully reimburse Kern River for its lost revenue and any other costs related to temporarily diminished throughput.

Coordination with other utilities

Because the Kern River system is located in an established utility corridor, other utility operators will be relocating their facilities concurrently. Design coordination between the different utilities' will be critical to avoid conflict between each utilities' infrastructure due to confined right of way. Scheduling coordination and construction sequencing will need to occur to ensure that construction operations are effective. Standby, demobilization, remobilization or construction move-around may result in significant cost

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increases. Additionally, service disruptions may occur for local water, gas and electric service and will have to be scheduled with the appropriate service providers. Estimating these costs accurately is not possible until: a) the final roadway has been designed and all impacts are known, and b) all utility relocations are quantified and scheduled. Any deviation from standard Kern River construction practices will result in significant cost increases.

Construction resource availability

Increases in natural gas demand have resulted in multiple pipeline expansion projects throughout North America. Consequently many mainline construction contractors are contracted to perform this work over the next several years. Retaining the services of a qualified contractor that possesses the equipment necessary to handle and install 36" diameter pipe will be subject to a market in demand of these contractors. Installation costs for 36" pipe depend on the quantity installed and the degree of difficulty of the installation. Multiple or short spread lengths in tight quarters will result in a higher installation cost.

Material commodities pricing and availability

Similar to contractor availability, worldwide demand for steel products has resulted in higher commodities pricing as well as longer lead times for the production and delivery of mainline pipe. Delivery lead time for large diameter line pipe in the quantities necessary for this project is likely to exceed 18 months. Based on recent quotes, pricing for line pipe is approaching \$2000 per ton and may increase significantly by the time material is purchased in support of this project.

Construction of roadway over existing pipelines

Due to the close proximity of the existing pipelines to the new roadway, significant earthwork, excavation and heavy equipment traffic will occur near and over the pipelines. Accidental damage to the pipelines and other facilities poses a significant safety concern both for adjacent residents as well as individuals constructing the highway. Construction mats or overburden protection will be required for all heavy equipment to prevent damage to the pipelines. Additional safety training concerning the dangers of construction activities near high pressure pipelines will be required for all construction contractors.

Removal or abandonment of existing pipelines

Abandoned line pipe are a subsidence risk and highly undesirable, particularly under roadways and railroads. Where possible, the abandoned pipe must either be removed and the void replaced with compacted backfill, or the pipe must be grouted to fill the void.

Comment 2232

Comment 2233

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↳

Print View Page 1 of 1

From: Erin Shepherd <meshep13@hotmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 22, 2008 12:38 PM
Subject: Lehi Road Alternatives

35.2.7A

To Whom it May Concern,
As a concerned Lehi citizen I would like to encourage UDOT to please strongly consider building the connector route from I-15 to Redwood Road at 4800 North in Lehi and NOT at 2100 North. It does not seem responsible to create a road that has so many negative impacts on Lehi, just for the benefit of those living farther west. 4800 North would be a much better compromise for both sides.

Sincerely,
Erin Shepherd

Helping your favorite cause is as easy as instant messaging. You IM, we give.
http://im.live.com/Messenger/IM/Home/?source=text_hotmail_join

<https://email.udot.utah.gov/gw/webacc?User.context=nm7mq1Uc5pobbi2Pi0&Item.dr=738z9z0...> 1/22/2008

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Section in
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↳

Print View Page 1 of 1

From: "Andrew Rosenvall" <andrewrosenvall@gmail.com>
To: <mountainview@utah.gov>
Date: Monday - January 21, 2008 8:32 PM
Subject: Comments on Mountainview Freeway

35.2.6A
35.2.4A
35.2.10A

I live in Utah County. My preferred alternative is the Southern Freeway. My second choice is Lehi's 4800N Alternative. 3rd choice are the 3 Arterials. Last choice would be the 2100N freeway. In Salt Lake it seems that 5600W is a much better preserved corridor next to the high voltage power lines. Also I would prefer a freeway not a toll road.

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Comment 2234

Comment 2235

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Print View Page 1 of 1

From: <Colleen.Raulston@workingrx.com>
 To: <Mountainview@utah.gov>
 Date: Monday - January 21, 2008 7:30 AM
 Subject: Mountain View Corridor

To Whom it may Concern,

5600 West (six lanes) and 5800 West; These proposed two main arteries would be too close together, are located in a residential area, would adversely affect thousands of children (as well as homeowners) who live or attend 12 schools in immediate area. Please refer to NEPA Title 1, Section 101 (42 USC ss-4331) (b) 2 as well as NEPA Section 309 Clean Air Act and take into serious consideration. We hereby request if MtnView Corridor is built on 5800 West, and we hope it is not, then it must be made to accommodate the highway depression.

Thank You,
 Colleen Raulston
 Home Owner
 Colleen Raulston
 Ancillary Program Specialist
 working|Rx™

Phone: 877-496-7579 ext:4493
 Mobile:
 Fax: 801-417-6677
 4225 Lake Park Boulevard, Suite 400
 Salt Lake City, UT 84120

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35.1.1H
35.12.4A

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From: <Colleen.Raulston@workingrx.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:33 AM
 Subject: Concerned

To Whom it may Concern,

Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. We will be completely sandwiched in. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 homes sites and retail center Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County. Bangeter Highway is only 2.8 miles from 5800 West. THIS AREA WOULD BE GREATLY OVERBURDENED WITH HIGH CAPACITY ROADWAYS. If Mountain View Corridor is built on 5800 West beside residences it must be suppressed. We are requesting pumps and the realignment of utilities to accommodate the highway depression, for this to be considered in the final plans. It is neither reasonable nor rational to expect residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually EAST of the possible 500,00 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than TWO BLOCKS should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being build too closely together. It's just common sense.

Thank you

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35.2.1A

35.8A
35.2.4E

Comment 2235 (continued)

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Dianne Abspoel
Colleen Raulston
Ancillary Program Specialist
workingjRx™

Phone: 877-496-7579 ext:4493
Mobile:
Fax: 801-417-6677
4225 Lake Park Boulevard, Suite 400
Salt Lake City, UT 84120

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Comment 2236

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From: "Denise Randall" <denise.randall@exitutah.com>
To: <mountainview@utah.gov>
Date: Sunday - January 20, 2008 7:19 PM
Subject: Mountain View Corridor comments

To whom it may concern
I live in the Bloomfield Farms subdivision off 5600 W and 8300 S and the Mountain View Corridor is something that brings very much concern to myself and my family.
35.12.4A This is in regards to the 8 lanes of Mountain View Corridor along the 5800 West roadway.
The Lance Medical Journal published an online study that on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a coupling" of damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write. I have two children ages 8 and 5 and I am not in a position where I want my children affected because of roads by our home!
35.12.1A The NEPA Section 309 Clear Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment:...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults. This is unacceptable! There are 12 schools within close proximity (within 5 city blocks) of 5600 W - 5800 West corridor. There are thousands of children that reside or attend school along this 5600 W - 5800 West corridor. 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway). This would be a possible violation of NEPA Title 1 Section 101 (42 USA ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".
35.1.1H The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effect on children due to air pollution, particularly when living near busy streets. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.) This is something that hits hard, I don't want my children suffering from ANY of

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35.2.1A

35.2.4H

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these, just because they want to put more roads in, it just isn't fair! Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West, all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retain centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U-111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County. Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways). The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

Please either consider the move to U-111 or for pumps to be put in and the realignment of utilities to accommodate the highway depression - the highway being raised causes too much of this pollution.

I thank you for your time, please consider moving these 8 lanes....they are not wanted by our homes!
Thanks

<<http://www.emailideas.com/>> <<http://www.utahonlinehomesearch.com/>>
<<http://www.emailideas.com/index.php?page=tm&c=exit&ID=1080>>
<<http://www.emailideas.com/exit/ecards/1080/card.jpg>>
<<mailto:denise.randall@exitutah.com>>
<<http://www.obeo.com/deniserandall>>

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35.2.7A

35.31C

January 22, 2008

Mountain View Corridor
C/O Parsons Brinckerhoff
488 East Winchester Street, Suite 400
Murray, Utah 84107

Dear Mr. Brinckerhoff and Those It May Concern,

I am writing concerning UDOT's plans to build an east-west corridor connecting Redwood Road to I-15. We desperately need this corridor, but please, please build it further north than 2100 North in Lehi. The damage to the city of Lehi and to our neighborhoods and sense of community will be severe if UDOT puts another freeway through our town. I chose to move to Lehi because I liked the small-town flavor and the unity and community pride I felt here. We will lose a lot if we have another freeway dividing our city. Placing the Mountain View Corridor at 4800 North will affect fewer homes and won't cause nearly the same damage to community unity.

While I (hopefully) have your attention, could I please make a couple of other comments about UDOT and I-15 that would really make me feel better about all the driving/commuting that I do every week? Often I drive at night and sometimes in bad weather. It is so difficult to see lane markers, etc. when the streetlights are not currently maintained and kept on. Why does it take weeks to get lightbulbs replaced, etc. when the lights go out? My other concern is with double and triple trailers on semi trucks. I fear for my life when I'm cruising down the freeway in my little Neon and have to share the road with some of these huge monsters. There's no way they can stop in a reasonable distance in case of emergency. Anything you guys can do about that?

Thank you for your attention. We appreciate you taking time to listen to our concerns.

Letha Lee 
Lehi, Utah, 84047

Comment 2238

Comment 2238 (continued)

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35.6.4A



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Comment 2238 (continued)

Response Section in Chapter 35

accommodate the new locations of these other pipelines. These modifications could include not only the relocation of intermediate high pressure pipelines, but also the relocation of Questar Gas owned regulator stations, taps, valves and other facilities. The ramifications of relocating the Hunter Tap would be substantial. The Agencies have made no effort to evaluate or quantify these effects.

The timing of such relocation would also be critical. Questar Gas could not shut the Hunter Tap or any of the appurtenant high pressure pipelines down during the winter months because to do so would leave Questar Gas' customers without natural gas service.

On page 2-102 the EIS erroneously states that the relocation of Hunter Tap, together with the relocation of a number of other non-Questar Gas facilities, will cost approximately \$8 million. The Agencies came to this conclusion without consulting Questar Gas. Though it is difficult to estimate the cost in the absence of a definitive new location, Questar Gas believes relocation costs for the Hunter Tap, alone, would exceed \$6 million. The relocation of Questar Gas' FL 10 (defined below) would cost more than \$6 million (see discussion below). The relocation of the Kern River Pipeline would be still an additional expense. The EIS' estimate of the cost of the relocations in that area is likely to be a fraction of what the actual costs would be.

Feeder Line 10. Questar Gas owns a 12-inch high pressure natural pipeline known as Feeder Line 10 ("FL 10"). FL 10 transports natural gas to other portions of Questar Gas' distribution system and provides service to a significant portion of the Salt Lake Valley including Kennecott's Daybreak development. FL 10 runs from approximately 3500 South to 13400 South. A portion of FL 10, that segment from 7800 South to approximately 11400 South, lies directly in the path of the Southern Salt Lake County Segment. Questar Gas estimates that if MVC were built, it would necessitate the relocation of more than four miles of FL 10 along with at least two regulator station facilities used to reduce the pressure of natural gas coming off of FL 10 and entering other portions of Questar Gas' distribution system. Questar Gas estimates that the relocation of FL 10 and the accompanying facilities would exceed \$6 million. This cost presumes that the Kern River Pipeline will not be moved a substantial distance. The further the Kern River Pipeline is moved from its present location, the greater the distance FL 10 will have to travel to reach it, and the greater the associated costs will be.

The EIS makes no mention of where FL 10 might be placed if the proposed project is built. Like the Hunter Tap, FL 10 would have to be relocated to a place with sufficient space to ensure that Questar Gas could access and maintain the new pipeline. It would need to be relocated to a place in sufficient proximity to Questar Gas' customers, so that Questar Gas could continue to serve them. It would have to be located in close enough proximity to the new location of the Kern River Pipeline to enable Questar Gas to interconnect and receive supplies from the Kern River Pipeline. It, too, would need to be relocated during summer months to ensure that Questar Gas' customers are not left without natural gas service during cold months.

Comment 2238 (continued)

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Feeder Line 104. Questar Gas owns a 20-inch pipeline known as Feeder Line 104 ("FL 104") that runs through a portion of northern Utah County from the Kern River Pipeline to Rocky Mountain Power's ("RMP") Lake Side Power Generation Facility, a gas fired power generation facility located on the north side of Utah Lake. FL 104 runs much of its length parallel to and in between two of RMP's pole lines, within the "utility corridor" identified in the EIS and directly in the path of the Northern Utah County Segment. RMP utilizes natural gas from FL 104 to power its plant which, in turn, serves much of the Wasatch Front with power. If the proposed project were built, in excess of a mile of FL 104 would have to be relocated. Questar Gas estimates that such relocation costs will reach or exceed \$2 million.

Various Crossings. In addition to those conflicts listed specifically, above, there are a number of locations where Questar Gas' facilities cross the proposed MVC. Questar Gas expects that it would be forced to relocate portions of its facilities at each of those crossings. The feasibility of such relocations, and cost associated with such relocations (if feasible) cannot be estimated with the information provided in the EIS.

- a. At SR 201, Questar Gas' Feeder Line 13, a 12-inch high pressure pipeline that serves portions of the Salt Lake valley, crosses the proposed MVC.
- b. At 3500 South and 5800 West, Questar Gas' Feeder Line 11, a 24-inch high pressure pipeline that serves portions of the Salt Lake valley, crosses the proposed MVC.
- c. At 4700 South and 5800 West, a four-inch natural gas line that serves the Friso Lay plant and the RMP owned West Valley Power plant parallels the proposed MVC.
- d. Near 5300 South and 5800 West, Questar Gas owns a regulator station that attaches, via a six-inch high pressure line, to FL 10. This six-inch line is in conflict with the proposed MVC.
- e. At Old Bingham Highway, Questar Gas' Feeder Line 36 and Feeder Line 10 conflict with the proposed MVC.
- f. At 13400 South and 4500 West, Questar Gas' Feeder Line 35, a 16-inch pipeline, conflicts with the proposed MVC.
- g. At Highway 71, in Utah County, Questar Gas' Feeder Line 85, a 12-inch high pressure gas line serving Eagle Mountain and Lahi, conflicts with the proposed MVC.
- h. Near Pleasant Grove Boulevard, Questar Gas' FL 104 (described above) conflicts with the proposed MVC.

Without additional and more specific information, Questar Gas is unable to estimate the costs of relocating these crossings. Questar Gas expects that such relocations would exceed \$2 million, or more, depending on the final design.

Intermediate High Pressure Conflicts. The conflicts between Questar Gas' intermediate high pressure ("IHP") lines and the MVC are too numerous to identify on Exhibit A. Because these typically involve smaller and/or lower-pressure lines, such relocations are not expected to rise to such a level that would require the Agencies to identify a new

Comment 2238 (continued)

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route for the MVC. They do, however, require substantial coordination between the Agencies and Questar Gas during all design phases and construction of the MVC.

Other Conflicts. The Agencies have not yet made determinations about which arterial connections will be built, nor has it developed substantive engineering drawings related to the MVC. As this information is more fully disclosed, there may be still other conflicts that the Agencies will need to address.

Comments Relating to the EIS

The EIS is lacking in a number of respects and should include further analysis and evaluation. Such shortcomings include the following:

1. Although the applicable regulations require the Agencies to engage in a "diligent effort [] to involve the public"⁴ and despite the fact that the EIS states that there has been an "extensive outreach program . . . to receive input from the public,"⁵ Questar Gas has not been included in any meaningful conversations about the conflicts between the MVC and Questar Gas' facilities. Questar Gas attempted to engage in such a dialogue and was told that its concerns were premature and would be better dealt with during the design phase. As more fully discussed herein, these conflicts are substantial enough that alternate routes should be chosen, particularly when the conflicts described herein are considered in conjunction with the conflicts with Kern River Pipeline and RMP's facilities. These conflicts should be evaluated now, not after the route has been determined.
2. The EIS fails to address the social and environmental effects that would arise if the Questar Gas facilities were relocated. The controlling regulations require UDOT and UTA to consider the direct and indirect effects of the proposed project. 40 C.F.R. §1502.16 (a)-(b). "Indirect effects [are effects] which are caused by the action and are later in time or further removed in distance, but are reasonably foreseeable." 40 C.F.R. § 1508.8. The EIS must also contain discussion of the proposed project's effect upon the "[a]nthropogenic quality, historic and cultural resources, and the design of the built environment . . ." 40 C.F.R. § 1502.16 (j). The EIS itself acknowledges that "physical impacts to public services and utilities can affect the social environment . . ." EIS at p. 67, paragraph 6.3.5. Despite these requirements and the acknowledgment in the EIS, it is wholly silent with regard to the direct and indirect effects that the MVC project would cause as a result of forcing the relocation of Questar Gas' Hunter Tap, FL 10 or FL 10A. The EIS is equally lacking in its consideration of the cultural, economic and social impacts these relocations would cause to Questar Gas' customers, and the community surrounding the MVC. The EIS makes no effort to identify a proposed new location for the facilities, to determine whether the relocations

⁴ 40 C.F.R. § 1506.6.
⁵ See EIS at 12.1.2.2.

Comment 2238 (continued)

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required by the preferred route are feasible, to determine whether such utility relocations would result in the relocation of residents outside of the MVC, to determine whether such placement would have adverse environmental impacts outside the MVC footprint, or what such relocations might cost. The applicable regulations require the EIS to contain such discussion and it does not. 40 C.F.R. § 5102 et seq.

3. The EIS contains no discussion of any alternatives to the proposed Southern Salt Lake County Section and Northern Utah County Section, despite the fact that each of these routes would result in substantial impact to Questar Gas, its customers, and the surrounding communities. The EIS must "[r]igorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."⁴ 40 C.F.R. § 1502.14. The EIS does not explore or substantively discuss any alternatives for these two segments. Additionally, for the same reasons set forth in paragraphs 1 and 2, above, these chosen routes are inappropriate.
4. Additionally, the EIS contains a number of erroneous statements and omissions, including at least the following:
 - a. On page 2-40, the EIS indicates that "[c]ach utility provider . . . was contacted to determine whether utilities would be relocated or would pass through the right of way." As noted above, the Agencies had very cursory communication with Questar Gas and indicated that any discussion of the scope of the utility relocations was premature.
 - b. On page 2-41, the EIS suggests that the relocation of the Hunter Tap, two Kern River natural gas pipelines and RMP high-voltage electrical lines could be relocated at a cost of \$8 million. There is no mention of the Questar Gas high pressure natural gas pipeline that connects to the Kern River Pipeline at the Hunter Tap. Moreover, there is no reasonable basis for the cost estimate. As described above, such costs will be substantially more than \$8 million. Questar estimates that the relocation of the Hunter Tap, alone will reach or exceed \$6 million.
 - c. On page 2-66, the EIS indicates that the utility relocations required would include the relocation of two high-pressure gas lines (presumably those belonging to Kern River), as well as some power facilities. There is no mention of FL 10, the Questar Gas' 12-inch high pressure line in that area.
 - d. On Page 6-18, the EIS erroneously states that Questar Gas' FL 10 (the 12-inch natural gas line) runs from 6200 South to Old Dingham Highway. Fender Line 10 actually runs from 3500 South to 11400 South, with a portion from 7200 South to 11400 South that conflicts with the proposed MVC.
 - e. On page 6-33, Questar Gas is not mentioned despite the fact that it has high-pressure natural gas facilities running parallel with the MVC in this area, as well as several high-pressure utility crossings in this vicinity.

Comment 2238 (continued)

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f. On page 6-46, the EIS fails to take into consideration the potential impacts and residential relocations that could be necessitated by the relocation of the Quatar Gas facilities.


g. Pages 6-52 and 6-53 fail to make any reference to major Quatar Gas facilities in the area.

5. The EIS fails to advance any plan for where all of these utility facilities would be placed if the MVC is built. Consequently, there is no discussion of the environmental impacts of those new utility locations, of whether residents would have to be relocated from those new utility locations, or what other impacts would occur as a result of such relocations.

6. The EIS contains inadequate consideration of effect of the proposed project on community and, specifically, the impact to the natural gas service of the residents and business in those communities. The relocation of the Quatar Gas facilities could have substantial impact on whether or not the surrounding communities receive reliable natural gas service.

The EIS suggests that all of Quatar Gas' conflicts will be resolved during the "final design" phase of the development of the MVC. EIS at pp. 6-33 and 6-34. These issues cannot be dealt with as an afterthought. The Agencies must coordinate with Quatar Gas, Kern River, and RMP to determine whether such relocations are even feasible, before committing to a final route for the MVC. Moreover, these issues must be discussed and their effects must be evaluated as part of the EIS process. Conflicts Quatar Gas' high-pressure facilities, alone, will add more than \$16 million to the cost of the proposed MVC project. Dealing with the subsequent effect of such relocations on Quatar Gas' system will add millions more. The effects of such relocations on Quatar Gas' customers and the community will be significant. The Agencies must provide review and analysis related to these conflicts and, more importantly, a plan to deal with them. To do otherwise jeopardizes the reliability and availability of Quatar Gas' natural gas service and, by extension the wellbeing of its customers.

Sincerely,

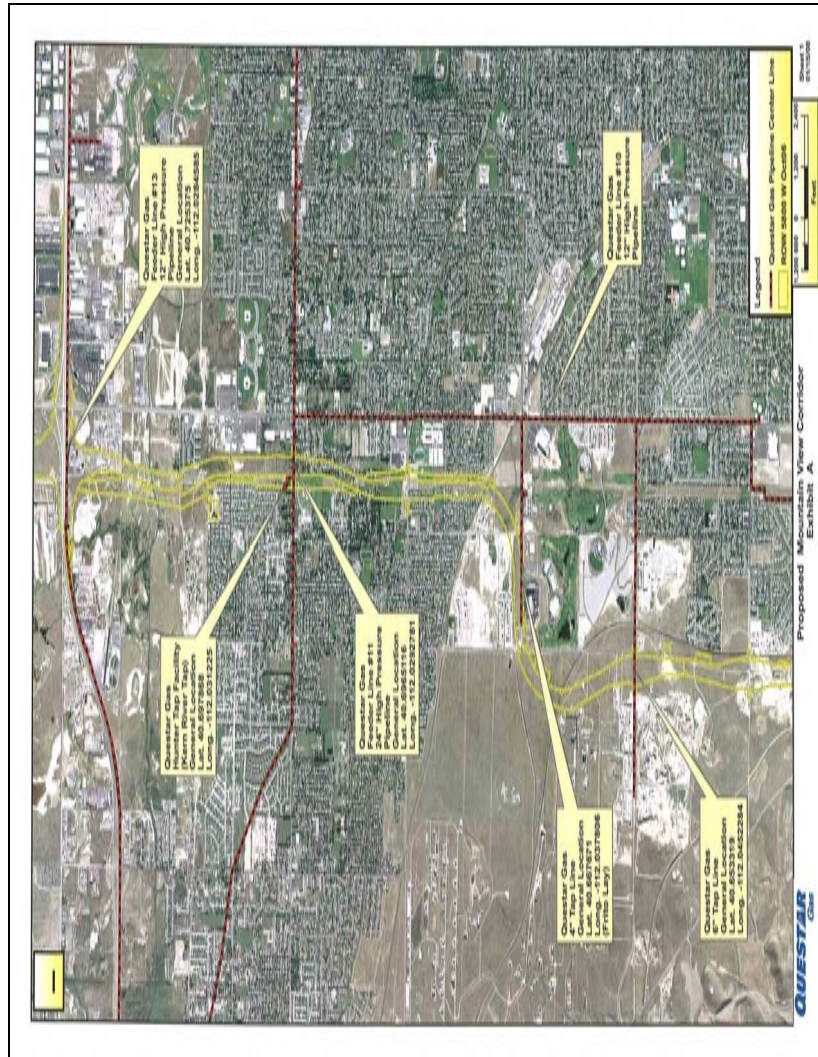

Randy J. Zohel
Manager Engineering and Project Management

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Exhibit A

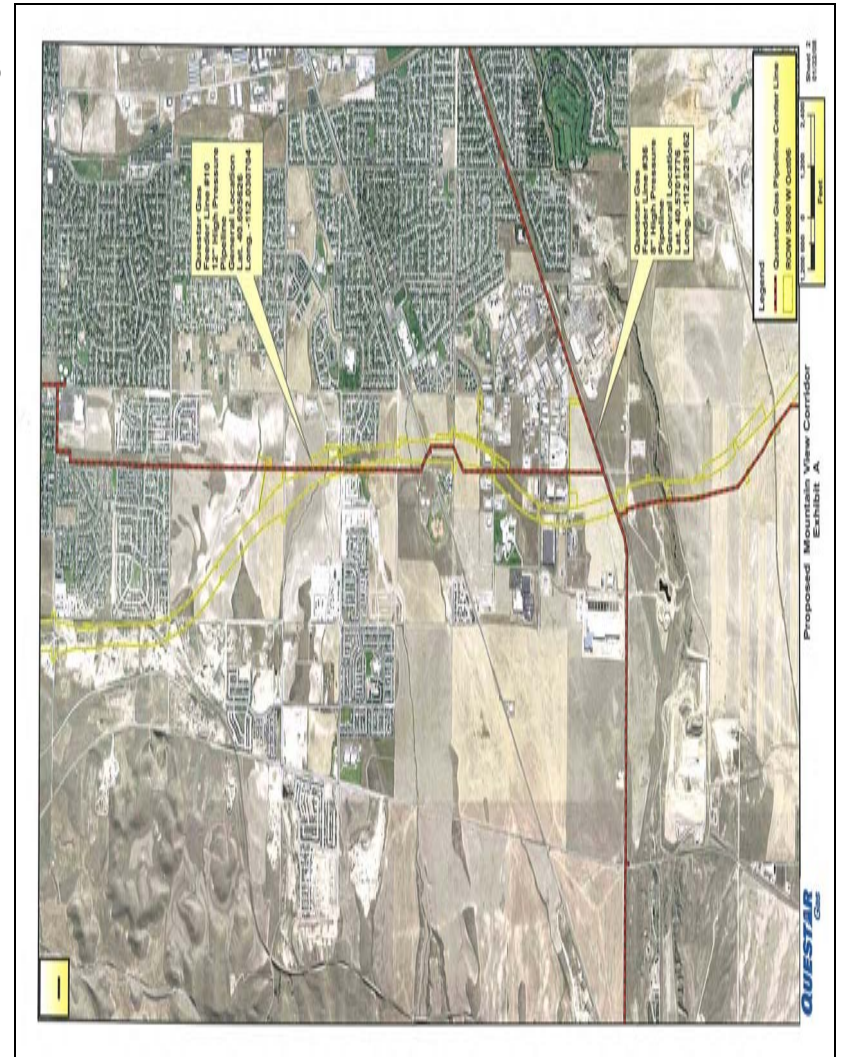
Comment 2238 (continued)

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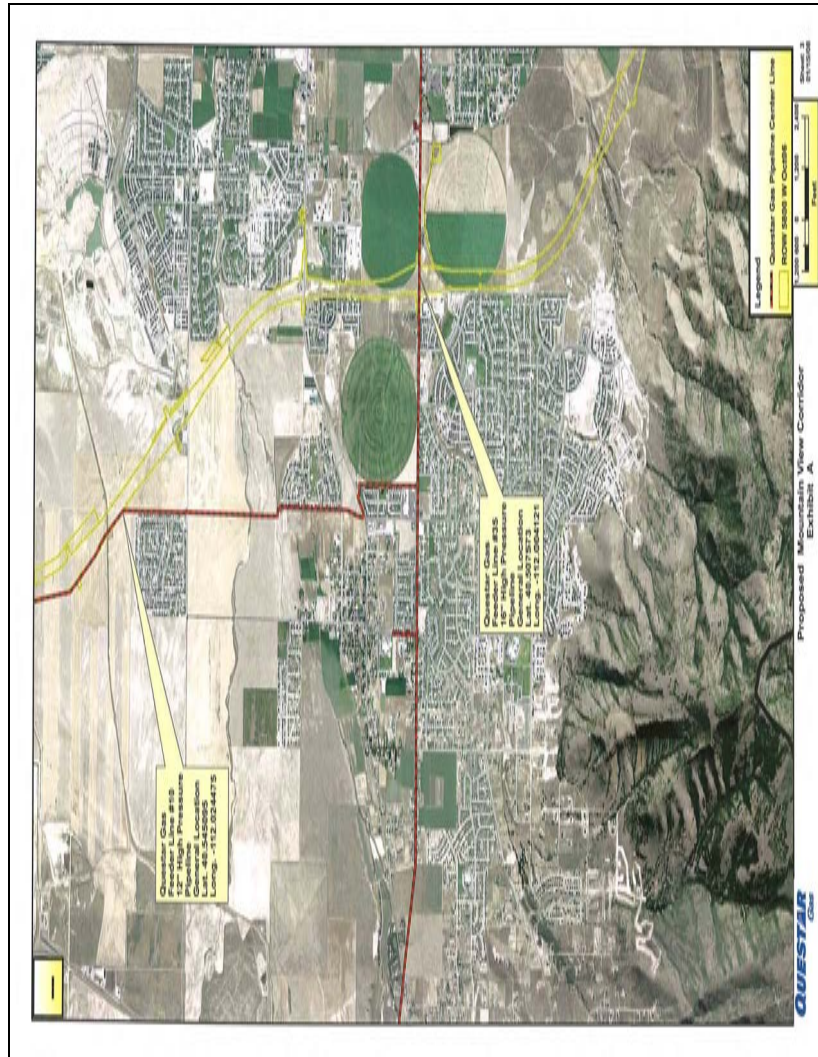
Comment 2238 (continued)

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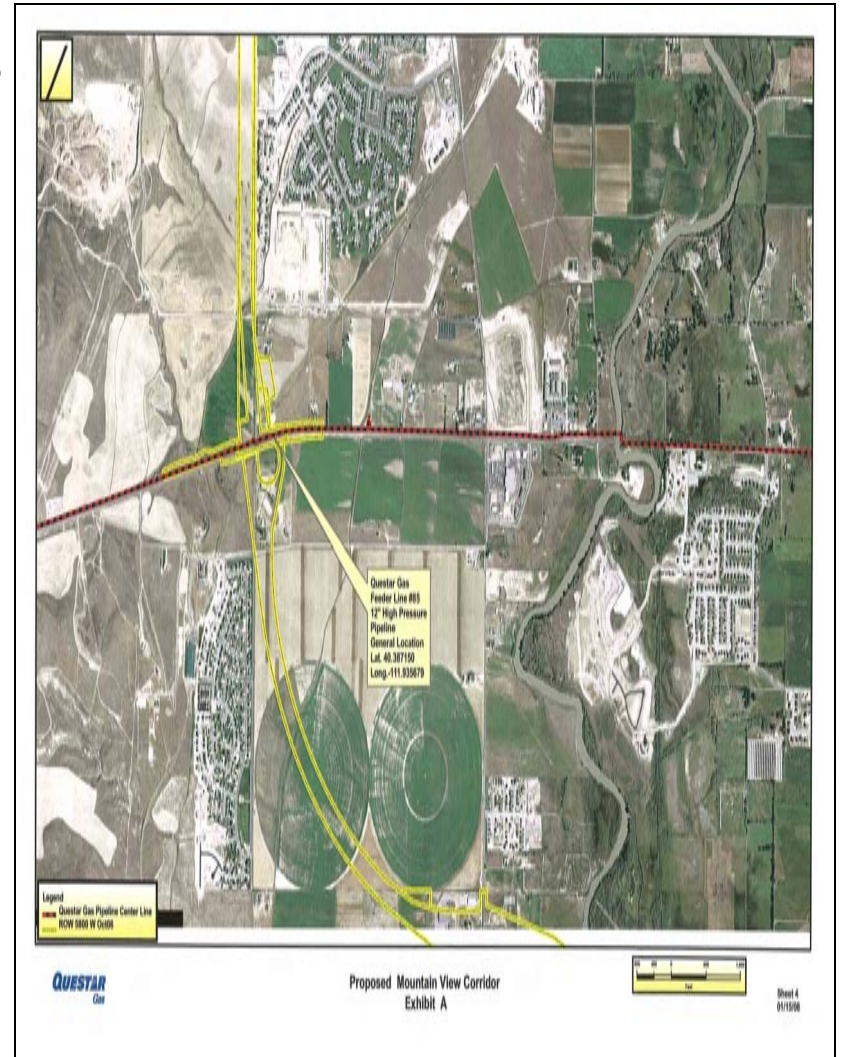
Comment 2238 (continued)

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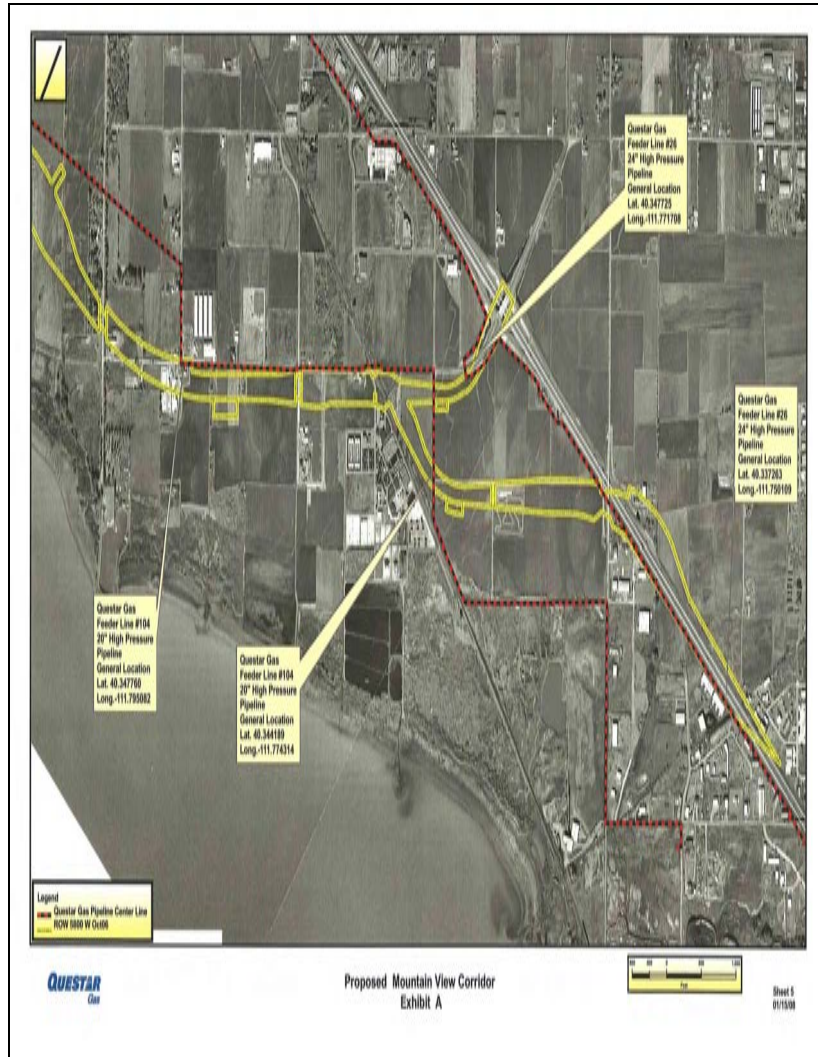
Comment 2238 (continued)

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Comment 2238 (continued)

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Comment 2239

Response Section in Chapter 35

From: "Audrey Butler" <tilly_jane@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 4:24 PM
 Subject: 2100 North connector

I want to voice my support for Lehi's arterial plan for 2100 North instead of a freeway.

35.2.7C

This plan provides additional roads for transportation both to the North (Alpine Hwy) and the South (Pleasant Grove/Saratoga Springs).

I also believe it will have the least-negative impact on residents, businesses, and the environment.

I appreciate your efforts and consideration on this important issue.

Audrey, Lehi

Comment 2240

Comment 2240 (continued)

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From: "Scott Colemere " <scott@colemerealty.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 3:23 PM
 Subject: Mountain View Corridor

To Whom It May Concern:

-Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).

-12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.

-Thousands of children reside or attend school along this 5600 - 5800 West corridor.

-7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).

35.1.1H -Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".

35.12.1A -NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.
 -Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

35.12.4A -Lancet Medical Journal published online study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a

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high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

-The Official Journal of the American Academy of Pediatrics published and online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

35.2.1A - Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County. Emails must be submitted to UDOT to request the highway be moved to U111 for it to be considered.

35.1.1A -Bangerter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

35.2.4H -If Mountain View Corridor is built on 5800 West beside residences it must be suppressed. Many West Jordan residents must email comments, requesting pumps and the realignment of utilities to accommodate the highway depression, for this to be considered in the final plans. (Please include the previous information to give legitimacy to our comments.)

35.2.1A -It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create

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additional congestion by being built too closely together.

Regards,

Scott Colemere BA, GRI, CRS
Associate Broker

Colemere Realty Associates LLC

A Family Company Since 1953.
Direct: (801) 403-8565
Fax: (801) 303-9085
Email: <mailto:scott@colemererealty.com> scott@colemererealty.com

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35.2.7A

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From: "James Mark Coulter" <coultermtn@gmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 22, 2008 5:11 PM
Subject: Lehi 2100 North

I'm opposed to UDOT's preferred option of putting the Mountain View Corridor at 2100 North in Lehi. This would increase air and noise pollution in my neighborhood, decrease property values, and fracture Lehi even more than it already is with I-15, State Street, and Main Street going right through. Please consider the 4800 North option as presented by Lehi City's leaders.

Sincerely,
Mark Coulter
Lehi resident

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Comment 2243

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35.2.7A

35.2.7C

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From: "Kassie Hunsaker" <Kassie.Hunsaker@imail.org>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 6:26 AM
 Subject: mountain view corridor

To whom it may concern,

I am opposed to the 2100 north connector proposal through Lehi because it will cause property value to go down for those of us who live in Lehi. There is enough problems with the housing market as it is, without having to worry about this road making our homes worth less. I certainly do not want those ugly noise barriers in my backyard. That is one of the main reasons we moved to lehi because it has a small town feel. Having noise barriers that is just like being in down town SLC. I feel that the alternative that Lehi has proposed will have a better overall affect on the city. Less housing will be lost and there won't be a need to have the sound barriers. Thank you for your time.

Concerned citizen
Kassie Hunsaker

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From: Phill Jensen <happy_panacea1@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 10:07 AM
 Subject: mv corridor

I like the 2100 north option.

Phill Jensen
 4684 N East Jordan Way
 Eagle Mtn., Utah 84005

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<http://www.yahoo.com/r/hs>

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Comment 2244

Comment 2244 (continued)

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From: "Clive M. Killpack" <clive@killpack4westjordan.com>
 To: <mountainview@utah.gov>
 Date: Monday - January 21, 2008 7:01 AM
 Subject: NO TOLLING for Mountain View Corridor.

To whom it may concern:

Having read the many articles, studies and other information which has been presented for the building of the Mountain View Corridor, I would like to add my voice to the majority of the west side Salt Lake County residents in opposition to making this highway a toll road. The traffic congestion on the west side is such that this alternative is desperately needed, together with addition forms of public transportation (i.e. TRAX, additional bus routes, etc.).

Tolling this highway would penalize the residents who would be forced to either use it or find alternative routes. Trucking associations have already indicated that they will not use the road if tolling is implemented and that will add additional congestion to already crowded exiting roads. One study indicated that tolling has done just that in other parts of the nation resulting in higher accident ratios, etc.

My feeling: a resounding NO to TOLLING!

Sincerely yours,

Clive M. Killpack
 3813 W Elwood Way
 West Jordan UT 84088-4301

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Home- 801.280.0352
 Mobile- 801.859.8300
 Email- clive@killpack4westjordan.com

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Comment 2246

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From: <llet267@aol.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 22, 2008 9:57 PM
Subject: proposed mountainview corridor

35.2.9A

?? As a resident of north Utah County and one who drives frequently between Provo, Orem, Lehi, and Salt Lake City, I see the need for the east-west corridor between Redwood Road and I-15. Often Main Street in Lehi is almost impassable due to traffic congestion coming from Saratoga Springs and Eagle Mountain. However, I think building the corridor at 2100 North in Lehi is a big mistake. It would severely damage Lehi as a community. Building the corridor at 4800 North would be much less damaging to neighborhoods, property values, and makes much more sense looking at commercial growth of the cities involved. Please don't build another major freeway right through Lehi!?

??? Thank you, Marisa Lee

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January 22, 2008

Mountain View Corridor
C/O Parsons Brinckerhoff
488 East Winchester Street, Suite 400
Murray, Utah 84107

Dear Mr. Brinckerhoff and Those On the Committee,

35.2.9A

I am writing about UDOT's plans to build an east-west corridor between Redwood Road and I-15. We really need this corridor, but please build it further north than 2100 North in Lehi. Please seriously consider the 4800 North proposal presented by the Lehi City Council. The damage to the city of Lehi and to our neighborhoods and sense of community will be severe if UDOT puts another freeway through our town. We will lose a lot if we have another freeway dividing our city. Placing the Mountain View Corridor at 4800 North will affect fewer homes and won't cause nearly the same damage to community unity and won't hurt property values nearly as much.

Thank you for your attention. We appreciate you listening to our opinions.

Marisa Lee *Marisa Lee*
Lehi, Utah, 84047

Comment 2247

Comment 2247 (continued)

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35.2.8A

35.2.7A

35.2.9A

Mountain View Corridor Draft EIS Comments

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Mountain View Corridor Draft EIS Comments

A review of the Draft EIS for the Mountain View Corridor concerning the 2100 North Alternative (either Freeway or Arterial) has generated the following:

Location – The location at 2100 North appears to have been selected more based on construction costs rather than populations that will be served by the road or other social and environmental concerns. It appears that the primary purpose of this alternative is to provide access from South-western Salt Lake County to I-15. While it may appear that it is designed to help alleviate traffic congestion to I-15 Northbound from the communities of Eagle Mountain, Saratoga Springs and Western Lehi, it is most likely that the proposed Porter-Rockwell Arterial or Freeway will much better accomplish that result than will the 2100 North Alternative. The Porter-Rockwell route would be shorter for commuters as well as avoid part of the challenges of I-15 at the Point of the Mountain.

Economic Impacts – The Draft IES does not adequately address the economic impacts of a freeway or limited access highway at the 2100 North location. This proposed highway area is one of extensive planned and existing commercial and residential development. Much of this development is also cultural and thus has broad regional impact. An additional freeway or major road at the proposed location will have negative impacts on the environmental quality of the area. Such factors as additional noise, light pollution, air quality, dust, and visual impacts will negatively impact the Thanksgiving Point area and the city at large. These have not been adequately addressed in the analysis.

Cumulative impacts – Several cumulative impacts are not adequately addressed.

1) I-15 congestion. It is recognized that the I-15 corridor and improvements are not within the scope of this assessment, however as part of the cumulative impacts analysis, the impacts to this corridor need to be considered more fully. Substantial additional traffic will be funneled to the I-15 corridor over time, and likely before reconstruction of I-15 occurs. Not addressed are the highly likely decreases in air quality, noise pollution, and other adverse impacts of this traffic on the affected communities. These impacts will have some of their greatest impact in Central Lehi, if the 2100 North alternative is constructed.

2) Increased heavy truck traffic both on I-15 and the Mountain View Corridor. This issue has not been adequately addressed. The issue is not that the Corridor will attract more heavy truck traffic, but rather that heavy truck use is increasing substantially throughout the freeway system. The impacts to air quality, safety, noise, etc., are not sufficiently addressed.

3) Western Lehi is currently impacted by substantial noise pollution as a result of the train traffic along a major rail route. Noise and vibration have a significant impact on the quality of life to both residents and commercial businesses in the city. Adding an additional major traffic corridor at the 2100 North location will have a cumulative impact on these factors, and this has not been adequately addressed in the DEIS.

Freeway and Arterial alternatives at 2100 North do not support Lehi City Planning Policy – Lehi City officials and residents continue to be opposed to the 2100 North alternative. The City has proposed a northern alternative location that would reduce impacts on development, noise, and other issues that result from the 2100 North alternative. The DEIS suggests that a supplemental DEIS will need to be prepared to examine this alternative location. It is requested that this alternative, as proposed by the City be given full consideration due to its reduction in the negative impacts outlined above.

For the above reasons, we are opposed to the 2100 North Alternative (either freeway or arterial) as part of the Mountain View Corridor proposal. We understand that there is an increasing need to meet traffic, access and

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transportation needs along the West Side of both Salt Lake and Utah Counties, and therefore agree with the analysis that the No Action Alternative is not a viable alternative.

Douglas C & Lorraine P. Muir

Lehi, Utah

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Comment 2248

Comment 2248 (continued)

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35.2.7A

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From: "lehiblock@netzero.net" <lehiblock@netzero.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 11:33 AM
 Subject: Mountain View Corridor

Mountain View Corridor
 C/O Parsons Brinkerhoff
 488 East Winchester St. Suite 400
 Murray, Utah 84107
 January 23, 2008

After attending open houses, public hearings, and reviewing the Mountain View Corridor Draft Environmental Impact Statement (DEIS), we submit the following comments and concerns for your consideration. These relate specifically to the Freeway to Freeway connection at 2100 North and I-15. Our business and property will be directly impacted by this proposal as we are located adjacent to I-15 on the Northwest corner of the Interchange.

Lehi Block Company was established in 1945 before the Freeway system and has been an ongoing valuable commercial/industrial asset to the community and state since.

1. The proposal will take important commercial/industrial property from us that is the vitality of this state.
2. Adding a Freeway connection at a location that already has 6 local roads and a state Highway converge will be a traffic nightmare. Currently, without the Freeway connection this is one of the worst interchanges in the state. It would be a travesty to make it worse.
3. 1200 West which is our access to our property will be the only way to access the Mountain View for the north part of Lehi City. 1200 West is already loaded and with this proposal it will be overburdened and make access and use of the street extremely difficult.
4. Trucks and particularly large semi's will have an extremely difficult time accessing I-15 since they have to merge over at least 3-4 lanes while climbing a hill (particularly to the South). Trucks and semi's are a mainstay for our company as well as Burningham Trucking. Limiting the access would be detrimental to our business and Burningham Trucking.
5. Currently the I-15 off-ramp, at Exit 282, leading to State Street goes to 2 lanes as it approaches 1200 West and is a direct (straight-through) connection to State Street. The off-ramp serves the heart of Lehi City and is very busy, backing-up numerous cars on the ramp during signal light changes. The proposal shows a single-lane off-ramp from the North, which must turn right and then in a short distance make a left hand turn in order to access State Street traveling South. We travel on and are able to view the Intersection from our Office and can emphatically state that the cars on the off-ramp will back-up onto the Freeway and congest 1200 West. It would be horrible to have a brand new infrastructure, in particular the main access to Lehi City, FAIL.
6. The new height with a third Freeway layer creating a spaghetti bowl will not only be unsightly but a detriment to our property.
7. The fly-over ramps will restrict Freeway visibility of our property.

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35.2.9A

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We believe the proposal by Lehi City to move the "Freeway to Freeway" connection to 4800 North will affect less homes and businesses, preserve commercial areas, and lessen the impact on local traffic.

Lehi Block Company
 Mac Powell
 President

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Comment 2249

Comment 2250

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35.2.3A

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From: "Sarah Phillips" <Sarahmp52@msn.com>
 To: <mountainview@utah.gov>
 Date: Sunday - January 20, 2008 4:10 PM
 Subject: Mtn. View Corridor

I am against the mountain view corridor. Building more roads is not the answer to congestion problems. Good reliable public transportation is the answer. Where is the plan for rails to come out west? That would help. It seems the west side of the valley is always getting the shaft.

Thanks.

Sarah Phillips

West Jordan Utah

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35.2.7A

35.2.6A

35.2.8A

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From: "Douglas Rich" <douglas.p.rich@gmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 11:22 PM
 Subject: UTAH COUNTY SOUTHERN FREEWAY

I DO NOT UNDERSTAND how the 2100 North option is considered your preferred option. This makes no sense at all. The Rockwell and Southern Freeway alternatives make much better sense than the 2100 North Freeway.

The 2100 North Freeway goes right through a residential area that connects to the Mountain View Corridor and that is about it. It appears to be a quick fix rather than doing the best option or most logical option. With the West Corridor moving forward it makes much more sense to proceed with the SOUTHERN FREEWAY option. There are many advantages to the SOUTHERN FREEWAY option.

1. Does not run through major established neighborhoods impacting property values, air quality and effecting the quality of life.
2. Connects further south allowing less congestion on I-15 through Northern Utah County.
3. Keeps a continuous flow of traffic to and from I-15.
4. Less freeway interchanges
5. It could help control flooding and improve the wetlands around Utah Lake.
6. Allows better Freeway access to a larger number of citizens.
7. Keeps traffic flowing around the town of LEHI and not going through the middle.

The PORTER ROCKWELL alternative makes more sense than the 2100 North option. This will disturb far fewer homes, has less environmental and socioeconomic impact, a more continuous flow and a much better option for cars on the south end of Salt Lake County that desire to travel North on the West Corridor.

It seems to me the 2100 NORTH alternative is a weak excuse for not wanting to go with two better options that exist. Having the West Corridor come to an abrupt end does not make a lot of sense either. Building the 2100 NORTH Freeway would not diminish the need for the SOUTHERN FREEWAY.

THE SOUTHERN FREEWAY AND THE PORTER ROCKWELL alternatives are clearly better options for the transportation needs and for the residents of Salt Lake and

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Comment 2251

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Utah counties.

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Douglas Rich
801-400-7776
douglas.p.rich@gmail.com

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35.2.7A

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From: Dana Williams <danamariew@hotmail.com>
To: <mountainview@utah.gov>, <mvcespanol@utah.gov>
Date: Saturday - January 19, 2008 1:27 PM
Subject: against Lehi 2100 North connector

I am opposed to the 2100 North connector proposal through Lehi because it negatively impacts neighborhoods. It seems very unfair to the people who own homes that will be impacted. They likely wouldn't have purchased in that area if they knew it was to be near a road like that.

Connect and share in new ways with Windows Live.
http://www.windowslive.com/share.html?ocid=TXT_TAGHM_Wave2_sharelife_012008

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Comment 2253

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From: Robert Wadman <royas3wadman@yahoo.com>
To: <mountainview@utah.gov>
Date: Sunday - January 20, 2008 3:37 PM
Subject: Mountain View Corridor

35.2.1A

I am not a fan of the Mountain View corridor as it currently proposed and mapped out; though I recognize the need for a freeway system on the west side of the valley. My comment is simple; but one that I feel strongly should be explored. Why can't the existing US-111 highway (aka Bachus Highway) be expanded to accommodate the expected load for the west side of the valley. This highway is already in place and I suppose would not be as costly to expand into a freeway; then to start from scratch and build the Mountain View Corridor.

Highways/Freeways are much like electric power stations; everyone needs them...but no one wants one in their backyard!! The idea of expanding the existing US-111 into a freeway would serve the community from both perspectives...in that it would handle the required traffic demands due to growth...and would not be as intrusive to residents, since it already exists (and would simply need to be expanded).

Respectfully,
Robert/Yasmina Wadman
West Jordan residents

NOTE: If this alternative solution cannot be explored, then I want to voice my opinion in that the section of highway 10100 South to 7000 South be below grade.

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From: Robert Wadman <royas3wadman@yahoo.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 10:08 PM
Subject: Alternative Proposal --- (Mountain View Corridor)

35.12.1A

To: UDOT Decision Makers regarding the "Mountain View Corridor",

As a resident of West Jordan, I have some very strong concerns about the currently proposed path of the Mountain View Corridor (which is along 5800 West). This makes no sense to have a highway so close to 5600 West..which is to be a "high-capacity" transit roadway with 6-lanes (4 lanes of traffic and 2 lanes of transit). Residents living along this corridor will experience the combined impact of 5800 West and 5600 West. I am very concerned about the traffic impacts and pollution that this will bring.

35.12.4A

It should be noted that 12 schools are within a very close proximity (within 5 city blocks) of the 5600 and 5800 West Corridor. We are talking about literally thousands of children that reside and attend these schools along this 5600 - 5800 West Corridor. Not only does the traffic that will result from these 5600 and 5800 West Corridors present a major pollution problem; it is a significant safety concern as well. I believe that this proposed 5800 West Corridor presents a violation of the NEPA Section 309 Clean Air Act. I am concerned about the affects on the environment of such a highly populated area with "...the gaseous and particulate emissions from vehicles..." and the significantly higher health risks and impacts for children and elderly.

35.1.1H

Children and elderly are much more vulnerable to the adverse effects of air pollution than adults. The additional concern and potential violation of NEPA is in Title 1 Section 101 (42 USC ss-4331) (b) 2. which states "that the responsibility of the Federal Government is to assure for all Americans safe, healthful, productive...surroundings." I believe the Mountain View Corridor as it is presently proposed along 5800 West is anything but safe, and healthful for those residents that live in the immediate area.

35.2.1A

It is my strong view that the Mountain View Corridor would be better moved to U-111 (instead of 5800 West or 7200 West). This will significantly help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit (which again will be 6-lanes of traffic...4 traffic lanes and 2 transit lanes). With UDOT's preferred alternative of 5800 West or 7200 West all traffic would be routed to either 5600 West or 5800 West creating a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", and considerably further west than the proposed roadway. U-111 would better serve present as well as future communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

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It is neither reasonable, nor rational, to expect the residents living in the immediate area of the currently proposed Mountain View Corridor (along 5800 West) to shoulder so much of the traffic when clearly other viable alternatives exist. NOTE: the 7200 West option does not alleviate the compounded effect either. U-111 on the other hand is clearly an option that makes sense and is actually east of the possible 500,000 new residents of the proposed Kenecott development that the Mountain View Corridor is designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and to mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed, then they should be as efficient as possible and not create additional congestion by being built too close together.

35.1.1A

Additionally, it should be pointed out that Bangerter Highway is only 2.8 miles from 5800 West and also runs North-South. The greatest transportation needs really within Salt Lake County are not north-south per se, but rather are east-west arteries.

35.2.4E

Finally, if Mountain View Corridor absolutely must be built on 5800 West (which I certainly do not believe it does nor should it be based on the information provided above) beside residences then it must be suppressed below grade. This would require the need for pumps and the realignment of utilities to accommodate the highway being built below grade.

Appreciate your thorough consideration of the U-111 alternate route for the Mountain View Corridor. I think you will find that this alternative proposal meets both current and future community needs while at the same time proactively planning for and meeting the demands of increased residential population in the western side of the Salt Lake Valley.

Respectfully and with much thanks,

Robert & Yasmina Wadman
West Jordan, Utah residents
(801) 280-3299

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C.R. England, Inc.
4701 West 2100 South
Salt Lake City, UT 84120
(801) 972-2212
www.crengland.com

January 23, 2008

Parsons Brinckerhoff
488 E. Winchester St.
Suite 400
Murray, UT 84107



Re: Mountain View Corridor

Dear Mountain View Corridor Committee Members:

Following is an outline setting forth our comments on the proposed construction of the Mountain View Corridor (MVC).

- I. **Description of C. R. England (CRE).** Chester R. England founded CRE in 1920. He started with one truck hauling milk from farms to dairies in Northern Utah. Today, the company operates over 3600 Tractors and 5000 trailers. On a weekly basis CRE hauls over 10,000 loads in the U. S., Canada and Mexico. The company either employs or contracts with over 5000 individuals. The company recently purchased a freight forwarding business with extensive operations in China. This will result in increased transportation of shipping containers entering the U. S. through west coast ports.
- II. **State of the Trucking Industry.**
 - A. At present, approximately 80% of all manufactured goods are transported by truck. This number hasn't changed significantly in recent years, nor is it projected to change in the future. Railroads simply do not have the capacity to haul significantly more freight. The reality is that the U. S. must continue to rely upon highways to transport the majority of goods shipped and consumed.
 - B. Highway congestion is a serious impediment to the efficient movement of freight. Trucking companies across the country are reporting that mileage production by truck is on the decline due to congestion. As revenue per truck declines, already narrow profit margins are being compressed. Ultimately, freight rates need to rise, which means that consumers will pay more for the goods they purchase.
 - C. It is projected that by 2025 the number of Class 8 trucks (18 wheelers) on America's highways will double. CRE is concerned that the discussion of the MVC is deficient in projecting this increase in truck traffic and the effect it will have on the flow of traffic through the Salt Lake Valley.
- III. **The Need for the Mountain View Corridor.**

Comment 2254 (continued)

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- A. Utah is ideally situated to be a transportation hub for the western U. S. It is often said that Utah is the "Crossroads of the West". If there is ever any doubt about this assertion a traffic study should be conducted of the number of non-Utah domiciled carriers that traverse the state each day. The numbers are enormous and they are growing. As trade with Mexico and Canada continues to increase, the number of trucks running north and south through the state will likewise increase. Any frequent traveler on I-15 and/or I-215 realizes that truck traffic is on the rise.
 - B. With truck traffic increasing, the risk of accidents increases. Although most accidents with trucks are caused by cars, this gives little comfort to those who are involved in these crashes. The likelihood of injury is greater in accidents involving trucks. The entire U. S. has fallen behind in the construction of new highways and the repair of old ones. With more vehicles operating in the "same space" it is inevitable that accidents will increase.
 - C. The northwest quadrant of the Salt Lake Valley has become the state's center of commerce. The projected north end of the MVC is located in the heart of this quadrant. The state's largest manufacturers, trucking and distribution companies and suppliers to these industries, are operating in this part of the valley.
 - D. At present north-south truck transit requires traveling east to either I-215 or I-5 before proceeding north or south. Much of this travel is on secondary roads that are not designed for the volume of heavy truck traffic they are currently receiving. The construction of the MVC would eliminate much of this traffic, thus reducing congestion on I-15 and I-215. The risk of accidents would likewise be reduced.
- IV. **Funding the Mountain View Corridor.**
- A. Tolling is being proposed as one option for funding the MVC. CRE conducted a thorough analysis of the feasibility of operating on the MVC if it were constructed as a toll road. UDOT has projected the toll rates for both trucks and cars during peak and non-peak times of the day. This information was used in our study. The conclusion of the study was that CRE, or any other trucking company, would be foolish to travel, at any time of the day, on the MVC. Trucking margins are narrow and the payment of tolls on this highway would reduce the profitability on a given load by as much as 15%. Attached is a copy of our study.
 - B. It may be argued that these increased costs need only be passed along to our customers, who would then pass them along to the consumer. History has shown the near-impossibility of "passing-through" toll expenses. With some highways tolled and others not tolled customers simply demand that we travel non-toll highways.
 - C. If trucks refused to use a tolled MVC, traveling on secondary roads would continue to rise. This is bad news for the cities located on the west side of the valley.
 - D. Toll roads are inherently unfair. The residents of the west side of the Salt Lake Valley are penalized by having to pay tolls. The irony is that many

35.9C

35.2.10A

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35.2.10A

- of the cars that would be traveling Mountain View, would have previously traveled I-15 and I-215. Their absence reduces the road congestion for residents on the east side of the valley. The west side residents incur a double whammy.
- E. Over the last few years several states have embraced public-private partnerships to build highways. The early euphoria over the availability of these funding sources is giving way to the reality that the price they have paid may be too high for the citizens of their states. Closer study of the contract underlying the recent Indiana/Public Private Partnership reveals that the Partnership has been given greater freedom in the amount of annual toll increases it may implement than most people realized. Also, some public-private partnership proposals around the country seek to eliminate competition by restricting the construction of state, city or county roads in the vicinity of their toll roads.
- F. The traditional source of funds for the construction of highways is the gas tax. Some say this is an outmoded source because the fuel efficiency of vehicles is on the rise; therefore the revenues are not increasing enough to meet the demand for highways. Two arguments counter this position. 1. It is true that cars are more fuel efficient, but it is also true that the number of cars on the highways is increasing dramatically. Indexing the gas tax, to cover inflation, could more than cover any shortfalls. 2. Trucks have become less fuel-efficient. The reason for this is that the regulatory requirement for cleaner burning engines has reduced the fuel efficiency of diesel engines. This has increased the gas tax revenues generated by trucks.
- G. CRE supports increasing gas and diesel taxes. It is not often that a trucking company takes this position, but there is such a tremendous need for new highways, that we would be irresponsible to do anything else. It is recognized that gas taxes alone are not sufficient to meet our highway needs. We will need to continue to rely on budget surpluses and other sources to meet these needs.

Thank you for allowing the opportunity to comment on the MVC. As you can see we strongly support the construction of this new highway and we believe that the best funding source would be to increase fuel taxes.

Sincerely,



Daniel E. England
Chairman

Comment 2254 (continued)

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October 18, 2006

To Whom It May Concern:

In 2005 our trucks logged 342,571,762 miles on U. S. highways. At the end of 2006 that number will have increased by over 10%. It goes without saying that we have a strong interest in the construction and maintenance of quality highways that can serve as freight corridors.

We have always been supportive of the construction of the Mountain View corridor. The northern end of this highway will serve the quadrant of the Salt Lake Valley that originates and receives the vast majority of freight that supports the state of Utah.

There is much sentiment within the Utah State Legislature and UDOT to toll the Mountain View corridor. Because of our experience in other states we have opposed tolling in Utah. Nevertheless, we assigned our Finance Department the task of doing an analysis of the benefits of a new, less congested, highway versus the costs of paying tolls for the use of the highway.

Attached to this letter are three charts and a "Key Project Assumptions" page. Chart 1, "Cost per Mile Comparison" illustrates that the payment of tolls on the Mountain View Corridor would increase C. R. England's highway funding costs over eightfold during non peak hours and over sixteen fold during peak hours.

Much opposition has been voiced to raising fuel taxes to build new highways. It is said that the citizens of the state would not tolerate the magnitude of increases that would be required to fund all or even a significant portion of new highways. Chart 2 "Cost per Gallon Comparison" shows the impact on the cost per gallon of fuel, if the proposed Mountain View toll costs were converted to an equivalent fuel tax increase. During non-peak hours the cost per gallon would increase by \$1.96 to \$4.48 per gallon and during peak hours it would increase by \$4.11 to \$6.63 per gallon. For purposes of this analysis, it was assumed that the cost of diesel fuel is \$2.52 per gallon (the price posted by Flying J on October 17, 2006).

Chart 3 "Profit per Load Comparison" measures the impact of traveling the Mountain View Corridor on load profitability. The "Key Project Assumptions" page lists the factors used in arriving at profitability per load. In short, the analysis takes into account the savings that would accrue from traveling less congested highways as well as the costs that would increase from paying tolls. As illustrated, during non-peak hours the

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profitability of a typical load would be reduced by over 6% if the toll road were used and during peak hours the profit would be reduced by 15%.

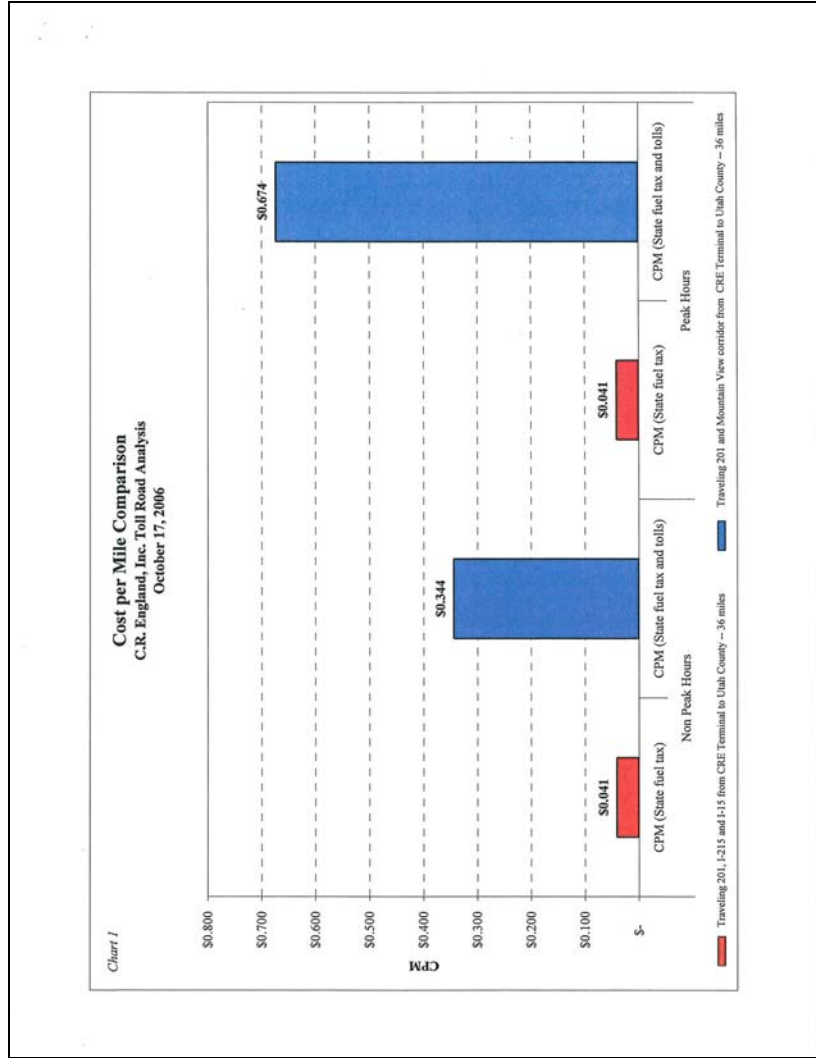
Based on our study, C. R. England would not utilize the Mountain View Corridor, if it were constructed as a toll road.

Very truly yours,

Dan England
Chairman

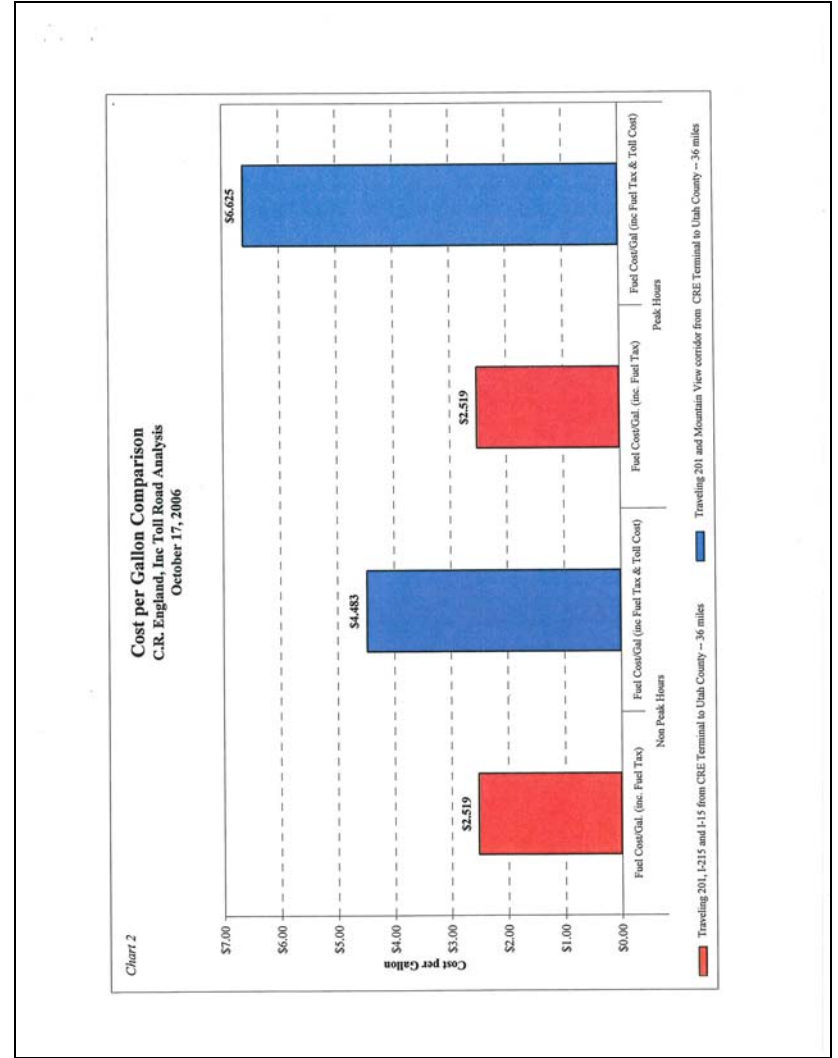
Comment 2254 (continued)

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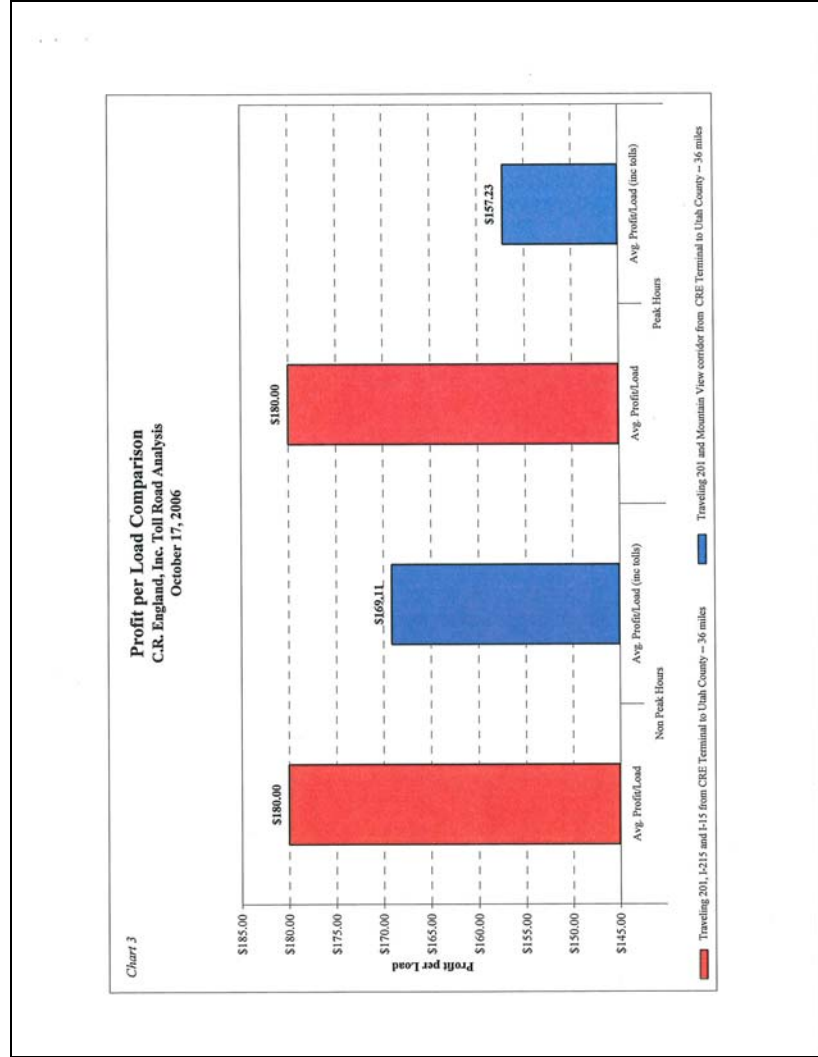
Comment 2254 (continued)

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Comment 2254 (continued)

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Comment 2254 (continued)

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Mountain Highway Analysis

Key Metrics:
 Proposed Toll Cost: \$0.315
 Toll Cost: \$0.250
 Toll Cost: \$0.250
 % of Traffic will be toll traffic: 100%
 Project Length: 39.5 miles from 1-40 to Utah County - CRE approximately 1.5 miles from 1-40

CRE Specific Assumptions:
 Utah Fuel Tax Rate (Gallons): \$ 0.245
 Avg Revenue/Load: \$ 1,454
 CRE Avg MPG: 5.55
 Avg Profit/Load: \$ 180
 Fuel Tax Rate (Gallons): \$ 0.915
 Avg 1.11 Break/Load: \$ 1,228
 Avg Miles/Load: \$ 1,472
 Variable \$5/Load: \$ 0.98

Non-Peak Hours
 Run from CRE to Utah County during Non-Peak Hours
 Option 1: New Mountain Road/Road: Total Miles: 96
 Fuel Tax: \$ 10.89
 Toll Cost: \$ 10.89
 Total Cost: \$ 21.78
 CPM: \$ 0.544

Option 2: Current Routing (CRE to 212 to 1-12): Total Miles: 86
 Fuel Tax: \$ 1.48
 Toll Cost: \$ 1.48
 Total Cost: \$ 2.96
 CPM: \$ 0.811

Time Earnings Analysis (16 miles)
 Revenue: \$ 66.00
 VC: \$ 20.25
 CM: \$ 6.56
 FC: \$ 4.62
 Est. EBIT: \$ 1.98

Corridor Earnings Analysis (16 miles)
 Revenue: \$ 47.81
 VC: \$ 31.24
 CM: \$ 12.56
 FC: \$ 4.46
 Est. EBIT: \$ 4.46

Peak Hours
 Run from CRE to Utah County during Peak Hours
 Option 1: New Mountain Road/Road: Total Miles: 96
 Fuel Tax: \$ 1.48
 Toll Cost: \$ 1.48
 Total Cost: \$ 2.96
 CPM: \$ 0.811

Option 2: Current Routing (CRE to 212 to 1-12): Total Miles: 86
 Fuel Tax: \$ 1.48
 Toll Cost: \$ 1.48
 Total Cost: \$ 2.96
 CPM: \$ 0.811

Time Earnings Analysis (16 miles)
 Revenue: \$ 59.76
 VC: \$ 19.58
 CM: \$ 6.08
 FC: \$ 4.62
 Est. EBIT: \$ 11.69

Corridor Earnings Analysis (16 miles)
 Revenue: \$ 47.81
 VC: \$ 31.24
 CM: \$ 12.56
 FC: \$ 4.32
 Est. EBIT: \$ 4.24

Comment 2256

Comment 2257

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From: "Lori" <azja@myway.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 2:12 PM
 Subject: Mountain View Corridor

Dear UDOT,

I disagree with your choice of 2100 North in Lehi as the "preferred roadway" for a connector to the Mountain View Corridor. This route will destroy too many existing homes, impact wetlands, and diminish the quality of air in my community.

Please reconsider your decision to put this connector freeway at 2100 North in Lehi.

Sincerely,
 Lori Rasmussen
 3092 N. 800 E.
 Lehi, UT 84043

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35.2.7A

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From: <amy@mailsoap.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 22, 2008 3:18 PM
 Subject: lehi 2100 north

35.2.7A

I'm opposed to UDOT's preferred option of putting the Mountain View Corridor at 2100 North in Lehi. This would increase air and noise pollution in my neighborhood, decrease property values, and fracture Lehi even more than it already is with I-15, State Street, and Main Street going right through. Please consider the 4800 North option as presented by Lehi City's leaders.

Sincerely,
 Amy Coulter
 Lehi resident

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Comment 2258

Comment 2259

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From: DC <matobi77@yahoo.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 8:51 AM
Subject: Comments on the Corridor Proposals

To whom may read this,

As a concerned citizen of the Salt Lake Valley, I would like to offer my comments on the Mountain View Corridor plans.

35.2.5A

In regards to the Salt Lake Valley proposals, in my opinion, the 7200 W Freeway Alternative offers the best long-term solution to the valley. Although the west side is somewhat sparse, it has the most room for growth. If we consider our cities twenty + years from now, the west side is obviously going to grow like that of the east side. Therefore, mirroring the east sides' 215 would aesthetically as well as functionally be the best alternative. This would allow easier access to these west side cities, thus promoting growth in that vacant area and hopefully easing congestion on the east side. Also, I do not feel the 5800 W Freeway Alternative is west enough. With all the time and money spent on improving Bangarter Hwy, I feel that roadway is efficient for that area. We need to think long-term and open up the far west.

35.2.1F

In regards to Utah County, I have only been a resident there for 3 of my 11 years in Utah. However, in my opinion, I think a combination of the Southern Freeway Alternative with the Arterials would be the best solution. A freeway connecting the 7200 W Freeway and continuing down along Utah Lake to Lindon would offer the same "opening" of that valley, allowing access to the west side, which is in desperate need to growth. I would then connect Porter Rockwell and 2100 North with the 3 Lane Arterials proposed in the Arterial plan. This way we preserve that areas country aesthetic, while achieving easier access to "point of the mountain" interchange, and Lehi (which desperately needs greater east-west access).

Thank you for opening the doors of communication and considering the viewpoint of those who will be effected.

Damon Christensen
SLC, UTAH

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From: <jennmberg@aol.com>
To: <MountainView@Utah.gov>
Date: Wednesday - January 23, 2008 11:37 AM

35.2.9A

I favor Lehi's proposal for the MVC freeway at 4800 North with a boulevard at 2100 North and oppose UDOT's currently proposed freeway route at 2100 North.

Thanks!

Jennifer Webb

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35.2.10A

35.2.10A

35.2.3A

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From: Mike Lyon <mlyonsden@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 12:23 PM
 Subject: Mountainview Corridor

NO, to toll road.
 We want the road but making this a toll road would cause those of us that would use regularly not use because of the financial difficulty the toll would be. If it is a toll road, me, my family and friends will not use this road.

NO!!!!!!!!!!!! to toll
 NO
 NO

Mike Lyon
 5354 W Orion Hill Cove
 West Jordan Ut 84084

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From: <john.t.apa@L-3com.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 12:42 PM
 Subject: Comments

My first reaction is great, another freeway as poorly designed at the I-15/215 interchange. I hope you'll learn from that lesson, having 6 lanes of south bound traffic merge into 2 is just plain crazy. Don't do that again. Sorry, I just had to say that.

I look at the tolling as a punishment on those living on the west side or in Utah county. If we are to believe that the growth we're going through is for the benefit of all then let's all share the cost. I hate taxes, but if we're going to do it then let's be fair about it. You've looked at the tolling scenario in great depth, excellent, where are the other studies on other funding sources? Where is the accounting for the predicted development fees and associated items? What is the impact to taxpayers if there's an increase in sales tax, gas tax, or bonding? What happens if growth stops dramatically and the drivers on the west side don't meet your predictions as fast as you're counting on? Then who foots the bill for it? You're predicting a 40 year bond for this, and it looks to be done with the 2006 economy in mind. Things have changed before you commit the taxpayers of this state to decades of debt you should make sure your projections still meet what is happening in the world. All the items that you mention in the study but don't address and apparently didn't investigate. Have you already made the decision? I hope not.

At the current rates you have listed the toll would more than double my commute cost, and because the route goes so far west would not save me on mileage. I'm not a fan of taxes but for large public works like this it makes sense since we all benefit. The idea of privatizing the road is just silly. It seems like developers are the only ones making money on all this growth, let them pay for the infrastructure they're requiring us to build. While this may slow some growth, it will also keep up from investing in a freeway that serves empty land if the boom busts to quickly.

How does someone use the freeway if they are visiting town? If I use the road once or twice a year, how does that work? There's mechanics of operation here that don't seem to be addressed. Is there a way to pay without setting up yet another government agency to collect tolls electronically? Rather than create another agency/organization to manage roads in this state let's fix the one we have to do the job. Redundancy is expensive and wasteful.

Along with all this is my complaint about UDOT and UTA not wanting to make light rail really work. Right now I can't take mass transit to work because I live in the south end of the valley. Well, I guess I could if I wanted to spend almost 4 hours a day traveling the 32 round trip to work. Mass transit not rapid transit right? A rail line on the west side is desperately needed, however there needs to be real consideration given to where the stops on North Temple are placed. There are a couple thousand workers along 2200W that are being screwed by bad

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planning. I would welcome the ability to jump on a train in Herriman and be able to get off close enough to walk the last few blocks to work, but UTA doesn't want to do that. Think about it, that could take a couple hundred cars a day off the roads. It would be better to build a well designed rail line for both mass and rapid transit than to add another freeway.

Ultimately, after living in Utah for 10 years and watching how developers run this place and dictate to our elected officials, I'm not really hopeful that any comments are really going to be meaningful. Judging from the way this study has been approached, particularly the tolling, it looks like the decisions were already made. I hope that's not the case.

I realize some of my comments may be harsh, and I fully realize that you're not just throwing darts to decide but please take into consideration (and present) all the information to the public before making a decision. There's no way to make everyone happy, but right now it seems you're on your way to court for a few years as people sue to block things. Just like the legacy system. How much did all that cost everyone, meet as many people's concerns as possible and increase the mass transit. Transportation has to change from freeways mass & rapid transit.

Thanks for the opportunity to express my thoughts and concerns.

John Apa
Riverton, UT.

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From: "Taylor McKay" <tmckay@naiutah.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 1:25 PM
Subject: I-15 Corridor

I support the 2100 N interchange.

Commercial Real Estate Services, Worldwide.

—

Taylor McKay
Investment Assistant
NAI Utah Commercial Real Estate
P: (801) 234-6859 | F: (801) 234-6830
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Comment 2263 (continued)

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From: "LarryECOM1.lroberts.com" <larryecom1@lroberts.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 1:19 PM
Subject: MVC comments.

To whom in may concern,

We would like to express our support for the 2100 N. Connector in Lehi. As residents of Saratoga Springs, we feel that East-West connectors running between Redwood Road near the City center of Saratoga Springs and I-15 in Central Utah should be very high on your priority list.

East-West arterial roads and connectors are needed FAR MORE than North-South ones. It is much more difficult to reach American Fork, Orem and Provo than it is to reach the SLC area. We are forced to drive through down town Lehi or even worse on the surface streets through lower Lehi at 25 mph or less (with the Lehi Police hiding waiting to ticket us for the slightest infringement). A second expressway that runs through southern Lehi and connects to I-15 in the AF or PG area is desperately needed . In our opinion, a connector through lower Lehi is the most important road that UDOT could construct in Central Utah at this time. The 2100 N connector would help with East-West traffic but not nearly as much as one running through the southern part of Lehi where there are mostly open fields NOW!

It is unfortunate that a few homes my be impacted for these roads and some cities may need to change their plans, but traffic is already impossible in the Saratoga Springs area and will only be getting worse as we and our surrounding communities grow. There will be even more resistance to putting in the needed infrastructure as time goes on and the area builds up without regard to our transportation needs!

Please "bit the bullet" and do the "right thing". Implement the necessary plans along with obtaining the right-of-ways in order to meet the current and future transportation requirements in the Eagle Mountain, Cedar Fort, Saratoga Springs and Lehi communities. Even if all of the roads can't be built immediately, a good solid plan will reduce future contention. Don't make the mistakes made in American Fork with regard to Highland and Alpine traffic. There is no convenient way to get between cental Utah (I-15) and the central parts of Highland, Alpine and Cedar Hills. A major arterial route should have been cut through

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35.2.13A

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American Fork with a connection to I-15. But it is now impossible. Please don't let this same situation happen out here.

The time to act is now!!

Thank you for you efforts in this regard,

Larry and Becky Roberts

4092 Clipper St.

Saratoga Springs, Ut 84045

(801) 766-9434

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Comment 2265

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↳

Mountain View Corridor
C/O Parsons Brinkerhoff
488 East Winchester St. Suite 400
Murray, Utah 84107

January 23, 2008

After attending open houses, public hearings, and reviewing the Mountain View Corridor Draft Environmental Impact Statement (DEIS), we submit the following comments and concerns for your consideration. These relate specifically to the Freeway to Freeway connection at 2100 North and I-15. Our business and property will be directly impacted by this proposal as we are located adjacent to I-15 on the Northwest corner of the Interchange.

Utah refractories / General refractories was established and built in 1950 before the Freeway system and has been an ongoing valuable commercial/industrial asset to the community and state since.

35.6.3A

1. The proposal will take important commercial/industrial property from us that is the vitality of this state.

35.2.7A

2. Adding a Freeway connection at a location that already has 6 local roads and a state Highway converge will be a traffic nightmare. Currently, without the Freeway connection this is one of the worst interchanges in the state. It would be a travesty to make it worse.

3. 1200 West which is our access to our property will be the only way to access the Mountain View for the north part of Lehi City. 1200 West is already loaded and with this proposal it will be overburdened and make access and use of the street extremely difficult.

4. Trucks and particularly large semi's will have an extremely difficult time accessing I-15 since they have to merge over at least 3-4 lanes while climbing a hill (particularly to the South). Trucks and semi's are a mainstay for our company. Limiting the access would be detrimental to our business

5. Currently the I-15 off-ramp, at Exit 282, leading to State Street goes to 2 lanes as it approaches 1200 West and is a direct (straight-through) connection to State Street. The off-ramp serves the heart of Lehi City and is very busy, backing-up numerous cars on the ramp during signal light changes. The proposal shows a single-lane off-ramp from the North, which must turn right and then in a short distance make a left hand turn in order to access State Street traveling South. We travel on and are able to view the Intersection from our Office and can emphatically state that the cars on the off-ramp will back-up onto the Freeway and congest 1200 West. It would be horrible to have a brand new infrastructure, in particular the main access to Lehi City, FAIL.

6. The new height with a third Freeway layer creating a spaghetti bowl will not only be unsightly but a detriment to our property.

7. The fly-over ramps will restrict Freeway visibility of our property.

35.2.9A

We believe the proposal by Lehi City to move the "Freeway to Freeway" connection to 4800 North will affect less homes and businesses, preserve commercial areas, and lessen the impact on local traffic.

Utah Refractories Corporation

Dennis R Williams

Vice President / Owner

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From: <RYLEEW@aol.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 1:42 PM
Subject: MOUNTAIN VIEW CORRIDOR

Mountain View Corridor
C/O Parsons Brinkerhoff
488 East Winchester St. Suite 400
Murray, Utah 84107
January 23, 2008

After attending open houses, public hearings, and reviewing the Mountain View Corridor Draft Environmental Impact Statement (DEIS), we submit the following comments and concerns for your consideration. These relate specifically to the Freeway to Freeway connection at 2100 North and I-15. Our business and property will be directly impacted by this proposal as we are located adjacent to I-15 on the Southeast corner of the Interchange.

Utah Refractories / General Refractories was established and built in 1950 before the Freeway system and has been an ongoing valuable commercial/industrial asset to the community and state since.

35.6.3A

1. This proposal would seriously affect our production of silica brick. We supply over 40% of the worlds silica brick. Silica brick is used in the manufacturing of glass and a process of steel manufacturing. Utah Refractories Corporation is the only silica brick manufacturing plant in the United States. There may be issues with national defense and most certainly a serious complaint before the Federal trade commission.

35.2.7A

2. The proposal will take important commercial/industrial property from us that is the vitality of this state.
3. Adding a Freeway connection at a location that already has 6 local roads and a state Highway converge will be a traffic nightmare. Currently, without the Freeway connection this is one of the worst interchanges in the state. It would be a travesty to make it worse.

4. 1200 West which is our access to our property will be the only way to access the Mountain View for the north part of Lehi City. 1200 West is already loaded and with this proposal it will be overburdened and make access and use of the street extremely difficult.

5. Trucks and particularly large semi's will have an extremely difficult time accessing I-15 since they have to merge over at least 3-4 lanes while climbing a hill (particularly to the South). Trucks and semi's are a mainstay for our company. Limiting the access would be detrimental to our business
6. Currently the I-15 off-ramp, at Exit 282, leading to State Street goes

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to 2 lanes as it approaches 1200 West and is a direct (straight-through) connection to State Street. The off-ramp serves the heart of Lehi City and is very busy, backing-up numerous cars on the ramp during signal light changes. The proposal shows a single-lane off-ramp from the North, which must turn right and then in a short distance make a left hand turn in order to access State Street traveling South. We travel on and are able to view the Intersection from our Office and can emphatically state that the cars on the off-ramp will back-up onto the Freeway and congest 1200 West. It would be horrible to have a brand new infrastructure, in particular the main access to Lehi City, FAIL.

7. The new height with a third Freeway layer creating a spaghetti bowl will not only be unsightly but a detriment to our property.

8. The fly-over ramps will restrict Freeway visibility of our property. We believe the proposal by Lehi City to move the "Freeway to Freeway" connection to 4800 North will affect less homes and businesses, preserve commercial areas, and lessen the impact on local traffic.

Utah Refractories Corporation - Dennis R Williams, Vice President / Owner (801-768-3591)

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From: "Eric Allen" <eallen@naiutah.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 2:53 PM
Subject: mountain view corridor

35.2.7C

I support 2100 N for the mountain view corridor
Eric

Commercial Real Estate Services, Worldwide.
Eric Allen
387 South 520 West, Suite 210
Lindon, Utah 84042
P: (801) 234-6848 | F: (801) 234-6830
Creating and Preserving Real Estate Values.
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Comment 2267

Comment 2268

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From: ++++++ <eaglepointone@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Saturday - January 19, 2008 10:27 PM
 Subject: mountainview corridor through lehi

35.2.7A

As a citizen of Lehi I feel that I need to voice my objection to the 2100 North route for the mountain view corridor. I do not feel that the citizens, businesses, schools, churches, farmers, wildlife, etc. of Lehi should suffer to relieve the traffic problems of the west side of salt lake. As far as I can see the major beneficiaries of the mountainview corridor will be the residents of west salt lake valley. The people of saratoga springs and eaglemountain will not use it to get to salt lake city, it goes to the wrong part of salt lake valley to be useful. They will not drive north to get on the freeway to go south. I feel that the best route for this road would be the farther north location proposed by lehi city. This route would disrupt fewer lives, would be shorter for those traveling from salt lake to I15, and would just make more sense. True east west major roads need to be constructed to get the traffic off of Lehi's main street but the mountainview corridor would not do this. I hope that the UDOT officials will seriously consider this alternative. Just because you didn't think of this solution doesn't make it bad. Please listen to the citizens of Lehi. We have been given the raw deal for years. It is time that the citizens of Utah County were treated like first class citizens equal to those who reside in salt lake county. There is civilization south of the Point of the Mountain. We pay our share of taxes. Listen to us. Don't just give us lip service. Maybe one day one of your relatives will live south of salt lake county.

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From: Jeff Brunner <brunnnner@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 5:04 PM
 Subject: comment on Mountainview Corridor Freeway

Comment on UDOT/ Mountainview Corridor Comments

Jeffrey k Brunner
 3787 Marsha Dr
 West Valley City, Utah84128
 801 759-5979
 1/23/2008 5pm

I, Jeffrey K Brunner, affected homeowner, would like to go on record as opposed to the Mountainview Corridor Freeway, in the particular the 5800 West Alignment.

Reasons:

35.12.1A 1. Air Quality and young children concerns. The 5800 West alignment is supposed to have less impact on homes, businesses and wetlands, but at the expense of the children of West Valley? The MVC would come close to both schools and parks. Young children are more affected by pollution. Also consider the elderly and those with respiratory problems.

35.2.3A 2. During a recent vote the people indicated they wanted more mass transit, light rail, because if you put in freeways first it promotes more dependence on automobiles, more development, which translates into pollution. We should move to light rail first, that has been the voice of the people.

35.1.1A 3. A priority ahead of MVC to me would be an east-west corridor. There is a real need for one mid-valley, south of 201. It would serve the existing populace, not spur extra development.

35.2.4B 4. The MVC would impact several neighborhoods negatively, with noise, pollution, and some concentrated congestion.

35.6.3A 5. The MVC would take away my home, the home I had hoped to retire in. It would also take away my horse property, barns, pastures, large garden, and 30 year old maples. It also would take away a way of life, rural but in city, quiet secluded neighborhood.

35.2.4B 6. I know wetlands are critical, and they also harder to battle due to that, but also consider open spaces, pastures and mature trees as critical to wildlife as well. The 5800 West alignment

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has lots of these, that need to remain untouched.

7. I am opposed to toll roads in Utah in general, but particularly the 5800 West alignment, don't build it, but certainly don't build it if you can't fully fund it. Tolls roads do not work in Utah (ie. Adams road in Ogden) people will drive miles to save a one dollar toll.

Put me down for a big no, opposed.
Also list me as homeowner at above property, as you have someone else there.

Jeffrey K Brunner

Need to know the score, the latest news, or you need your Hotmail@-get your "fix".
<http://www.msnmobilefix.com/Default.aspx>

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.dm=772z16z0&...> 1/24/2008

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35.2.7A

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From: "Ron Berendson" <ron@berendson.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 6:46 PM
Subject: 2100 north freeway Lehi

To whom it may concern, I would like to voice my opinion on the proposed freeway at 2100N in Lehi. I have read the information on the proposed freeway and I feel that UDOT's proposal is not in the best interest of the residents of Lehi nor is it the most economical and responsible option. It impacts more homes, wetlands, and causes more negative impact on Lehi than there needs to be. I would sincerely like to ask UDOT to consider a different option. Thank you Shelley Berendson

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35.2.1A

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From: <scottclausen@discover.com>
To: <mountainview@utah.gov>
CC: <scottclausen@discover.com>
Date: Thursday - January 24, 2008 11:06 AM
Subject: Mountain View Corridor comments

I am excited to get the MV freeway on the west side!

I live close to Copper Canyon elementary (about 9000 S. and 5600 W.).

The freeway is positioned to far east between 7000 S. and 10000 S. It will destroy some home's back yards, run through some businesses and will hurt my neighborhood (noise, vibration, pollution, property values, traffic, etc.).

Please move the corridor slightly west by the huge power polls as earlier planned. I will use the freeway just as much if it is moved slightly west. I don't think it would really impact the number of people using the road and will create less impact on existing neighborhoods and businesses.

Thanks.

Scott Clausen
Business Technology - Lake Park
Discover Financial Services
(801) 902-4157

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Comment 2271

Comment 2271 (continued)

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From: "Doidge, Briget" <Briget.Doidge@echostar.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:22 AM
 Subject: Mountain View Corridor

35.2.1A Mountain View Corridor would be better moved to U111 (instead of 5800 West of 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 West or 7200 West all traffic would be routed to 5600 West or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More that two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

35.12.1A NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children and adults.

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35.12.4A Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," the authors write.

The Official Journal of the American Academy of Pediatrics published an online article on 12-4-04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. The health risks include respiratory tract complications and childhood cancer. (There are many more recent studies with similar findings.)

12 Schools within close proximity (within 5 city blocks) of the 5600 West - 5800 West corridor.

Thousands of children reside or attend schools along this 5600 West - 5800 West corridor

There will be 14 high usage lanes within 1 mile of each other creating greater air pollution in that dense of an area.

The air quality must be addressed if this is proposed and an impact study should be completed prior to any further consideration on development of the Mountain View Corridor along the 5600 to 7200 West area.

Having the route along U111 would greatly diminish the possible air contamination.

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Thank you,
Briget Doidge

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From: WILLIAM W DOIDGE <co2m@msn.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 8:41 PM
Subject: Mountain View Corridor

35.2.1A Mountain View Corridor would be better moved to U111 (instead of 5800 West of 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 West or 7200 West all traffic would be routed to 5600 West or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

35.12.1A It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

35.12.4A NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," the authors write.

The Official Journal of the American Academy of Pediatrics published an online article on 12-4-04 outlining the devastating health effects on children due to air pollution, particularly when

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Comment 2272 (continued)

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living near busy roads.)The health risks include respiratory tract complications and childhood cancer>) (There are many more recent studies with similar findings.)

12 Schools within close proximity (within 5 city blocks) of the 5600 West – 5800 West corridor.

Thousands of children reside or attend schools along this 5600 West – 5800 West corridor

There will be 14 high usage lanes within 1 mile of each other creating greater air pollution in that dense of an area.

The air quality must be addressed if this is proposed and an impact study should be completed prior to any futher consideration on development of the Mountain View Corridor along the 5600 to 7200 West area,

Having the route along U111 would greatly diminish the possible air contamination

William W, Doidge
8267 Sky Meadow Drive
West Jordan, UT 84088

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From: "Doidge, William W (LTC)" <William.Doidge@us.army.mil>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 7:07 AM
Subject: Mountain View Corridor (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

TO UDOT,

35.2.1A

It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More that two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

To have the infrastructure already in place for the 500,000 homes yet to be developed, would benefit all future projects. The use of U111 now would support the potential growth for that area of development.

Mountain View Corridor would be better moved to U111 (instead of 5800 West of 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 West or 7200 West all traffic would be routed to 5600 West or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

35.12.1A

NEPA Section 309 Clean Air Act for the pollution prevention/environmental

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impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life," the authors write.

The Official Journal of the American Academy of Pediatrics published an online article on 12-4-04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads.)The health risks include respiratory tract complications and childhood cancer>.) (There are many more recent studies with similar findings.)

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Thousands of children reside or attend schools along this 5600 West - 5800 West corridor

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The air quality must be addressed if this is proposed and an impact study should be completed prior to any further consideration on development of the Mountain View Corridor along the 5600 to 7200 West area.

Having the route along U111 would greatly diminish the possible air contamination

William W. Doidge
LTC AN
Case Manager Supervisor
CBHCO-UT
Office: 801-878-5852
Cell: 801-231-9269
Fax: 801-878-5560

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Comment 2273 (continued)

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Confucius say "Study without thought is vain: thought without study is dangerous."

Classification: UNCLASSIFIED
Caveats: NONE

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From: "Amy Clifton" <Amy@CliftonWorld.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 9:36 PM
 Subject: 2100 North Freeway

To Whom It May Concern:

I am writing concerning UDOT's proposed 2100 North Freeway located in Lehi. I understand that there is a great need for additional roads in this area, but after studying this situation and examining it from all sides, I am convinced that the proposed freeway at 2100 North connecting I-15 and the Mountain View Corridor is not in the best interest of everyone.

There are many reasons UDOT's plan should not be used, but my main concern is the huge impact on the neighborhoods surrounding this area. Almost every home is owned by young families with young children. There are hundreds of children in this area! Not only are there several parks near by, but soon there will be an elementary school built within a mile of the proposed location. Each day children will attend school next to a freeway in which cars are causing the air to be disgusting which will greatly affect their health. In addition to the air quality, the noise level will increase dramatically. C.O.S.T. has shown statistically that children who reside near a freeway are negatively influenced on sleep and performance in school, not to mention health issues. No amount of sound barriers will protect the children from pollution.

Because the foregoing plan has so many problems, I strongly encourage you not to pursue it. Rather, I urge you to choose the alternative plan connecting at 4800 North that Lehi City has proposed. Not only will this location reduce the amount of traffic at the Point of the Mountain, but very few homes and schools will be affected.

As a citizen whose house will border the proposed freeway, I urge you to

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choose the 4800 North connector. My family is the most important thing in my life and to see something like this control us, our health, our home, and our neighborhood greatly concerns me. It really makes me sick inside to think of having a freeway so close. Our future truly lies in your hands, and unfortunately there is not much I can do other than let you know that the freeway at 2100 North will only lead to terrible and permanent consequences. Please consider the impact this will have on families and neighborhoods, parks and schools, and the entire city of Lehi. The 4800 North freeway is the better decision.

Sincerely,

Amy Clifton

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From: "Doug" <dduncan54@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:39 AM
Subject: Pave the entire Valley

I you build it, they will come. Pave the whole valley for all I care. It is a short term fix at best, a waste of taxpayers hard earned money at worst.

I left the Wasatch front for good last year and good riddance. I only return for dire emergencies, because of the perpetual traffic mess. I lived there for over 20 years. I experienced continually growing congestion problems, a commute that went from 10 minutes to 45, no matter the solutions that were implemented. This type of a fix is only short term. Eventually, if the population continues to explode as it is doing now, you are going to have to come up with something a bit more innovative than what you have so far.

Try some easy things, open up the commuter lane to all traffic or running buses where and when people need and will use them!

Speaking of which, UTA is a joke. The only thing I saw them do that was good is implement TRAX. But then they cut down on the outlying bus routes, cut down on evening routes. These need to be restarted and even more added. Oh it was nice of them to implement Sunday service so the brethren and sisters could attend conference. People who actually have to work on Sunday have been able to take advantage of that.

I don't understand why, if I and many, many others can see this, you can't.

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From: "Amber Holt" <AHolt@slco.org>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 3:03 AM
Subject: Mountain View Corridor

I have been a resident in Eagle Mountain for just over a year now. The commute to a freeway is a nightmare. There has been so much growth and the roads are getting more and more congested. I think that the 2100 north freeway would (in the long run) be the best route to help ease the congestion.

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Comment 2277

Comment 2277 (continued)

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From: "Collette Johnson" <cj@esage.com>
 To: <mountainview@utah.gov>
 CC: <jdixon@lehicity.com>, <jrevill@lehicity.com>, <mij@lehicity.com>, <jbarnes@lehicity.com>, <hjohnson@lehicity.com>
 Date: Wednesday - January 23, 2008 11:21 PM
 Subject: Comment on the 2100 North Connector for the Mountain View Corridor

Mountain View Corridor Team,

I would like to voice my opposition to the UDOT proposal regarding the design and construction of the Mountain View Corridor freeway connector at 2100 North in the City of Lehi. Although I have many significant concerns about this proposal, I will specifically address only a few.

FIRST: The "Lehi North Interchange Memorandum of Understanding" agreement specifies both short and long term development characteristics of the 2100 North alignment. This agreement between Lehi City, Gilad Development, the Utah Division of the Federal Highway Administration, the Utah Department of Transportation and the Mountainlands Association of Governments was created to ".allow each party to volunteer transportation planning obligations" and ".eliminate some of the uncertainty of all other parties to this agreement." It also states the intent ".to identify common grounds to foster cooperative long range transportation planning. The agreement also refers to the North Valley Connectors Study and designates the planning for 2100 North as a five lane arterial street. Listed in the Issues of Agreement, paragraph b) "UDOT has reviewed the range of conceptual interchange alternatives and has determined that the long range alternative presented.adequately serves traffic and protects the integrity of the Interstate and State Highway systems. UDOT supports the protection and further planning of this base planning alternative.". Paragraph c) "Further, FHWA supports the protection and further planning of this alternative as a reasonable planning practice that does not prejudice future NEPA analysis." Paragraph e) "UDOT, Lehi and the Developer agree to work towards a mutually beneficial right-of-way transfer for the properties required to implement the short term and long alternatives." Paragraph h) "City may implement portions of the proposed long term alternative improvements.(as a result of ongoing or future developments or City Capital Improvement Programs)." Paragraph i) "Lehi will initiate.modification(s) to its Master Transportation Plan in an effort to protect proposed future alignments of 2100 North." Paragraph l) "MAG will coordinate regional transportation interests to ensure that the proposed design elements and future interchange considerations will fit the long range goals for transportation in and around this project." The intentions of this document are quite clear and illustrate the agreement that UDOT and FHWA that the 2100 North will develop as an arterial

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35.2.7L

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and not a freeway.

Regardless of any population projection changes, the integrity of the agreement must remain. Lehi City has upheld their responsibility in planning appropriately as per this agreement. Lehi City has the right to protect their interest in the economic development of this area and the citizens and adjacent property owners have a right to the protection this document offers. Sadly, broken agreements, as would be the case here, is exactly the cause of the deterioration of trust between the citizens and the government.

35.2.9A SECOND: It is apparent that the 2100 North proposal would be more costly, less effective at reducing traffic flows and would not minimize the travel distances as another proposal (specifically the one that Lehi City is proposing). As a taxpayer, I much prefer to have my tax dollars spent more wisely and not wasted defending a proposal that is problematic and doomed to spend years in litigation. I would hope that wisdom prevails over egos and the actual engineering, environmental, and transportation technical data is strongly considered here.

35.2.7A THIRD: The 2100 North Freeway proposal creates a significant barrier through the City of Lehi in providing emergency services to the residents. It is understandable why other communities are not concerned with this, but it will be a significant problem to those who live in the west side of Lehi. Of course most accidents occurring on this freeway route would complicate transportation movements substantially and would delay travel for the entire extra distance required by this alternative. Accidents occurring on arterial streets are generally less congesting by offering better access to alternative routes.

I realize that this option appeared to be a quick and attractive resolve for the problems encountered in the 1900 South option, however there are better solutions. I hope that my concerns are taken seriously and considered strongly. I know these decisions are very difficult. I can appreciate that. But I also appreciate the environment in which I live and as mentioned, how my tax dollars are spent. Please make a wise decision and consider everyone, those that are citizens of the community now as well as those that will be future residents.

Respectfully

Collette Johnson

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Comment 2279

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From: Kathy Lowery <wishescometrue03@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 7:51 PM

To Whom It May Concern:

As 50% owners of the residential acreage (approximately 500 acres) known as the Collins Brothers Oil Company parcel, we are opposed to the placement of the Mountain View Corridor on our land. It's our opinion that the utilization of approximately 100 acres of our property by the corridor will negatively impact the planned development of our property.

That being said, its our opinion that the current proposed location and design of the MVC as it crosses our property is the best alternative of which we are aware.

Kathleen Collins Lowery, partner
 Rebecca Collins Schmitt, partner
 Collins Brothers Oil Company

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35.6.3A

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From: "Gilbert Leyba Jr" <gilbert.leyba@gmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 11:09 PM
 Subject: Mountain View Corridor

To whom it may concern, my name is Gilbert Leyba Jr I own a home in between 5600 W and 5800 W in Bloomfield farms Ivory community. like most of my neighbors i do not welcome the proposed Mountain View Corridor being built on 5800 W. The residents living along this corridor will experience the combined impact of 5800 W and 5600 W. there are 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West Corridor. Thousands of children reside or attend school along this 5600 - 5800 West Corridor. 7200 W has 9 schools in close proximity (including the 5600 West Roadway). this leads to a possible violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive and aesthetically and culturally pleasing surroundings. I fear that our community will be negatively impacted and leave us vulnerable to adverse affects of air pollution. It is the children who are more vulnerable to these type adverse affects. I think the Mountain View Corridor would be better moved to U111 (instead of 5800 or 7800 West) to help mitigate the negative affects on this area which will already bear the impact of 5600 West traffic transit. I also think this could negatively impact the values of our homes I have worked hard to buy our dream home and have invested much. This proposal will be counter productive as it will create congestion rather than alleviate it. Please reconsider and move the highway to U111 Where it would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County thank you.

--
 Gilbert Leyba Jr.

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35.1.1H

35.12.1A

35.2.1A

35.9A

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Comment 2281

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35.2.10A

35.2.7A

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From: "Lisa Moore" <lisitamoore@gmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 23, 2008 10:29 PM
 Subject: 2100 N. Roadway

I am a resident of Lehi. I oppose the connecting highway/freeway at 2100 N. I feel that it would have a negative and permanent impact on our neighborhoods, air quality, home values, peace, and the surrounding ecosystem. Please find another location for this connector. Thank You.

 Tony McGuire
 Citizen of Utah, not just the West Side
 801 897-7458

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From: "Tony McGuire" <tony@thewholevalley.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 10:25 AM
 Subject: Mountain View Corridor

I strongly object to tolling plans for the MVC.

Those of us on the West side are hit on enough.

We face an imbalance for everything from Dog Parks to schools.

Just because those who make the decisions listen to those who have money, and who don't live on the West.

How about some representation for the rest of us?

I pay for the entire state, east side included. How about things get distributed, as our system is built, rather than placing the burden based on those on the east side not wanting to share in those costs?

 Tony McGuire
 Citizen of Utah, not just the West Side
 801 897-7458

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35.2.7A

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From: Tiffany Osmond <tiffshellos@yahoo.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 10:23 PM
Subject: 2100 N. connector

I am a resident of Lehi. I live very close to the proposed 2100 N. connector, and feel that it is the wrong location for a major highway/freeway. I am opposed to it because I feel that it would VERY negatively impact our air quality, environment, neighborhoods, future neighborhoods, home values, and peace. Please find an area more suited for the connector. Thank you, Tiffany Osmond- Lehi

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35.2.1K

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From: Betty Pearson <betty@ouridsfamily.com>
To: Mountainview Mountainview <mountainview@utah.gov>
Date: Thursday - January 24, 2008 12:27 PM
Subject: Re: public input

I'm not sure where to submit my input, so I will to this email address, and if it is wrong, please re-direct it, or let me know where to submit it.

Because of Thanksgiving Point, Cabellas, and soon-to-be the tallest building in Utah just on the other side (south side) of the Point of the Mountain, it seems to me that putting the freeway Mountainview connection closer to these locations would make better sense than sending it further south, through Lehi. Would those of us who want to go to those attractions have to travel further south on your proposed route, and then back-track? If so, it would simply be easier for us to take the old I-15 route. From what I recall, there aren't a lot of homes west of Thanksgiving Point and the Point of the Mountain area. Why not put it where there are less homes, and closer to those places? Just seems to make more sense to me!

Thank you!

Mountainview Mountainview wrote:
> The public comment period ends on the 24th, tomorrow...
>
>
>>>> Betty Pearson <betty@ouridsfamily.com> 01/19/08 10:26 AM >>>>
>>>>
> Is it too late to submit public input on the proposed freeway that will
> connect to I-15 through Lehi?
>
>
--
Betty Pearson
--

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35.2.8A

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From: "Tony Park" <tpark@sisna.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 8:30 PM
Subject: Mountain View Corridor, Lehi E/W Connector

I am in favor of the route that is furthest south, just north of Utah Lake, with further arteries through Lehi at 1000 South. Thank you for accepting public comment.

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35.2.9A

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From: "Bob Richardson" <bobandgirls@joimail.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 5:45 PM
Subject: east/west corridor

PLEASE consider the most prudent alternative for this roadway. A freeway at 4800 North, with a boulevard at 2100 North, will serve more people most effectively. Having a freeway at 2100 North with the proposed interchanges won't be convenient for the majority of traffic that we are trying to alleviate. It would seem that concentrating on a Cedar Valley bypass road now, rather than waiting for an emergent situation, much like we find ourselves in now, would be a common sense move. Let's be proactive, while we still have a chance!

Bob Richardson
bobandgirls@joimail.com
EarthLink Revolves Around You.

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Comment 2286

Comment 2287

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35.6.3A

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From: Win Schrader <winschrader@earthlink.net>
To: <mountainview@utah.gov>
Date: Wednesday - January 23, 2008 6:35 PM
Subject: Mountain View Corridor Location

To Whom It May Concern:

As owners of the residential acreage (approximately 500 acres) commonly known as the Collins Brothers Oil Company parcel, we are opposed to the placement of the Mountain View Corridor on our land. It is our opinion that the utilization of approximately 100 acres of our property by the Corridor will negatively impact the planned development of our property.

That being said, it is our opinion that the current proposed location and design of the Mountain View Corridor, as it crosses our property, is the best alternative that we are aware of.

Susan C. Schrader
Rebecca Schmitt
Kathleen Lowery
Partners, Collins Brothers Oil Company

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From: "Amy Sill" <amy@sillfamily.org>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 8:30 AM
Subject: NO MOUNTAIN VIEW CORRIDOR AT 5800 West OR 7200 WEST~

Please do the right thing for the residents and children.
What would you do if YOUR children and grandchildren lived here?

Please reconsider the 8 lane Mountain View Corridor along 5800 West!!!!!!

-Less than 2 blocks from my home, 5600 West, there will soon be a "high capacity" transit roadway with 6 lanes. My family will be adversely impacted with the combination of 5800 West AND 5600 West.
We will essentially be boxed in between two major roadways with pollution and noise from both sides.

-There are 12 schools within 5 city blocks of the 5600 West -5800 West corridor.
-THOUSANDS of children reside or attend schools along this 5600 -5800 West corridor.
7200 West alternative has 9 schools in close proximity (including the 5600 W. roadway).

Also, there is a possible VIOLATION of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the RESPONSABILITY of the Federal Government is to "ASSURE FOR ALL AMERICANS SAFE,HEALTHFUL, and aesthetically pleasing SURROUNDINGS".
Building the Mountain View Corridor along 5800 West would be a safety and health violation to my family.

-NEPA Section 309 Clean Air Act for the polluton prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and the impact poses greater risk for children than adults.
-Children are more vulnerable to these adverse affects of air pollution than adults. TRAFFIC POLLUTION DECREASES THE LUNG FUNCTION OF CHILDREN and ADOLESCENTS.
-Lancet Medical Journal published an online study on January 26, 2007, PROVING that CHILDREN LIVING NEAR BUSY HIGHWAYS HAVE SIGNIFICANT IMPAIRMENTS IN THE DEVELOPMENT OF THEIR LUNGS that can lead to RESPIRATORY PROBLEMS FOR THE REST OF THEIR LIVES.
The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 saying that the health risks in children due to air pollution when living near busy roads included RESPIRATORY TRACT COMPLICATIONS and CHILDHOOD CANCER!
This cannot be in the best interest of our children!

The Mountainview Corridor would be better moved to U111 (instead of 5800 West OR 7200 West) to help mitigate the negative effects on this area which will already bear the impact of

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35.1.1H

35.12.1A

35.12.4A

35.2.1A

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5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (HIGHLY RESIDENTIAL) area. This will be COUNTERPRODUCTIVE as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along 8400 West alignment", considerably further west than the proposed roadway. U11 would be better to serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

35.1.1A

Bangerter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are NOT north-south but east-west arteries.

35.2.4E

If Mountain View Corridor is built on 5800 West beside residences, it MUST be suppressed. MANY West Jordan residents MUST E-MAIL COMMENTS, requesting pumps and the realignment of utilities to accommodate the highway depression, for this to be considered in the final plans. We ARE e-mailing. Please take this into SERIOUS consideration!

-It is neither reasonable, nor rational to expect our neighborhood and residents to shoulder so much of the traffic when other alternatives exist. (7200 West does NOT alleviate the compound effect.) U111 is actually EAST of the possible 500,000 new resident to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. West Jordan needs more than two blocks to separate these two roadways to avoid congestion and litigate the impact upon THOUSANDS of Salt Lake County residents. If new roads are to be constructed they should be efficient as possible, and not create additional congestion by being built too closely together.

Please make the right decision for the good of West Jordan residents that will be boxed in and put at a health risk.

Sincerely,

Amy Sill

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From: Bryan Roethel <rbr211@hotmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:27 AM
Subject: 5400 SOUTH

I live in a subdivision near 2700 west and 5400 south. Recently they have opened up additional lanes on 5400 south both east and west bound and in my opinion have created unsafe conditions for those who are pulling out on to 5400 south or pedestrians trying to navigate the area. My hope is that the new corridor will make it possible to return the traffic lanes to their previous configuration. Is this a possibility or just my little pipe dream? Thanks

Helping your favorite cause is as easy as instant messaging. You IM, we give.
http://im.live.com/Messenger/IM/Home/?source=text_hotmail_join

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Comment 2289

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Howard Johnson - 4800 N. connector proposal

From: "shauna frandsen"
To: / / / /
Date: 9/17/2007 9:22 PM
Subject: 4800 N. connector proposal

To the Lehi City Officials:

Below I have listed several reasons why I am not in favor of a 2100 North freeway extension between I-15 and Redwood Road:

1. A 2100 N. extension would not alleviate the heavy traffic between Lehi and Pleasant Grove.
2. A 2100 N. extension would not help Eagle Mountain residents get to their jobs in Provo.
3. A 2100 N. extension does not facilitate the expanding growth of Pleasant Grove and Lindon to the west side of I-15.
4. A 2100 N. extension bisects a new and growing residential neighborhood.

Sincerely,
 Shauna U. Frandsen

7384-3688
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.13A

35.2.7A

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From: "Justin Stoker" <justinstoker@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 11:52 AM
Subject: Mountain View Corredor Draft EIS comments

To whom it may concern,

Thank you for allowing me to share my opinion regarding this important project. With the congestion on Bangerter Highway and the traffic lights along that road, it is time to provide more north/south transportation options on the west side. I live near 5200 West and 9000 South and would be a likely traveller of the MVC. The following are a few of my opinions about the project.

35.2.4A

5800 West vs. 7200 West alignments. It is important to maximize the usage. Placing the MVC as far west as 7200 W. would limit its usage, few would travel further west to access a freeway. During rush hour traffic, few use U-111 compared to Bangerter Highway. It is important to provide a road that will help people in their commute, placing it too far west will limit its usage. It is understood that there is already a lot of development that has reached 5800 West and this project may unfortunately impact their homes, the 5800 West however is still the best alignment to maximize usage.

35.2.10B

Toll vs. Non-Toll. As long as the toll is reasonable, I would not care if a minor toll was placed to use the road as long as monthly passes and card readers were available to allow quick and easy access to the MVC. My concern is that there is a lot of manufacturing and industry on the west side particularly near 9000 S. and 3500 S. I have already heard that many companies would not allow their trucks to use the MVC if a toll were placed on the road. The key is to get large semi-truck traffic off of the local streets to greatly improve the flow of traffic. If trucks aren't using the MVC, then little is accomplished to help alleviate congestion on other roads.

35.2.4G

Interchanges. A lot of problems have recently surfaced near the 9000 S. interchange. Existing residential developments primarily occupy the area from Bangerter Highway (3700 W) to 5600 W. along 9000 S. However a large industrial area and future heavy commercial area is located west of 5600 W. that provides a source for large truck traffic. These trucks traveling through the residential areas has moved the West Jordan City Council to place a moratorium on truck traffic from 4000 W to 5600 W. Trucks must turn

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and use Old Bingham Highway instead. This has greatly increased the safety and protected nature of the area. This can only be preserved if a small on and off-ramp structure can be added to the project at Old Bingham Highway. Please consider adding a small on and off-ramp at Old Bingham Highway for the trucks for the industrial area and future commercial area to protect the residential neighborhoods.

Thank you for reviewing and considering my comments. If I can provide additional information or clarification, please contact me.

Thank you,
Justin Stoker
8943 Mountain Vista Dr.
West Jordan, UT 84088
(801) 282-2477
justinstoker@gmail.com

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From: "Marse Stott" <marsestott@comcast.net>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 10:34 AM
Subject: Mountain View Corridor

January 2

35.12.1A We are concerned residents of West Jordan, living at 8400 So. and in between 5600 W. and 5800 W. to this area about a year ago and planned on staying and raising our family. We are concerned about our home being sandwiched between an 8 lane freeway and a busy future transit route on 5600 W. I have 3 young children and I am currently expecting another. Their exposure to so much pollution is very high for us. I feel that my children would be exposed to a great risk. In a community meeting that was held that children are more vulnerable to the adverse effects of air pollution than adults due to higher metabolism and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents. According to the NEPA Section 309 Clean Air Act, as we were told and understood, we should not expose children to a greater risk than adults. I feel that they deserve a clean and safe environment to grow up in. We, along with many of our neighbors feel that it is a possible violation of NEPA Title 1 (42 USC ss-4331) (b) 2, which states that the responsibility of the Federal Government is to "assure Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings". I feel that the decision to place the Mountain View Corridor above ground directly behind our neighborhood does not take into account these rights.

35.1.1H

35.2.1A The Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West). We believe that having it along 5800 W. and then a transit route along 5600 W. would be overwhelming to the area. The preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether utilizing the transit or the highway, resulting in a large amount of traffic and pollutants in a very crowded residential area. This will create congestion rather than alleviate it. We have heard that the Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers in the Kennecott project which is "roughly along an 8400 West alignment", considerably further west than the proposed road U111 would better serve future and present communities and would eliminate the compounded impact of the Mountain View Highway throughout the Salt Lake County. Building it along 5800 W. in West Jordan is unnecessary when the Mountain View Highway being only 2.8 miles away. It needs to be placed further west where it can be less disruptive to homes and schools and more and more beneficial to the future residents of the Kennecott community.

35.2.4E If the Mountain View Corridor is placed along 5800 W. it needs to be suppressed in West Jordan. We have been informed that pumps and realignment of utilities would be necessary. Regardless of the increased impact, it is fair to the current home owners and our children that this be done. I am sure that if it were your child's position you would feel the same way.

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Comment 2291 (continued)

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Sincerely,
Jeff and Marcy Stott

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From: Stephen Trimble <steve@stephtrimble.net>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 9:18 AM
Subject: comment on mountain view

35.12.1A Look out the window. Today is January 24, 2008. Like many January days in SLC, it's inverted. This is a natural phenomenon. Inversions will never go away. The only variable is how much we poison our air, how many toxins we blast into the atmosphere, how drastically we shorten our lives.

35.2.3A Adding eight lanes of traffic to further pollute our air and poison our children (whose schools line the route of the Mountain View Freeway) is short-sighted, misguided, and completely lacking in vision. We should not spend another dime on freeways until we have constructed the most sophisticated and comprehensive mass transit and light rail system in the country.

Reject the freeway. Budget for mass transit. Be visionary--and truly conservative.

thank you,

Stephen Trimble
779 4th Avenue
Salt Lake City, UT 84103
801-364-3031

www.stephtrimble.net

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Comment 2294

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35.2.7A

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From: "Dr. Julie Earley" <jearl@gwc.edu>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 2:14 PM
Subject: Opposition to 2100 N. Connector

I'm writing in opposition to the proposed 2100 North connector. There are far too many negative consequences with this proposal. There are other proposals that have far less impact on the environment and property values, etc. UDOT must consider other plans for the connection to the Mountain View corridor and reject the 2100 N proposal.

Sincerely,

Dr. Julie M. Earley
Lehi Resident

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.dm=826z1z0&...> 1/24/2008

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35.2.9A

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Howard Johnson - Proposed Freeway Connection

From: "BONNIE STOUT"
To:
Date: 9/11/2007 1:17 PM
Subject: Proposed Freeway Connection

Dear Mayor Johnson,

I just received the UDOT/Lehi Proposals for the Mountain View Corridor connection to I-15 through Lehi. After studying the information, I am sure that the Lehi Proposal is best for the city of Lehi as it carries more traffic and affects fewer homes than the UDOT proposal.

As a resident of Lehi I am very aware of the fact that we need alternate roadways to reduce the congestion on Main Street. The Lehi proposal for several Arterial Connections both in north and south Lehi will greatly reduce the amount of traffic on Main Street as well as provide a better location for the Freeway Connector.

If you would please share my email with the appropriate State Representatives, UDOT, and State Senators I would appreciate it. Thank you for caring about our wonderful community.

Sincerely,

Irene B.Stout
3085 W. 560 S.
Lehi, Ut.

7393-3706
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

file://C:\Documents and Settings\twilson.LEHI-UT\Local Settings\Temp\XPGrpWise\46E... 9/11/2007

Comment 2295

Comment 2296

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From: Allison McMurtrey <amcmurtrey@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 3:26 PM
 Subject: Opposition to the Mountain View Corridor

I am deeply opposed to the building of the Mountain View Corridor. Here's why:

35.2.3A 1) We are experiencing massive rapid growth. Counties in Southern California have demonstrated to us that we cannot build enough roads to get ourselves out of gridlock because the number of cars simply expands to fit the available road space. Instead of following the example of L.A., we should use them as a cautionary tale about what NOT to do. The funding allocated to this project would be better spent on public transportation systems. Then when the inevitable expansion is needed, the first order of business would then be to add more departure times to the schedule and more cars to the trains.

35.12.4A 2) Mobile toxins kill. There are a number of studies to support the theory that children living near major highways or freeways have much higher asthma and cancer rates. Doctors from our own state university system oppose this project. Why are we ignoring medical experts? In a state that claims to be family-friendly, our first response should not be to slowly kill the kids who live in area because we were too short-sighted to see beyond the car.

35.2.3A 3) Public transportation systems are more fiscally responsible. The initial capital investment is big, but they cost less in the long-term. They also raise property values; major roads lower property values.

Allison McMurtrey

Climb to the top of the charts! Play the word scramble challenge with star power.
http://club.live.com/star_shuffle.aspx?cid=starshuffle_wfmailtextlink_jan

<https://email.udot.utah.gov/gw/webacc?User.context=fv4sufUn3inbnn9Ai0&Item.dm=827z1z0&...> 1/24/2008

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From: "alecxmai@juno.com" <alecxmai@juno.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:31 PM
 Subject: Mountain View Corridor

35.2.1A My house is located on the edge of 56 west in West Jordanangerter Freeway. I want to oppose the plan free way on 5600 west and 5800. U111 is an option. Building on 5600 west and 5800 west has an impact on my property value, pollutions and our kids that has to breath polluted air created by congested automobiles.

35.12.1A - 12 schools along 5600 west and 5900 west will be impacted or close proximity of 56 and 58 west.
 - NEPA section 309 Clean Air Act for the pollution prevention/environmental impact
 Alex

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dm=855z3z0&...> 1/25/2008

Comment 2297

Comment 2297 (continued)

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From: Janet Wintch <pianopl77@q.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:23 PM
 Subject: Comments - Proposed Mountain View Corridor Routing

35.1.1H

I have some major concerns about the proposed Mountain View Corridor routing. The proposed 5800 West alternative for the Mountain View Corridor is a possible violation of NEPA Title 1 Section 101 (42 USC ss-4331)(b) 2, stating that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive and aesthetically and culturally pleasing surroundings." Neither the children nor the adults living in that area would be living in a "...safe, healthful, productive and aesthetically pleasing" area. I have also read that 5600 West will be expanded to a high capacity transit six lane roadway. The proposed routing for the Mountain View Corridor is only two blocks west of that. That would put two major roadways within two blocks of each other, and Bangarter Highway is also within approximately two miles. I don't believe that the existing east-west streets can handle the traffic connecting to these three highways.

35.8A

35.12.1A

The proposed 5800 West alternative may also be a violation of NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles...?"

35.2.1A

I have been a West Jordan resident for many years, and I have a beautiful new home that is very near the area being considered for the proposed 5800 West routing for the Mountain View Corridor. It would be awful to have so many highways right where I now live. It would be much more effective if the Mountain View Corridor was built at U-111 instead of 5800 West or 7200 West. It would save this area of West Jordan from the impact of having so many large roadways in such a concentrated area. With UDOT's preferred alternative of 5800 or 7200 West, all traffic would be routed to 5600 West or 5800 West, resulting in a tremendous amount of traffic and pollutants in a very concentrated residential area. If Mountain View corridor is supposed to accommodate the 30,000 home sites and retail centers Kennecott is planning to build, U-111 would be a much better choice to serve current and future communities. I would also think that constructing the Mountain View Corridor at U-111 would cost considerably less as well.

35.2.4E

If Mountain View Corridor does end up being constructed along 5800 West, I would like to request pumps and realignment of utilities to accommodate the highway depression, but I hope that will not be necessary. The right and best decision is to build the Mountain View Corridor at U-111.

I appreciate your consideration of my comments on this issue that is critical to West Jordan residents.

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Janet K. Wintch

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dm=854z3z0&...> 1/25/2008

Comment 2298

Comment 2298 (continued)

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35.12.4A

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From: <melody@sajal.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:14 PM
 Subject: opposition to the new 5800 corridor

I feel it is unfair to allow people to purchase property that close to a future highway without prior disclosure. I should have had the choice whether or not I wanted to live this close to a highway.

I have a sick child and moved out here to get away from the city not to have a freeway on my back door. Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

Lancet Medical Journal published a study on January 26, 2007 that proves that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of UCSF School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors wrote.

The official Journal of the American Academy of Pediatrics published an outlining article on 12/04/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory track complication and childhood cancer.

We also have many species of wild life that live close and graze under those power lines.

If I was aware of this freeway I never would have built out here. All future buyers should also have the right to choose to build that close to the freeway with a substantial property savings. We are

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dm=853z3z0&...> 1/25/2008

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willing as a community to fight this freeway as far as we can. Please help us to move this freeway somewhere else where there are not so many schools and children. Our future is our children please help us to keep that healthy.

Thank you,
 Hugh and Melody Smith

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dm=853z3z0&...> 1/25/2008

Comment 2299

Comment 2299 (continued)

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From: "Erick Winkler" <winkler.erick@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:02 PM
 Subject: My opposition to mountainview corridor

I would like to express my opposition to construction of the Mountain View Corridor along 5800 or 7200 West. The following outlines my position:

35.1.1H

1. Construction of the Mountainview corridor is a possible VIOLATION of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. which states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

35.12.4A

2. The road would be constructed too close to housing communities and schools. NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways include the effect on the environment "...with gaseous and particulate emissions from vehicles..." Per Dr. Gauderman of USC School of Medicine "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life."

35.2.1A

3. Mountain View Corridor would be better moved to U11 instead of 5800 or 7200 West to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West, all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it.

4. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is roughly

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along a 8400 West alignment which is considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

35.1.1A

5. The greatest transportation need are not north-south but east-west arteries. U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate.

35.8A

6. If new roads are to be constructed they should not create additional congestion by being built too close together. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents.

35.2.1A

7. The residents/communities along 5800 and 7200 West should not be targeted to carry the majority of the burden for increased health-risks, traffic congestion, reduced property value, increased noise, and depleted aesthetically pleasing surroundings when U111 is a viable route.

8. It is extremely disturbing that even the proposed route does not take into consideration the residents; as suppressing the road was eliminated as a option due to cost. Ignoring the overwhelming impact to residents & the citizens of West Jordan, to reduce cost, is outrageous.

Corporate pressure and/or politically driven agendas to "reduce costs" should never outweigh the voices of residents who are the individuals that are supposed to benefit by the development - not suffer by it.

Erick Winkler

Bloomfield Farms Resident

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dr=852z3z0&...> 1/25/2008

Comment 2299 (continued)

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5738 Swift Creek Road
West Jordan, Utah
84088

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.drm=852z3z0&...> 1/25/2008

Comment 2300

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35.2.9A

(9/10/2007) Howard Johnson - Lehi vs. UDOT proposal Page 1

From: "Brooke Bigelow" <brookebigelow@gmail.com>
To: <hjohnson@lehicity.com>
Date: 9/9/2007 9:13 PM
Subject: Lehi vs. UDOT proposal

Dear Mayor-

After reviewing the pamphlet we recieved in the mail, my husband and I feel like the Lehi Proposal would suite our (and the community's) needs the best. We think the 4800 N Freeway Connector is a more direct route for those living in Saratoga Springs and like that you're not traveling on the freeway as long. We also hope the 1000 South Arterial Route is put in place ASAP as it is badly needed on this west side of the valley.

Thanks,
Brooke & Blake Bigelow
Saratoga Springs, UT

7478-3823
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

Comment 2301

Comment 2302

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Howard Johnson - Mountain View Corridor

From: "carol french"
To:
Date: 9/9/2007 7:40 PM
Subject: Mountain View Corridor

I have just reviewed the Lehi proposal for the Mountain View Corridor. It makes more sense. Please forward to deciding parties.

Carol French

7479-3824
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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35.2.9A

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Howard Johnson - Lehi 4800 North connection proposal

From: "David North"
To: * * * * *
Date: 9/9/2007 6:11 PM
Subject: Lehi 4800 North connection proposal

I received the mailer sent out by the city -- thank you.

I completely agree with the city and its long-term vision for the connectors to the Mountain View Corridor. 4800 North makes the most sense economically, physically, and for growth.

Please pass my thanks for a job well done to those who were involved in the planning.

David North
2905 North 1150 East
Lehi City

35.2.9A

7480-3826
Note: Email originally sent to Mayor
Howard Johnson, Lehi City prior to
official DEIS comment period.
Submitted to MVC project office by Lehi
City on 1/23/2008.

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Comment 2303

Comment 2303 (continued)

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From: "Lauri Whittington" <lwhitti@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 7:45 PM
 Subject: Opposed to the Proposed Mountain View Corridor along 5800 or 7200 West

I would like to express my opposition to construction of the Mountain View Corridor along 5800 or 7200 West. The following outlines my position:

35.1.1H

1. Possible VIOLATION of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. which states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

35.12.1A

2. The road would be constructed too close to housing communities and schools. NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways include the effect on the environment "...with gaseous and particulate emissions from vehicles..." Per Dr. Gauderman of USC School of Medicine "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life."

35.2.1A

3. Mountain View Corridor would be better moved to U11 instead of 5800 or 7200 West to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West, all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it.

35.1.1A

4. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is roughly along a 8400 West alignment which is considerably further west that the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

5. The greatest transportation need are not north-south but east-west arteries. U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate.

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35.8A

6. If new roads are to be constructed they should not create additional congestion by being built too close together. More that two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents.

35.2.1A

7. The residents/communities along 5800 and 7200 West should not be targeted to carry the majority of the burden for increased health-risks, traffic congestion, reduced property value, increased noise, and depleted aesthetically pleasing surroundings when U111 is a viable route.

35.2.4H

8. It is extremely disturbing that even the proposed route does not take into consideration the residents; as suppressing the road was eliminated as a option due to cost. Ignoring the overwhelming impact to residents & the citizens of West Jordan, to reduce cost, is outrageous.

Corporate pressure and/or politically driven agendas to "reduce costs" should never outweigh the voices of residents who are the individuals that are supposed to benefit by the development - not suffer by it.

Lauri L. Whittington
 West Jordan Resident
 5738 Swift Creek Road

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.dm=851z3z0&...> 1/25/2008

Comment 2304

Comment 2305

Response Section in Chapter 35
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From: <aihler@aol.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 7:36 PM

35.2.1A

I'm writing about my concerns about the Mountain view Corridor. We have all read about the impact of the schools that line this road. This road has been in the works for sometime so why do we still try to push the issue. U 111 is by far less populated with far less schools and homes. Widen this road would better serve the "Kennecott plans" and Herriman. I feel that we have no say in the matter, that (Kennecott) has the money will determine the outcome. But I feel that we should look at what we would be hurting if this road goes in. All we need to look at is the mess Bangather Highway did. Many home owners lost property value and I really don't think we realize the health issues from that highway.

5600 west road needs to be opened up to help with the congestion that the current subdivisions are having. With that happening a lot of the homes would be sandwiched between two major highways.

We need to stop hurting our health issues of our children and their children just so "progress" can move "forward".... It's time to stop the stupid thinking and start being concerned about the everyday person instead of the corporate ideas. This is why we put people in Government positions to take care of us.

More new features than ever. Check out the new AOL Mail ! - <http://webmail.aol.com>

<https://email.udot.utah.gov/gw/webacc?User.context=hj2o14Vc6mtakr1Ku9&Item.drn=850z3z0&...> 1/25/2008

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From: Cherie Bitter <cheriebitter@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 7:17 PM
 Subject: FW: Mtn view corridor and 5600 West roadway comment

To Whom It May Concern:

35.12.1A

I am concerned about the location of the Mountain View Corridor being only .02 of a mile from 5600 west which will be a "high-capacity" roadway. There is every reason to think that as the population grows out here that the traffic from 5600 west and the traffic from the Mountain View Corridor will back into each other. The result will be congestion and pollution that will violate NEPA section 309 clean air act.

35.2.1A

The placing of the Mountain View Corridor next to the high capacity 5600 west is myopic and ignoring the future growth to the west towards U-111. Kennecott plans to build 30,000 home sites along 8400 west alignment points to U111 being the better location for the Mountain View Corridor. Less congestion and less pollution from traffic would be the result. We are planning ten to fifteen years in the future here and the growth is all to the west near the present U111 highway. Let's use it!!

35.2.4E

Short of the logical decision to move the Corridor to the west, the plan to not suppress the roadway is not a good idea and the necessary adjustments to utilities and the use of pumps if necessary need to be made to the current plans. Again the amount of traffic in this area will

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=848z3z0...> 1/25/2008

Comment 2305 (continued)

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create congestion and the pollution problem and every step to reduce this impact is necessary to take so that ten years from now we won't be in violation of NEPA section 309.

Please don't take short cuts now and suffer the consequences later.

I wish for these comments to be made part of the record.

Thanks,

Cherie Bitter
8321 Birch Water Lane
West Jordan, Utah 84088
Hm 801-280-8231

cheriebitter@msn.com

Need to know the score, the latest news, or you need your Hotmail@-get your "fix".
<http://www.msnmobilefix.com/Default.aspx>

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=848z3z0...> 1/25/2008

Comment 2306

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Howard Johnson - UDOT Vs. Lehi road proposal

From: Riley Smith
To: ///////////////
Date: 9/8/2007 9:15 PM
Subject: UDOT Vs. Lehi road proposal

To whom this may concern:

My name is Jeff Smith and I am a resident of Lehi. I have received the proposed UDOT plan for Lehi city traffic solution. I feel that this is not the best plan for our city. I have lived on SR-73 for the majority of my life and know first hand of the problems on this street. To me, the best proposal is the Lehi city proposal. I feel the best option for any road that you can complete is the one off I-15 at the point of the mountain going to redwood road in Saratoga. There are no homes in this area and plenty of room to build an eight lane highway. As far as the rest of the roads proposed, I am in favor of all except the 1000 S. road only because it joins SR-73 before Saratoga Springs. If the 1900 S. road is complete then there should be enough roads going to that area. I will be forwarding this to all parties in hope that the right choice will be made. I love our city and believe that UDOT idea is not ideal for our city wants or needs. Thank you for this time and I truly hope that this helps and you will hear from the citizens of this state and county.

Kick back and relax with hot games and cool activities at the Messenger Café. Play now!

7484-3830
Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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35.2.9A

Comment 2307

Comment 2308

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35.31C

35.1.1A

35.1.1H

35.12.1A

35.12.4A

Lehi's 4800 North flyer Page 1 of 1

Howard Johnson - Lehi's 4800 North flyer

From: "Stephen Kobsa"
To:
Date: 9/8/2007 9:04 PM
Subject: Lehi's 4800 North flyer

One question almost leaps off the page: what constituencies (excepting UDot & construction contracting companies) advocate for the Udot alternative at 2100 North??

Really, who is arguing for 2100 North?

7485-3831
 Note: Email originally sent to Mayor Howard Johnson, Lehi City prior to official DEIS comment period. Submitted to MVC project office by Lehi City on 1/23/2008.

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From: <m.wyllie@comcast.net>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 7:11 PM
Subject: MWC

Concerns regarding the 5600 w transit roadway and the Mountain West Corridor

-Where is the logic in building 2 major roadways 2 blocks from each other? Look at all the other major roadways and freeways that are like that in the Salt Lake Valley and what is around it? MAJOR CONGESTION, now isn't that the point in building roadways out west to alleviate it not make it worse? And why do we need anymore major roadways going North to South when the real problem lies with East to West, has anyone taken that into consideration, instead of what is the cheapest alternative? And why do we need anymore Trax going North and South when yet again we need them going East and West?

-Two blocks away, 5600 w is to be a "high-capacity" transit roadway with six lanes. Residents living along this corridor will experience the combined impact of 5800 w and 5600 w.

-12 schools within close proximity of the 5600 - 5800 w corridor

-Thousands of children reside or attend school along this 5600 - 5800 w corridor

-7200 w alternative has 9 schools in close proximity, including 5600w roadway

-Possible violation of NEPA title 1 section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the federal government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".

-NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways include the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

-Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

-Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling of the damage", said Dr.

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=847z3z0...> 1/25/2008

Comment 2308 (continued)

Comment 2309

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Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway had adverse effects on children's lungs development which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," authors write.

-The Official Journal of the American Academy of Pediatrics published when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) There are many more recent studies with similar findings.

35.2.1A

-Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 w) to help mitigate the negative effects on this area which will already bear the impact of 5600 w traffic and transit. With UDOT's preferred alternative of 5800 or 7200 w all traffic would be routed to 5600 or 5800 W, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain West Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along 8400 w alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 w throughout Salt Lake County.

35.1.1A

-Bangerter highway is only 2.8 miles from 5800 w. (this area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

35.2.4E

-If Mountain View Corridor is built on 5800 w beside residences it must be suppressed by putting in pumps and realigning utilities to accommodate highway depression.

-It is neither reasonable nor rational to expect these residents to shoulder so much of the traffic when other alternatives exist (7200 w does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than 2 blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

Kevin & Michelle Tyree
8313 Boulder Creek Rd
West Jordan, UT 84088

<https://email.udot.utah.gov/gw/webacc?User.context=ks0mqeVdehlaqgbDqc&Item.drn=847z3z0...> 1/25/2008

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From: Leanna Wintch <lana7871@q.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 6:50 PM
Subject: Mountain View Corridor Concerns

To Whom It May Concern:

I would like to voice some concerns over the proposed Mountain View Corridor routing. I am a West Jordan resident and live on approximately 6000 West and 8200 South. I understand that 5600 West is to be expanded to a "high capacity" transit roadway with six lanes. The proposed routing for the Mountain View Corridor is only two blocks west of that. That is two "high capacity" roadways within two blocks. Bangerter Highway is within approximately two miles also. I am also concerned that the east-west connecting roadways are not large enough to handle the connecting traffic to these three highways. This area of West Jordan is primarily a residential area with thousands of children residing here.

35.1.1H

The proposed 5800 West alternative for the Mountain View Corridor is a possible violation of NEPA Title 1 Section 101 (42 USC ss-4331)(b) 2. stating that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive and aesthetically and culturally pleasing surroundings." Two major highways within two blocks is not "safe, healthful, or productive and aesthetically pleasing," especially in a predominately residential area.

35.12.1A

Is the proposed 5800 West alternative a violation of NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles...?"

35.2.1A

Mountain View Corridor would be better moved to U111 (instead of 5800 West or 7200 West) to help mitigate the negative effects on this area of West Jordan which will already bear the impact of the new 5600 West traffic. With UDOT's preferred alternative of 5800 or 7200 West, all traffic would be routed to 5600 West or 5800 West, resulting in a tremendous amount of traffic and pollutants in a very concentrated residential area. Mountain View corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along an 8400 West alignment," considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout Salt Lake County.

35.2.4E

If Mountain View Corridor were constructed along 5800 West I would like to request realignment of utilities and pumps to accommodate the highway depression.

Thank you for listening to my concerns.

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Leanna Wintch

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From: "mkw35@juno.com" <mkw35@juno.com>
 To: <mountainview@utah.gov>
 CC: <mvcespanol@utah.gov>
 Date: Wednesday - January 23, 2008 9:31 PM
 Subject: Please look at other options-NO to 2100 N. freeway connector

I am a concerned resident of Lehi that lives between 1500 N. and 2100 N. Please consider other options than the 2100 N. Connector for the Mountain View Corridor project. I have listed below a few reasons why I don't feel that 2100 N. Connector in Lehi is a good idea:

35.2.7A

1. My property value will decrease dramatically with an Interstate connector less than 5 blocks from my home.
2. The 2100 N. Connector means that 29 homes will be relocated and 60 dwellings will be lost. What if that was your home?
3. The health risks of having a freeway so close to my home threatens me, my husband, my future children, and my neighbors and friends. This connector could also cause health problems to pets and numerous livestock in my area.
4. Many acres of wetlands, almost 15 acres, will be destroyed. One aspect of many that I love about the area I live is the beautiful birds and plants that survive because of the ecosystem. I love to watch the birds fly near my house and I know they exist because of the Jordan River and surrounding wetlands that will be destroyed by going forward with the 2100 N. Connector.
5. My family's safety will be in jeopardy. Cars will speed through Lehi, less than 5 blocks from my home, at freeway speeds. This really concerns me.
6. Noise walls will block my view of the surrounding area.
7. Noise itself will be deafening where I live. Even with using noise walls, noise will increase dramatically. I already have trains near my house, please don't add more noise to my area.
8. The interchange congestion near my home will be ridiculous, when the connector would be finished and all during construction.
9. Air quality is already a huge concern and the air quality will only decrease in my area by having this connector at 2100 N.

35.2.9A

Of all of these points, the most important to me are my property value decreasing, health risks, destroying vital wetland areas, safety, and noise. Please consider Lehi City's proposal of 4800 N. in Lehi.

Finally, why should my family, my neighbors, and friends have to pay for a "bandaid" fix for a problem? When starting to develop Saratoga Springs and Eagle Mountain why wasn't a connector or arterials built in the first place? When land is cheaper and you can get a bigger house, udot and the developers of those areas should have forecasted this boom in building out West. No matter what should have happened before, please seriously consider the 4800 N. option. Say NO to 2100 N. Connector in Lehi, this option is the most damaging to my health and

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my property.

Sincerely,
Marci Woolley
Lehi Resident

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From: Claudia Murphy <clmurphy50@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 6:41 PM
Subject: mountain view corridor

35.12.1A I'm wrinting to express my concern about the propped development of the Mountain View Corridor. As a resident of West Jordan, my main concern is the close proximity of developing both 5600 West and at 5800 West. That's a lot of congestions and air polluiton in such a narrow area. I'm concerned about the close proximity of several schools in the 5800 - 5600 west corridor.

35.1.1H My understanding of 2 of the NEPA sections expresses my concerns. NEPA Title 1 Section 101 (42 USC ss-4331)()2 the responsibility of the federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically & culturally pleasing surroundings. Also, NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on environment "with gaseous & particulate emmissions from vehicles" and if the impact poses a greater risk for children than adults.

35.12.4A Seceral studies have been published regarding the health risks for individuals living in high pollution areas.

35.2.1A My opinion is that the Mountain View orridor would be better moved to the U-111 corridor to help mitigate the negative effects on this area. It's also my understanding that Kennecott Corp wants to develop an aera at about 8400 West of about 30000 homes. This area would be better suited to the U-111 area because it is further west and more easily accessed of this propped new development.

If the decision is made to construct either the 7200 west or 5800 west proposals, I think that the entire

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route should be constructed "suppressed" and not elevated at the approximate 5800 West area. In order to do this pumps must be added and the utilities moved from this location at about 7000 to 9000 South.

Again to have high traffic road at both 5600 West and 5800 West will create more congestion on connecting east west arteries rather than alleviate congestion. Please consider the route further west for this proposed highway. That proposed U-111 corridor would not require moving any homes or utilities.

Claudia Murphy

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From: Liz and Shane Jensen <liz_and_shanej@hotmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 24, 2008 6:16 PM
Subject: Comments on Mountain View Corridor

To Whom It May Concern:

I am writing this email to voice my opposition to building the proposed Mountain View Corridor. The following are a list of reasons why the highway should be rerouted to U 111 or 7200 West:

- Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes traffic lanes). Having the two roadways so close together creates a real possibility that traffic will be roads between 5600 and Mountain View corridor as they are so close. This is unreasonable
- 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor. -Thousands of children reside or attend school along this 5600 - 5800 West corridor. -7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).
- Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. that states that the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and surroundings".
- NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." a greater risk for children than adults.
- Children are more vulnerable to the adverse effects of air pollution than adults due to higher and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children.
- Lancet Medical Journal published online study on January 26, 2007 proving that children live have significant impairments in the development of their lungs that can lead to respiratory problems: lives. The study was by University of Southern California researchers and was the largest and longest live in a high pollution area, and live near a busy road, you get a doubling of the damage, said Dr. School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on child development, which are independent of regional air quality, and which could result in important deficits in function in later life," the authors write.
- The Official Journal of the American Academy of Pediatrics published an online article on 1 devastating health effects on children due to air pollution, particularly when living near busy roads.

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35.1.1H

35.12.1A

35.12.4A

Comment 2312 (continued)

Comment 2313

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35.2.1A

35.1.1A

35.2.4E

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include respiratory tract complications and childhood cancer.) (There are many more recent studies 8. Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to negative effects on this area which will already bear the impact of 5600 West traffic and transit. Wit alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they we or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residenti; counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to b accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly a alignment", considerably further west than the proposed roadway. U-111 would better serve these i sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake Co

9. Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburde roadways.) The greatest transportation need within Salt Lake County are not north-south but east-v

10. If Mountain View Corridor is built on 5800 West beside residences it must be depressed. TT state to movement of pumps and the realignment of utilities to accommodate the highway depressi considered in the final plans.

Elizabeth Jensen

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35.2.4H

35.12.1A

35.8B

35.2.1A

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From: Jeremy T Stroup <stroup@us.ibm.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 5:29 PM
 Subject: Mountain View Corridor Comments - West Jordan Resident

Dear UDOT,
 As a resident living at 5926 Birch Water Lane, West Jordan, UT 84088, I oppose the current MV Corridor proposal to run through 5800 West.

In less than a mile of this proposal and 8200 south are several schools. The area is growing with families with young children that should not have to worry about being less than 1 mile away from drunk, reckless, or otherwise dangerous drivers. Even placing a wall would still provide a risk found with highways that do not exist today in this area.

The increased pollution from such a large highway would increase the pollution beyond already dangerous levels for SLC county. My kids would suddenly not be able to play in their own backyard due to the increased pollution. Why would anyone consider such a large health risk to its residents is beyond my comprehension.

Additionally, the beautiful landscape that exists should not be turned into the next "spaghetti bowl". Part of my decision to move to West Jordan was to move away from the congestion found on I-15, I-215, and Bangarter highway. I'd like my kids to see dirt closer than viewing it on the mountains.

I realize the state foresees a residential growth with minimal road access. To that end, I recommend moving the MV Corridor to U111.

Jeremy Stroup
 Program Manager, SAN Development
 Salt Lake City, Utah 84111
 Tel: 801-992-9782
 T/L: 460-9913
 stroup@us.ibm.com
<http://www-03.ibm.com/servers/storage/>

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35.6.4B



**ROCKY MOUNTAIN
POWER**
A DIVISION OF PACIFICORP

LEGAL DEPARTMENT
R. JEFFREY RICHARDS
Senior Counsel
801-220-4734
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One Utah Center, 201 South Main, Suite 2300 Salt Lake City, Utah 84111

January 24, 2008

Mountain View Corridor
c/o Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray, UT 84107

Re: Mountain View Corridor Draft Environmental Statement

On behalf of Rocky Mountain Power, a division of PacifiCorp ("Rocky Mountain Power"), I want to thank you for the opportunity to comment on the draft environmental impact statement ("DEIS") for the proposed Mountain View Corridor. The proposed Mountain View Corridor is an issue of great importance to Rocky Mountain Power inasmuch as the Utah Department of Transportation's ("UDOT") preferred alignment will result in the relocation and modification of Rocky Mountain Power's high voltage transmission lines that traverse the Salt Lake Valley. These transmission lines are the backbone transmission service for the Wasatch Front and are vitally important in providing electric service to Rocky Mountain Power customers along the Wasatch Front. They are also interconnected with the western states transmission grid and provide transmission service to customers and utilities beyond the state of Utah. The preferred alignment not only creates a potential for the impairment of use of these transmission lines but also may preclude the construction of additional transmission lines that are necessary to serve future electrical load growth. Rocky Mountain Power believes the DEIS has failed to adequately consider the ramifications to these valuable assets, the impacts to Rocky Mountain Power's ability to serve in the future and the cost required to relocate and modify existing power lines. Moreover, the DEIS fails to consider these impacts and costs relative to other alternates and routes that may have a lesser impact to Rocky Mountain Power's transmission lines and ability to serve its customers.

Background and Introduction

PacifiCorp serves customers in the six-state service territory (Utah, Idaho, Wyoming, Washington, Oregon, and California) in which it operates. PacifiCorp does business as Rocky Mountain Power in Idaho, Utah and Wyoming and Pacific Power in Oregon, Washington and California. Rocky Mountain Power owns and utilizes a system of main grid transmission lines that serve power throughout its six-state territory.

A power line corridor ("Utility Corridor") was acquired for the construction of these high voltage power lines in the early 1970's. The segment of the Utility Corridor that will be most impacted by the proposed Mountain View Corridor extends more than twenty-two

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miles from the Terminal Substation near the Salt Lake City International Airport to the Camp Williams substation, at the Southern end of the Salt Lake Valley in Bluffdale. The Utility Corridor is a vital link in the western regional electric transmission grid, provides electrical service to Rocky Mountain Power's customers, transmits electricity for other power users, and supplies a valuable corridor land use for non-electric utilities.

Currently, Rocky Mountain Power operates three high voltage transmission lines within the Utility Corridor: one double circuit 345kV transmission line, one 138kV double circuit transmission line, and one single circuit 46 kV transmission line. However, easement rights were obtained as early as 1963 for the construction of two additional high voltage transmission lines planned for the future as demanded by electric usage. While the entire corridor has not yet been acquired, Rocky Mountain Power is actively acquiring additional land rights over time and will exercise its right of eminent domain to acquire the additional land rights if necessary. Rocky Mountain Power will begin the construction of one additional double circuit 345 kV transmission line as 2012 with completion date of 2013 based upon the current load growth estimates. The construction schedule of this transmission line may be advanced depending the increase in load growth along the Wasatch Front.

In addition to high voltage transmission lines, the Utility Corridor contains two high pressure interstate natural gas transmission pipelines operated by Kern River Gas Transmission Company, additional natural gas pipelines operated by Questar Corporation, and fiber optic lines operated by Qwest and Level 3 Communications. Numerous other utility crossings operated by local sewer districts and municipalities are also located within the Utility Corridor.

Issues that must be addressed

Rocky Mountain Power has participated in many discussions with UDOT regarding proposed alternatives, and has carefully reviewed the DEIS for the Mountain View Corridor. The DEIS fails to fully consider the impacts the proposed highway will have to Rocky Mountain Power's high voltage transmission lines and the customers who rely on these assets for safe, adequate, reliable, and efficient electric service. Nor does the DEIS adequately address the impacts to the social and economic impacts of the proposed Mountain View Corridor. *See* 23 U.S.C. §109(h); 23 CFR §771.105(b). Alternatives identified in the screening process must "meet the purpose of the project and be practical or feasible to construct from a technical and economic standpoint." (2-2).

The DEIS expressly delays a full and balanced consideration of utility conflicts and the indirect and cumulative impacts until the final phase of the project:

The proposed resolution has not yet been determined for every conflict. The final resolution of utility conflicts would be determined during the final design phase of the project. (6-43).

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Because of the magnitude of costs and interruptions to Rocky Mountain Power's customers and transmission usage the detrimental ramifications of this oversight cannot be overstated. The DEIS discusses utility conflicts in only the most general terms, leaving vital and impact-determinative details until final design. As UDOT recognizes, utility conflicts will require, in many instances, extensive relocation and adjustment of power lines. (6-81). Such relocation and adjustment will impact not only Rocky Mountain Power, but also the surrounding communities that will be affected by the relocation and adjustment of these power lines. In some areas, these lines now located within the Utility Corridor will have to be relocated along other roadways or on private property, in some cases in locations that will require removal of existing structures such as homes and businesses.

The existing transmission lines were constructed to provide long straight runs with few angles. Relocations to accommodate the highway will require many more angle structures which are much larger and taller and therefore more visual. These inevitable direct impacts to the transmission lines within the Utility Corridor will have indirect effects and cumulative impacts to the surrounding communities and landowners. The DEIS chapters on Indirect Effects and Cumulative Impacts, however, do not address the effects and impacts caused by the relocation and adjustment of power lines. Communities and landowners will not be able to fully appreciate the indirect impacts without such inclusion in the DEIS. Failure to address feasible resolutions of utility conflicts at this stage precludes a full and balanced assessment of social and economic impacts, including indirect effects and cumulative impacts.

UDOT has proposed the 5800 West Freeway alternative as the preferred route. The 7200 West Freeway alternative would be preferable from Rocky Mountain Power's perspective since significantly fewer utility conflicts would result.

All of the conflicts will require extensive electrical line outages, relocations, and reconstruction activities of Rocky Mountain Power's facilities. The use and loading of these facilities involve interstate and intrastate contracts and obligations that prevent outages for construction. Extraordinary efforts, planning, contract negotiations with third parties, construction of temporary facilities, and time of year considerations would be required for utility modifications. Outage windows to do this work are limited and may take several seasons to implement. Loss of revenue will be considerable. Qualified construction personnel are resource constrained within the Wasatch Front, the state of Utah, and the entire country. These resource constraints could impact the feasibility of and the extent of the relocations. The DEIS fails to quantify these social and economic impacts.

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Utility relocation costs

The DEIS clearly fails to address two important issues concerning the cost of relocating the transmission lines. First, the cost to relocate the transmission lines will be a significant expense that should be considered, particularly in light of other utilities located within the corridor, the engineering efforts needed to keep the system operable during construction, the land rights and potential need to remove additional homes and business and other impacts that have not been analyzed or addressed in the DEIS. The cost and ramifications of these relocations should be addressed and compared with the other identified alternatives.

The DEIS also fails to address the need to bury existing and future transmission lines. UDOT has proposed reducing the width of Rocky Mountain Power's existing Utility Corridor to avoid taking additional homes, businesses and impacting other land uses such as schools in vicinity of the highway. The reduced width would require that at least one double circuit transmission line is buried rather than the typical overhead construction. The DEIS fails to consider the cost of burying this transmission, which is significant. Nor does the DEIS address the fact that the reduced Utility Corridor width will altogether preclude the construction of a second planned transmission line within the existing Utility Corridor. Rocky Mountain Power fully expects to be compensated for the loss of the ability to construct the second additional transmission line and the costs of burying any of the transmission lines, including increased maintenance and repaid costs.

Comparative Analysis

The DEIS compares two alternative locations within Salt Lake County for the Mountain View Corridor, 5800 West and 7200 West. Both alternatives will impact Rocky Mountain Power's existing transmission lines and ability to construct additional transmission lines in the future. NEPA regulations require that alternatives be evaluated in a 'comparative form' that 'sharply defines the issues', thus 'providing a clear basis for choice among the options' (40 CFR §1502.14). The DEIS clearly fails in this regard. Because the direct and indirect impacts associated with relocating Rocky Mountain Power's transmission lines and other major utilities located within the corridor were not considered, it is impossible to adequately compare the alternatives, particularly in regard to the cost of burying Rocky Mountain Power transmission lines, the loss of the ability to construct additional transmission lines and the expense of relocating existing transmission lines.

SPECIFIC CONFLICT ISSUES

The following is list, although likely not conclusive, of specific conflicts that have been identified that need to be addressed. The DEIS does not adequately consider the actual

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and cumulative impacts for each conflict.¹ In addition to its general concerns applicable to all utility conflicts, Rocky Mountain Power offers the following specific comments for the most significant impacts:

A. 5800 West Freeway Alternative

UDOT's preferred 5800 West Freeway Alternative would cause major disruptions to Rocky Mountain Power, including but not limited to, technical and engineering challenges, access and safety issues, and the destruction/relocation of large portions of transmission lines within the Utility Corridor.

1. SR-201 Interchange.

UDOT proposes to locate a System Interchange directly within the Utility Corridor at the intersection of the proposed 5800 West freeway and the existing SR 201 freeway. See (Fig. 2-8.1). The proposed System Interchange will elevate the freeway to cross SR 201 as well as include extensive elevated roadways to connect various traffic lanes. To accommodate the System Interchange, and maintain safe clearances between the elevated connecting ramps, freeway, and power lines, Rocky Mountain Power would be required to relocate the transmission lines and dramatically increase the height of numerous power line structures. UDOT's preliminary information provided to Rocky Mountain Power but not included in the DEIS precludes Rocky Mountain Power from determining the exact structure heights required to accommodate the System Interchange. Based upon the unofficial, preliminary information, Rocky Mountain Power estimates pole heights could exceed 175 feet. Rocky Mountain Power does not have equipment that can reach higher than 150 feet, therefore construction and maintenance activities will require special equipment and procedures.

In addition, UDOT's proposed location for Rocky Mountain Power's structures are surrounded by both freeways and the elevated connecting ramps. Access to these facilities would be required from the freeways and the associated ramps and would require special permission and operating procedures that may impact traffic and create safety concerns. The DEIS fails to consider how these and other technical considerations affect the feasibility of locating the interchange within the existing Utility Corridor.

It is absolutely critical to ensure Rocky Mountain Power's continued access to safely and efficiently inspect, operate, and maintain its transmission line structures. The proposed locations of the transmission line structures would also place them at greater risk from

¹ See (Table 6.6.1) (DEIS identifies ten areas of conflict for Salt Lake County resulting from the 5800 West Freeway Alternative: 1000 South, 1200 South to 1500 South, SR-201, SR-201 to 3500 South; 3500 South to 4700 South, 8000 South to 8400 South, 8900 South to 9400 South, 10000 South; 10200 South; and 10700 South to 11200 South).

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highway activities and damage incidents. If relocation is required, Rocky Mountain Power prefers the power lines to be located outside of the System Interchange area.

2. 2100 South to 4700 South.

Placement of the 5800 West Freeway Alternative directly within the Utility Corridor would require the relocation of transmission lines within this segment. The DEIS concludes that the 5800 West Freeway will not “result in a complete loss” or affect the “long-term function and availability” of utility resources. (6-46). Rocky Mountain Power disagrees. The analysis again fails to provide a “balanced consideration” of the significant impacts of the proposed action to Rocky Mountain Power’s power lines. See 23 CFR 771.105(b). The “long term function and availability” of Rocky Mountain Power’s utility resources will be preserved only to the extent UDOT provides an equivalent substitute corridor to replace the transmission lines.

Based upon preliminary information provided by UDOT and its consultants, it appears that UDOT’s proposal to relocate the Utility Corridor between 3500 and 4700 South will cause significant impacts to Rocky Mountain Power and surrounding communities. For example, proposed relocations will result in crossing spans of approximately 900 feet, which will require line structures that are significantly larger in diameter to hold conductor tensions and other loads, and taller to maintain safe conductor clearances over roads and other obstructions. The DEIS has not considered the effect of larger and taller structures on visual resources. See (19.4).

The DEIS has not considered the effect of the required spans or the amount of right-of-way required if detail designs developed from accurate survey data ultimately dictates additional space requirements. Because additional right-of-way may be necessary, the conclusion that the 5800 West Freeway Alternative will result in only 44 fewer residential takings than the 7200 West Freeway Alternative appears optimistic and premature. See Table 6.6-2. The DEIS does not sufficiently convey the actual impacts, indirect effects, and cumulative impacts that would result from the proposed crossings and relocations in this area.

Furthermore, the proposed narrowing of the utility corridor to 160 feet will eliminate Rocky Mountain Power’s ability to construct a second additional 345kV double circuit line within the utility corridor as has been planned for many decades.

3. Wasatch Restoration Center.

Rocky Mountain Power operates its Wasatch Restoration Center at approximately 4100 South and 5800 West. The Wasatch Restoration Center is strategically located and provides Rocky Mountain Power with the ability to respond to and manage unplanned power outages across the Salt Lake Valley. This facility contains extensive manpower, equipment, and communication resources essential to Rocky Mountain Power’s ability to

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provide safe, reliable, adequate, and efficient service to its customers. The 5800 Freeway Alternative will eliminate the Wasatch Restoration Center. Monetary restitution alone is not sufficient to replace this property. A replacement property would have to be acquired with a central location in the Salt Lake Valley and one that would allow crews to access major highways and thoroughfares to expeditiously travel to outage locations.

B. 5800 West and 7200 West Freeway Alternatives

The freeway configuration is the same for both freeway alternatives south of 5400 South to the Utah County line (2-60). The following utility conflicts are common to both alternatives:

1. 8200 and 9400 South.

The proposed Utility Corridor crossings at 8200 and 9400 South would require the reconfiguration of the existing transmission lines. The result would be significantly more dramatic line angles at highway crossings and conductor spans of approximately 900 feet. The transmission line structures will be significantly larger and taller at these crossings to meet strength and clearance requirements. The DEIS has not considered the effect of larger structures on visual resources. See (19.4). Since the proposed utility corridor relocations were not based upon detail survey and right-of-way data, there is a significant likelihood that the proposed alignments will require additional right-of-way to achieve the proposed crossing angles and spans resulting in further impacts to adjacent private property and land uses.

2. Oquirrh Substation.

Rocky Mountain Power’s Oquirrh Substation is located adjacent to and east of the Utility Corridor at 10200 South, Old Bingham Highway. The proposed freeway borders the Utility Corridor on the west. This substation and the transmission lines that connect to it are critical to providing energy resources to local and regional customers. In addition to the transmission lines in the utility corridor, there are 3 existing 138kV and 46kV circuits entering the substation from the West, with additional 138kV and 345kV lines planned for construction in the near future. Rocky Mountain Power is in the process of expanding the substation to the north of the existing footprint. Construction is expected to commence by summer 2008. An additional 345kV double circuit line is scheduled to attach to the substation and proceed North within the utility corridor. Completion date for that transmission line is scheduled for 2012.

This general area is very congested with numerous existing high voltage transmission lines existing, some that are under construction, and others that are planned for construction within the near future. The proposed alignment of the Mountain View Corridor at this location adds to the congestion, creates enormous coordination risk for all

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of the various facilities and calls into question the feasibility of reconstruction and relocation of these facilities.

For example, the existing and future transmission lines entering the substation from the West present a unique and challenging scenario: the existing 138kV and 46kV lines and future 345kV and 138kV lines must be raised to cross the elevated freeway. Having spanned the proposed elevated freeway, the lines must then swiftly descend beneath the transmission lines in the Utility Corridor to enter the substation. It is questionable as to whether appropriate clearances between conductors could be feasibly maintained, even if the existing lines were raised. Furthermore, if the construction is feasible, the transmission line would pose increased safety concerns for Rocky Mountain Power workers who maintain these lines.

Rocky Mountain Power understands that, while not included in the DEIS, an option being considered by UDOT is to construct another interchange at Old Bingham highway. This would further exacerbate the congestion issues at this location and based on the information available to date is likely not feasible.

3. Camp Williams Substation.

The Porter Rockwell Arterial is proposed to connect to the freeway via a diamond interchange located adjacent to the Camp Williams Substation. See Table 2.2011; Figure 2-12.1. The interchange at this location requires Rocky Mountain Power to relocate and reconfigure at least 2 existing double circuit 345kV transmission lines. The interchange is elevated so that the transmission line crossings have to be reconfigured to allow shorter spans as well as provide additional clearance over the elevated freeway at the interchange. Preliminary information suggests a likelihood that when the detail survey and design is completed relocation of the transmission lines would not be feasible or safe. Similar to other crossing locations, larger and taller structures and additional right-of-way will likely be necessary. The freeway and a relocated underground water aqueduct are proposed to be located on the corner of Rocky Mountain Power's substation property. This taking will restrict Rocky Mountain Power's ability for future substation expansion. The proposed relocation of the aqueduct will require at least one existing 345kV structure near Redwood Road be relocated. Additional structures may be required to reduce span lengths. This may not be feasible considering the spans involved and the road conflicts.

4. Additional Access Issues.

The DEIS conceptually describes elevated and depressed portions of the Mountain View Corridor at various locations throughout the alignment, although not fully designed. In addition, retention and detention basins are planned adjacent to the Mountain View Corridor. While it is not clear at this point the precise location, elevations, or order of magnitude of these design elements, such improvements create significant and unknown access concerns to Rocky Mountain Power for maintaining its transmission lines. Rocky

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Mountain Power must be assured of its continued ability to safely and efficiently access its transmission lines and structures with trucks and equipment at all times, including during storm events when power restoration is critical.

5. Distribution Voltage crossings.

In addition to the major transmission line crossings identified above, numerous 12.5kV distribution voltage crossings exist within the proposed alignment. The DEIS fails to address the impact on Rocky Mountain Power in resolving numerous 12.5kV conflicts throughout the proposed corridor.

C. Southern Freeway Alternative

The Southern Freeway Alternative presents crossing issues similar to the Salt Lake County crossings. The crossing angles proposed by UDOT will require the installation of larger and taller structures with associated visual impacts and the acquisition of additional right-of-way.

Three additional comments:

1) Because the Mountain View Corridor has not been designed, Rocky Mountain Power has no present ability to adequately address all of the potential issues that might result from the construction of the highway. Rocky Mountain Power in no way waives any future right or ability to challenge the approval of the Mountain View Corridor as other impacts come to light.

2) If the Mountain View Corridor is given final approval, Rocky Mountain Power expects to be fully compensated for the relocation of its transmission and distribution lines, the impacts to its facilities including loss of or resulting restricted access to its facilities, the loss of the Wasatch Restoration Center, and any loss in the use of the easements corridor for existing or future transmission lines and other infrastructure. To the extent the impact of the highway results in a taking that is not monetarily compensable, Rocky Mountain Power would expect UDOT to take whatever measures are required to ensure Rocky Mountain Power's continued ability to provide safe, adequate, reliable, and efficient service to its customers in within the state of Utah and beyond.

3) Rocky Mountain Power does not have the ability to assess the impacts that may arise for the accommodation of other utilities presently located within the Utility Corridor. For example, Kern River has two high pressure gas lines within the corridor that will be effected by the highway. Such pipelines were allowed within the Utility Corridor pursuant to agreements that expressly dictate the protection of Rocky Mountain Power's transmission lines. Without the benefit of having the relocations planned and designed for the relocation of those facilities, Rocky Mountain Power is unable at this

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time to address conflicts for construction, timing of construction, vehicles used within the corridor, and other issues that may be significantly detrimental to Rocky Mountain Power and perhaps not feasible. The DEIS fails to address these issues and their magnitude.

Again, thank you for the opportunity to comment on the DEIS for the Mountain View Corridor.

Respectfully,

R. Jeff Richards
Senior Counsel
Rocky Mountain Power

cc: Steve Jensen

Comment 2315

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35.2.1V



JORDAN VALLEY WATER
CONSERVANCY DISTRICT
8011 South 1200 West • PO Box 70 • West Jordan, UT 84088-0070 • PH: 801.562.4200 • FAX: 801.562.4210

Richard P. Bay, General Manager (801) 562-4200
Bretton K. Perry, Assistant General Manager (801) 562-4200
Alan E. Finkbeiner, Assistant General Manager (801) 562-4200

Board of Trustees
Dale A. Corbitt, Vice
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Roger A. Gibson
W. Richard McDonald
Margaret A. Peterson
B. Jeff Rosenbaum
John C. Swanson
Gary C. Jensen

January 24, 2008

Mountain View Corridor
c/o Parsons Brinckerhoff
480 East Winchester Street, Suite 400
Murray, UT 84107

Subject: Mountain View Corridor Draft EIS Comment

To Whom it May Concern:

The Jordan Valley Water Conservancy District (JWCD) appreciates the opportunity to submit comments to the Draft Environmental Impact Statement for the Mountain View Corridor. Representatives of JWCD have met several times with members of the UDOT and PB&Q, Inc. team to discuss the impacts the proposed corridor would have on the Jordan Valley Water Treatment Plant (JWTP) site at approximately 15300 South 3200 West in Salt Lake City. JWCD operates the JWTP on behalf of its member agencies and the Metropolitan Water District of Salt Lake City and Sandy City. The JWTP is a critical facility to the drinking water supply for virtually all of Salt Lake County.

The drawings included in the draft EIS are not sufficiently detailed to assess the full impact to the JWTP site. However it appears the "Southern Freeway Concept - Camp Williams to 157th" drawing is consistent with the alignment which was previously discussed with Teri Newell and the PB&Q team. That alignment would impose upon, and render unusable for its intended purposes several acres of the JWTP site. It would also render JWCD property intended to provide future access to Redwood Road unusable.

In the prior meetings, JWCD expressed its concerns that the proposed alignment was incompatible with the JWTP facility. Several concepts to mitigate the negative impacts were discussed. These concepts included replacement of the lost property with other nearby property capable of providing the same functions (treatment solid residuals monofill and access to Redwood Road) to JWCD, payment by UDOT for additional costs to transport and permanently store treatment residuals offsite, and payment by UDOT for additional costs to build the monofill cells deeper. JWCD cannot commit at this time whether any of the proposed mitigation concepts will yield acceptable results.

Comment 2315 (continued)

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35.2.4P

JORDAN VALLEY WATER CONSERVANCY DISTRICT

Mountain View Corridor
c/o Parsons Brinckerhoff
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JVWCD recently became aware of a potential adjustment to the alignment termed the "Herriman Shift Option" (see attached drawing). This alternative appears to have much less impact on the JVWTP site. It also eliminates the need to replace several thousand feet of a 78-inch diameter aqueduct (contemplated in the original alignment concept) operated by JVWCD. The aqueduct is owned by the United States Bureau of Reclamation and delivers water to the JVWTP for treatment.

JVWCD strongly supports the "Herriman Shift Option" and requests UDOT proceed with this as the preferred alternative. I look forward to further discussions on this issue. Please call me at 505-4300 with any questions you may have.

Sincerely,



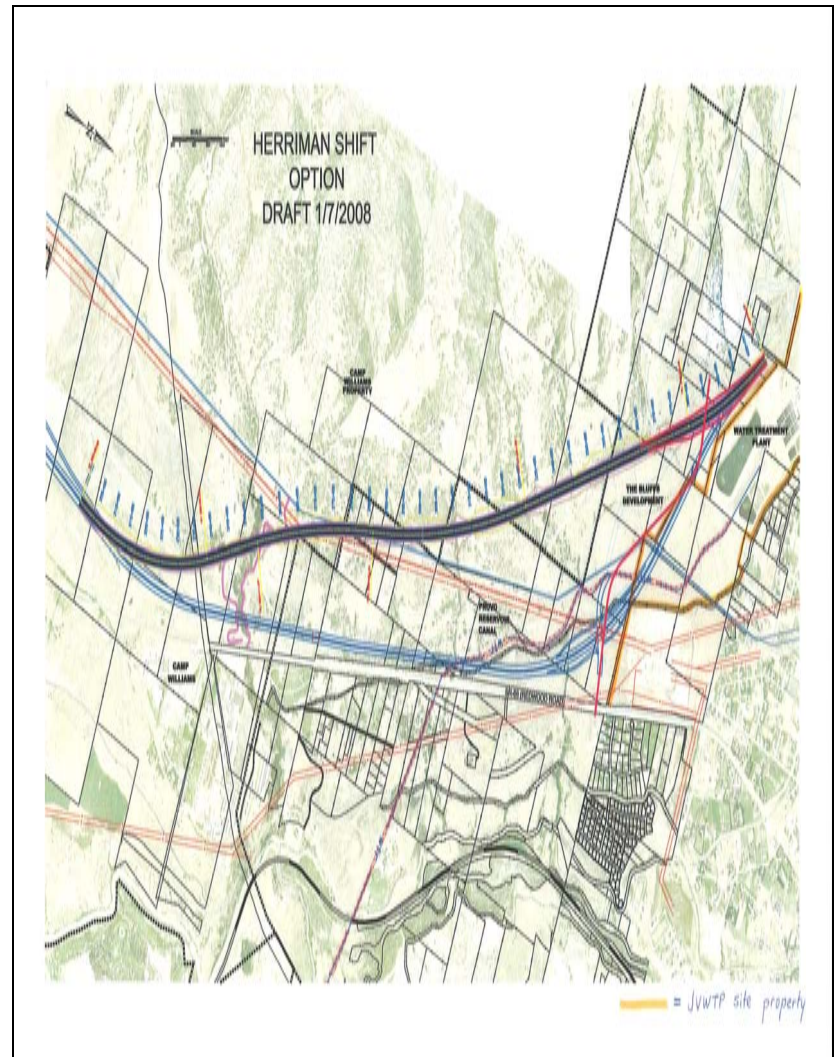
Alan E. Pickard, P. E.
Assistant General Manager and Chief Engineer

yse

Enclosure

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Comment 2316

Comment 2317

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From: Taunie Roethel <troethel@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 4:21 PM
 Subject: 5400 South

35.31C

I am in hopes that the opening of the outside lanes on 5400 S. will not be permanent. I am a resident in that area, and even having lived there for over the past 20 years, I find it hard to navigate, and remember that lane is open. If you put the nose of your car into that lane even 1 foot to check for oncoming traffic, because of trees and fences obstructing the view, you would cause a serious wreck. Please tell me you are re investigating this and looking at the consequences. I too would like to be able to travel up and down 5400 south with less traffic, but not at the cost of human life! Thank you, Taunie Roethel

Need to know the score, the latest news, or you need your Hotmail®-get your "fix".
<http://www.msnmobilefix.com/Default.aspx>

<https://email.udot.utah.gov/gw/webacc?User.context=htauidVd2qq8hg6Om4&Item.dr=832z4z0...> 1/25/2008

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From: "Erika Rose" <ke.rosefamily@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 3:58 PM
 Subject: Comments

35.2.7A

My concerns with this proposal is what it will do to dividing Lehi City. The size of the road will bring many challenges to Lehi, at the benefit of other communities. The amount of lanes for that area, will change it from a community to a highly traveled freeway, which people would avoid, except for everyday commuters. The neighbors in that area do not deserve that drastic of a change. Where will the funds come from for future development (i.e. infrastructure). The citizens of Lehi will be the ones to bear the cost of the city divided, and the added expense of development. The corridor going in place will make things more difficult for public safety, and normal maintenance crews. The response time will be increase, or the public safety departments will grow, but to what extent, will the safety of these employees be compromised. Lehi is already divided with I-15, and the avoidance of main street during peak hours, but I do not believe the solution to be the Mountain View Corridors proposed location for Lehi. I do agree that additional travel options need to be in place for those who chose to live further west. But this travel options need to keep the citizens of Lehi in mind also, as those citizens who chose to go further west knew of the roads that needed to travel. I would ask for further consideration into the option Lehi City has presented to UDOT at this time.

Thank you
 Erika Rose
 Concerned Citizen of Lehi

<https://email.udot.utah.gov/gw/webacc?User.context=htauidVd2qq8hg6Om4&Item.dr=829z5z0...> 1/25/2008

Comment 2318

Comment 2318 (continued)

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From: tina <sevendgrandkids@peoplepc.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 12:58 PM
 Subject: Move Mountain View Corridor to U111!

35.1.1H -Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".

35.12.1A -NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment"...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

35.12.4A -Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
 -Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy hoghways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as child will probably have less than healthy lungs all of his or her life". Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.
 -The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include reparatory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

35.2.1A -Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

35.2.4C -Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways). The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

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-It is nether reasonable nor rational to expect these residents to shoulder so much of the traffic congestion, noise, pollution, flooding and lowering property values when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually "east" of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was resigned to accommodate. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

PeoplePC Online
 A better way to Internet
<http://www.peoplepc.com>

<https://email.udot.utah.gov/gw/webacc?User.context=htauidVd2qq8hg6Om4&Item.dm=823z5z0...> 1/25/2008

Comment 2319

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35.2.4E

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From: "Jeremy Nielson" <jnielson@sjc.utah.gov>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 11:51 AM
 Subject: Mountain View Corridor

My name is Jeremy Nielson and I live in Harvest Hills Development in Saratoga Springs. I am in support of the Mountain View Corridor with the condition that it be depressed (below grade) when it is adjacent to existing developments (specifically Harvest Hills). There is an elementary school on the west end of Harvest Hills and Mountain View Corridor will be just west of the school. I think it is important that it be below grade for the safety of the kids.
DISCLAIMER

The information contained in this email is intended for the sole use of the addressee and is not for general publication. The information contained in this email may not be the most current and is subject to change by legislative action, plan review, and/or engineering standards and requirements. If you need to rely on this information, you should contact the City of South Jordan, by coming into city hall and requesting a copy of the information through a GRAMA request form. This email information shall not be considered as legally binding on the City of South Jordan. If necessary, you should seek independent legal counsel or opinions on these matters.

<https://email.udot.utah.gov/gw/webacc?User.context=htauudVd2qq8hg6Om4&Item.dm=820z5z0...> 1/25/2008

Comment 2320

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35.2.3J
 35.2.3K
 35.2.4O


Mayor William Woodford
 Council Member Brian C. Eklund
 Council Member David L. Hanks
 Council Member Larry Spaul
 Council Member Loren W. Meyer
 Council Member Loren W. Meyer
SOUTH JORDAN
16600 West Towne Center Drive / South Jordan, UT 84095 / Telephone: (801) 254-3742 / Fax: (801) 254-3393
 e-mail: info@sjc.utah.gov <http://sjc.utah.gov>
City Manager-Ricky A. Hovel

January 24, 2008
 Edward Woodford
 Mountain View Corridor
 2520 West 4700 South, Suite 9A
 Salt Lake City, UT 84118

Re: Comments on Draft Environmental Impact Statement for Mountain View Corridor
 Dear Mr. Woodford,

The City appreciates the opportunity to provide comment on the MVC. Below is a list of the City's comments based upon our review of the DEIS:

1. The City's preferred transit alternative is the dedicated right-of-way option. This option would be more in line with driver and pedestrian expectation and provide better access for the transit system.
2. In Volume 5 there are three transit alignments proposed: Baseline, Herriman design option 1 and Herriman design option 2. The City's preferred alignment is Herriman design option 2 shown in Volume 5, page C-22. There are references that the transit line follows the main street of planned Daybreak development. The correct name for this street is Grandville Avenue.
3. Pages S-12 & S14 show two transit stations south of 11400 S, while table 2.2-2 lists one station south of 11400 S. Considering that it appears these stations are not in South Jordan, the City doesn't have a preference either way we are just notifying you of a small error.
4. Volume 5 shows the transit and MVC crossing Bingham Creek (at approximately 10200 South Jordan). The City is preserving this drainage channel for pedestrian use and open space. Please include a bridge at this location that will accommodate these uses.
5. Daybreak has planned for a street crossing the MVC between 11000 South & 11400 South. The street name is Silver Mine. Please coordinate with Kennecott Development Company and the City to ensure that the street name is consistent with the development.
6. South Jordan City sees advantages to adding an interchange at Old Bingham Highway.
7. The City recommends that UDOT analyze the benefits of this option.

Please contact me if you have any questions on my comments.
 Sincerely,

 Jeremy A. Nielson, P.E.
 Deputy City Engineer

DISCIPLINED THOUGHT • DISCIPLINED PEOPLE • DISCIPLINED ACTION

Comment 2321

Comment 2321 (continued)

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35.12.1A

I am a resident of West Jordan City and my home is located on 5638 West and 8450 South. As one of the Salt Lake County residents significantly effected by the proposed Mountain View Corridor, I am extremely concerned by the negative impact this project will have upon the air quality (due to vehicle particulate emissions), traffic congestion (as 5800 West and 5600 West lie only two blocks apart), noise level, aesthetics, and property value.

35.6.1A

It is neither reasonable nor rational to build the Mountain View Corridor on 5800 or 7200 West (which runs substantially along the 5800 West alignment) as 5600 West will be developed to be six lanes (four travel and two transit). Two blocks is not a sufficient distance between these two roadways as the traffic entering or exiting will undoubtedly back up into the other during peak traffic times. The close proximity of these two high capacity roads will be counterproductive as they will create the congestion they were designed to alleviate. The congestion will often be in residential areas which should not be expected to accommodate 14 lanes within two blocks. The air quality (due to vehicle particulate emissions) during peak traffic periods will be undoubtedly well exceed what is allowed by the Clean Air Act.

There are 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor. Thousands of children reside or attend school within or near this corridor. The 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).

35.1.1A

The construction of these two roadways is possibly in violation of NEPA Title 1 Section 101 (42 USC ss-4331)(b) 2. which states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, aesthetically and culturally pleasing surroundings".

35.12.1A

NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

35.12.4A

Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.

The Lancet Medical Journal published an online study on January 26, 2007, proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

35.2.1A

The Official Journal of the American Academy of Pediatrics published an online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. The health risks include respiratory tract complications and childhood cancer. (There are many more recent studies with similar findings.)

Mountain View Corridor would be better moved to U111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic and pollutants in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U111 would better serve future and present communities and would eliminate the compounded impact to 5600 West throughout the Salt Lake County.

Bangeter Highway is only 2.8 miles from 5800 West. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

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35.2.4E

-If Mountain View Corridor is built on 5800 West beside residences it must be suppressed, with pumps installed and utilities realigned (including Kern River Pipeline) to accomplish this. An elevated eight lane highway with 20 foot sound walls two blocks from the 5600 West high capacity roadway would be unacceptable as the noise level in these residential areas would be unbearable. All possible steps must be taken to mitigate the numerous negative effects of this project.

It is neither reasonable nor rational to expect residents living along this corridor to shoulder so much of the traffic when other alternatives exist (7200 West does not alleviate the compounded effect). U111 is actually east of the possible 500,000 new residents to the proposed Kennecott development that the Mountain View Corridor was designed to accommodate. More than two blocks should separate these two roadways to avoid congestion and mitigate the impact upon thousands of Salt Lake County residents. If new roads are to be constructed they should be as efficient as possible, and not create additional congestion by being built too closely together.

Thank you for your thoughtful consideration of these concerns.

Don Noyes

dnoyes82@msn.com

Comment 2322

Comment 2323

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From: "Donald" <Don-ettech@qwest.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 24, 2008 8:40 AM
 Subject: Mountain View Corridor Objection

35.24A

I object to the proposal to build the Mountain View Corridor road because it will contribute to and facilitate residential and commercial sprawl, actually increasing vehicular pollution. It will be a subsidy for real estate developers, and any alleviation of traffic congestion will be short-term.

It would be better to widen the existing I-15 corridor.

Donald Dew
 Project Coordinator
 E.T. Technologies, Inc.
 6030 West California Avenue
 Salt Lake City, Utah 84104
 801-973-2065
 801-973-4245 (fax)

<https://email.udot.utah.gov/gw/webacc?User.context=htauudVd2qq8hg6Om4&Item.dr=800z7z0...> 1/25/2008

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35.15.4A

35.12.1A

Dear Ms. Newell,

It has been brought to my attention that there is a roadway expansion project planned for the western part of Salt Lake County connecting through the northwestern portion of Utah county. While I believe that it is an excellent idea to improve the conditions on Utah's highways, as there is much congestion, the roads are not of the highest quality, and incessant construction make traveling anywhere long distance a hassle, I am concerned about the location for the roadway. The intended path through the wetlands surrounding Utah Lake will cause more problems than it is hoped to resolve.

By cutting a 328 ft swath through the wetland ecosystem you endanger not only the species of plant and animal living there, but adversely affect people as well. Air pollution is already a significant problem in the valley, especially during the winter. Building this section of highway would only increase the air contamination. More cars and trucks mean more exhaust. The urban development which would almost surely occur after construction would lead to further traffic, pollution, and removal of more wetlands. While it is an option for people to simply spend less time outside when the air gets particularly bad, no one wants to live like that. Our focus should be on reducing pollution, not creating more.

The land around Utah Lake is notoriously damaged already. For years individuals and organizations have been working to restore the natural beauty to an area contaminated by pollution from Geneva Steel, local agriculture, and everyday waste. The wildlife now living there would have no where to go if the Mountain View Corridor is built straight through their home. Ducks, deer, geese, bald eagles, beavers and other creatures who inhabit this stretch of wetland may never return once forced out. We have seen from past experience in other areas around the country and around the world, that the natural environment affects us more than we can ever hope to understand. The repercussions for this act are long reaching and not entirely understood. A better knowledge of the outcome must be had before we move forward.

I am all for the improvements in transportation, but I also believe there are other ways to accomplish this goal than by plowing through wetland. As someone from a larger metropolitan area, I know for a fact that the mass transit system here could be significantly improved. This way fewer people drive and the air pollution is reduced. The intended stretch of highway could be put in a different location and still serve its purpose. By improving the east to west roadways the amount of traffic in the cities and the freeway would decrease significantly. The plans to improve transportation are needed and appreciated but please avoid the loss of wetlands at all costs.

Thank you,
 Rebecca Hammer



Comment 2324

Comment 2324 (continued)

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35.15.4A

Dear Ms. Newell,

I am writing to you with my concerns about the proposed Mountain View Corridor freeway project. The proposed freeway would wipe out a large portion of Utah's remaining wetlands. I recently went to visit the wetlands that would be affected by the freeway. I first visited a pond in the wetlands that would be right next to where the highway would be built. When I arrived there I saw a bald eagle perched on a tree; the tree was growing out of the pond. The eagle was very large and majestic. It would be really sad to destroy a habitat where our own national bird inhabits. The wetlands that would be destroyed also provide a place for birds to live as they migrate south, especially from Canada. That day out in the wetlands I felt really connected to nature. We saw a number of other animals and tracks in the snow. I even got to see an owl for the first time. The experience will be an unforgettable one and it would be such a great one for many other people to enjoy.

Not only would the Mountain View Corridor freeway project destroy the habitats for animals and the nature for people to enjoy, it will greatly affect the water system. Wetlands are very important to their environments. They supply and hold a lot of the water for the aquifers. In order to build a highway they will have to lay cement a few feet down in the ground because the ground is so soft. This will greatly disrupt the water flow and supply and even with feet of cement, after a few years the freeway will sink and costly repairs will be needed. Wetlands are also the best at holding large quantities of water. They are nature's flood prevention. One of the reasons hurricane Katrina caused so many floods in Louisiana is because the wetlands had been destroyed. Granted we do not have hurricanes hitting us but these natural flood buffers could save a lot of lives in the future.

35.24A

Along with damaging the environment, the freeway is not the best solution for long term transportation sustainability. The "population" of cars and the amount of traffic is increasing at a much greater rate than the actual growth of the population. The Mountain View Corridor freeway would invite a lot of urban sprawl and Utah County will end up in the same situation it is in right now only a few years down the road. Alternatives need to be addressed in order to sustain the environment and create a sustainable transportation system.

35.2.9A

There are a number of other options to solve the transportation problem and save the wetlands. One option is to immediately construct the Lehi City approved 2100 North corridor to relieve congestion and alleviate the traffic on Main Street. Another alternative is to create a connection for Salt Lake bound traffic from Redwood Road to I-15 just north of the point of the mountain. This will alleviate traffic to and from Eagle Mountain and Saratoga Springs. With the future in mind, another option is to create an integrated rapid mass transit system to greatly reduce the impacts on our freeways with hubs and direct connections to Saratoga Springs and Eagle Mountain. This last idea had worked for a number of other places where transportation is a big issue. It could potentially save billions in the long by creating a mass transit system as opposed to more and more freeways.

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These are only a few of the many alternatives to destroying such a vital part of the environment in Utah County. Alternatives should be looked at to sustain the ecosystem and the transportation for a much better future.

Thank you for your time and consideration.

Sincerely,

Emily Elkins

Comment 2325

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35.15.4A

2/12/07

Dear Ms Newell,


I am writing regarding the issue at hand concerning the Mountain View Corridor. I'm sure you have received many emotional responses on this topic, but I would urge you not to overlook them. This debate is a valid one, and by not listening to all of the sides, you will be taking the easy way out. This, supposedly easy way, will turn out to cause many trials and disappointments just a few years down the road. Short-sidedness has been and will continue to be the downfall of Americans unless we start a change.

The proposed MVC will cut through, and destroy, a large portion of valuable wetland. Wetland? You may ask. What is the importance of Wetlands? Well, if you were to take a quick look at this fragile ecosystem you would see numerous reasons to keep it. I'm talking about all the wildlife that thrives in this environment. Animals as well as plants need this specific arrangement to survive and by destroying their home, we will be destroying them.

Its either human homes or animal homes, you may argue. But this short-sided philosophy is what keeps getting us into trouble. Sure the wetland is good for animals, but its good and, I would argue, necessary for humans too. A natural arca, such as this wetland provides an escape for busy people; an excuse to relax, take a deep breath, and reconnect with their natural self. History has proven the connection that exists between man and nature. As we continue to destroy nature, we will undoubtedly be destroying ourselves. Aside from the aesthetical aspects of the wetland, this unique ecosystem provided important functions for us. Denitrification, which although can be detected in many soils, is most abundant in wetlands. This process is working hard to reverse some of the detrimental effects humans actions are having, especially with regards to the use of fertilizers. Nutrient recycling is important if we want to keep our earth happy and healthy and this ecosystem provides one of the best ways for this to happen.

I understand that your job on this topic is not an easy one. But please, don't let the mind frame of so many American's cloud your view. The solution to this problem is not an easy one. We must unite all sides to come up with a balanced alternative that will benefit, not harm, future generations. Its time to become creative in our ways of thinking and time to stop relying on old ideas of how to manage the environment for human gain.

I appreciate your time and consideration on this topic.

Kirsten Clark


Comment 2326

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35.24A

35.15.4A

35.12.1A

35.2.9A

Dear Ms. Newell,


I am writing in regards about the proposed Mountain View Corridor (MVC) freeway project and understand that you are in charge of it. I wanted to let you know that I am very concerned about this project because this proposed freeway will destroy the very valuable wetlands by the Utah Lake. There are many harmful environmental and human health effects that can be associated with the building of this new freeway. Furthermore, the congestion that the MVC will cause, will lead to an extensive development and an urban sprawl. Also, I wanted to let you know there are better alternatives than the Mountain View Corridor.

The MVC will destroy the precious wetlands that are on the northern shoreline of Utah Lake. The new freeway will destroy the habitats for several species for migratory birds and waterfowl, mammals, reptiles, amphibians, and fish. This is a horrible thing for the project to ruin the ecosystem of these wetlands and destroy the habitats for several species!

There will be many harmful environmental and human health effects if this project happens. For example, there will be more pollution caused from more traffic. Utah Valley is already suffering enough from polluted air; we do not need any more. MVC will also disrupt people's lives and property. People will dislike having a freeway so close by because it will destroy their quality of life. People enjoy living in nice areas without lots of traffic and without a freeway ruining a wetland. Also, having another freeway will make our Utah Valley more like another Las Vegas or let's say, Los Angeles and this valley does not want to be like that.

Also, I believe that there are a few better alternatives than having the MVC. For example, C.O.S.T. has come up with a couple supported alternatives. One is to immediately construct the Lehi City approved 2100 North corridor to relieve congestion and alleviate the traffic mess on Main Street in Lehi. Another example is to create a connection for Salt Lake bound traffic from Redwood Road to I-15 just north of the point of the mountain. This will alleviate a huge amount of traffic to and from Eagle Mountain and Saratoga Springs. These two alternatives are just a couple of things that could be done instead of having the MVC be put in.

Thanks for your consideration and please consider the precious wetlands by Utah Lake that would be destroyed if the MVC was put in.

Sincerely,


Sarah Miller
Provo, UT

Comment 2327

Comment 2328

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35.15.4A

To Whom It May Concern:

The recent proposal to destroy the Utah Lake wetlands to make room for the Mountain View Corridor has made me think about the implications of destroying one of the most useful habitats in Utah. The benefits of the corridor are constantly advertised, but what about the drawbacks and effects it will have on the land it will run through? The proposed corridor will be located on the northern shore of Utah Lake, which is home to much of the county's biodiversity. The wetlands also provide recreational areas and bring an added measure of peacefulness to an otherwise very loud and busy urban area.


There are many positive functions of these wetlands that would be lost if a highway decimated them. For example, wetlands protect terrestrial areas from floods and storms that come off of the lake. The existence of wetlands also acts as a place for water storage and controls the flow of nearby streams and rivers. Destroying the wetlands would eventually lead to more flooding of the area surrounding the lake, which would be costly to the people who live near the wetlands. That is, if they still live there. The current proposal for the location of the corridor cuts through many homes in popular developments.

Another of the main functions wetlands provide is to act as a sort of water filter. Wetlands filter the lake water making it cleaner for animal and human use. Heavy metals, toxic chemicals and natural waste are all filtered out of the water when it resides in the wetland, ultimately making it much safer for its consumers. The EPA projects that it would cost over \$5 million dollars to build a water treatment plant to perform this same duty, and even more money to run and maintain the plant each year.

The vast variety of plants found in wetlands also helps prevent erosion. Erosion of the land once a highway is built on it will make it an undesirable habitat for plants and animals, and in the future it will become an unusable plot of land because all of the valuable topsoil and nutrients will have disappeared. While a portion of this unusable land will be covered in concrete, the rest of it will remain forever desolate, without being able to be used for farming or as a natural habitat for plant and animal species. Eroded land also increased chances of flooding.

In many states, the conservation of wetlands has actually helped to bring in revenue, whether it is from recreation or sport and commercial fishing. The building of the highway would cost millions of dollars, but leaving the environment how it is will subsequently save the state millions of dollars because it will not only bring in money from its recreational use, but also save the money that would eventually be spent to filter water once filtered by the wetlands.

Utah is known for its offering of natural beauty. In fact, the state's nature is one of the things that draws people to live here. Not only will the Mountain View Corridor affect the animals, birds, fish, insects and plant life, but it will cut through a housing development in which residents now live in a quiet, peaceful, natural environment - something the housing development advertises to future homeowners. It is clear that while the Mountain View Corridor would be a benefit to travelers in Utah, it would ultimately be a destructive force to the animal, plant, and even human, life in the area. Wetlands are certainly not wastelands and legislators and local residents should be encouraged to seek other modes of encouraging public transportation while preserving the benefits of these natural environments.

Sincerely,
Maria Hartley


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35.15.4A

35.2.8A

35.2.1H

Mountain View Corridor Letter to UDOT
Mary M. Baker
February 12, 2007
Environmental Biology

Letter to UDOT

Dear Ms. Newell,

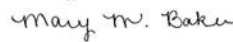
I am writing concerning the proposed Mountain View Corridor project in Utah Valley. I am a youth from the eastern states studying Environmental Science and am working to build a better world by partnering with local residents and organizations in creating healthier and happier communities. The ominous threat of environmental instability in the world and, at the same time, my hope in a sustainable and healthy future for myself, my family, and the world mobilize me to action.

Although not a long time resident of Utah Valley, I am intimately familiar with and aware of the value of the wetlands at the north end of Utah Lake that one of the proposed MVC alignments would devastate. I have watched hundreds of birds frolic in the morning air on the ice-covered wetlands, listened to owls in nearby bushes, and followed the footprints of various wild animals at the Mill Pond spring source, the Spring Creek wetlands, and the Jordon River outlet. And I have listened to life-long residents of Utah County express their fears and deep concerns about the adverse communal environmental and societal affects of the Mountain View Corridor project on their lives, family, property, and community.

On behalf of Utah Valley's present and future generations, I beg you to rethink your plans for the Mountain View Corridor connection. Instead of alleviating traffic congestion and meeting transportation needs in Utah County by doing business as usual, in anticipation of extensive development, growth, and urban sprawl UDOT should be thinking forward by expanding existing east-west arteries, investing in community-centered developments that reduce the need for a heavy reliance on automobiles and support walking and biking, and by designing a mass transit system for moving people and goods between communities.

By making public transportation, bike paths, and pedestrian routes easily accessible for people, UDOT can greatly reduce Utah's oil and energy dependence in the future, and allow communities to enjoy improved air quality, better commuting efficiency, and many other public health benefits today and work towards building a more vibrant and livable urban centers.

I thank you for hearing our concerns and hope you will not be short-sighted but will move forward in a smarter way with responsible, healthy and sustainable development.

Sincerely,

Mary M. Baker

Comment 2329

Comment 2330

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To whom it may concern;

Upon hearing about the proposal to build a new highway throughout the Utah Valley area, I became greatly concerned. This new highway, although adding convince, would also add to the list of troubles in the environment. This new highway would destroy the wildlife and ecology in the wetlands and contribute to poor air quality and public health.

Wetlands are a vital system in the ecology, creating a home to many endangered species and protecting the land from harm. Without wetlands, nature's effects have a bigger toll.

35.15.4A

Wetlands control flooding while filtrating the water supply and controlling sediment build up. Without wetlands, the area's water supply is greatly affected as well as all the people around when floods arise. With the addition of the Mountain View Corridor to Utah Valley, many acres of wetlands will be destroyed; taking along with it many species of plants and animals as well as vital natural protection against the dangers nature can create.

35.2.1H

There are many other alternatives to building the Mountain View Corridor including the increased use of public transportation. Highways make driving easy and convenient, the more highways, the faster the travel time, and the more people will drive; and when this happens, air pollution increases. We live in an area with bad enough pollution as it is, and when inversion comes in, the pollution gets trapped in for nearly months at a time, endangering the health of the public. If this highway is not built and instead the effort is put into not only improving and expanding public transportation, this need of a new highway will not be as present.

35.12.1A

Transportation is not the only answer, there are many other alternatives and possibilities. I would only ask for you to please consider the long-term effects of the environment being destroyed if this highway comes through the wetland area and look for better alternatives.

Thank you for your time,

Christine Ambruster

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Ms. Teri Newell

I am writing to voice my concerns regarding the MVC project. I am a concerned citizen hoping that our civil servants are truly serving our societies best interests, not what seems like a popular idea or a quick fix.

I am sure you have received a lot of mail about this, the propoganda for both sides of the argument have done well to sway people's opinions. I don't pretend to have all the answers, but I do believe that a new freeway is only a temporary solution with a very serious permanent cost. The wetland area surrounding Utah Lake cannot be replaced. Pollution will continue to grow and life quality will plummet.

35.2.1H

No matter where the new freeway is placed there will be angry people. I feel a freeway is an easy short-term answer to a growing problem. A long-term solution may be available, but I know it will be more difficult. I have just come back from traveling abroad; I saw how great public transportation systems can be. Truth be told even some of the third world countries have us beet hands down when it comes to public transportation. People here just don't rely on public transportation enough. That is where the challenge is, changing the mindset of our society. We must help them see that the only way to protect our natural resources, economy, and overall welfare is to stop the unnecessary burning of fossil fuels and use a public transportation system. It is a sink or swim situation.

If our efforts were to focus on this I feel that a more permanent solution to the traffic and pollution problem could be reached. I believe with a little creative planning, and of course with some sacrifice, a better solution can be reached. One that will respect the stewardship we have been given over this choice piece of land.

Sincerely,

Gage C. Herbst
Resident of Alpine, Utah

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Comment 2332

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Response
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Michelle Newbold
1849 N Freedom Blvd #307
Provo, Utah 84604

Teri Newell
488 E. Winchester St., Suite 400
Murray, Utah 84107

To Whom It May Concern:

I am writing to add my voice to the many that have cried out in protest of the Mountain View Corridor in Lehi, linking the corridor on the west to the I-15 in the east.

U-DOT has four proposals for this link using arterials through Lehi. Each of these plans admittedly has varying effects, from loss of homes and historical sites to economic effects to environmental effects. Each of these effects must be carefully weighed in selecting the alignment of the corridor. It seems that those plans with the least environmental impact are also those with the greatest impact on homes. There does not seem to be any method for pleasing all parties in this case. However, I would like to emphasize the importance of maintaining the status of the wetlands as a more pristine portion of the environment, not only for recreation's sake, but because of the essential role that the wetlands fills in the cycling of resources.

The wetlands of Utah Lake have a variety of functions in our environment. First, the wetlands are an important habitat for several species of migratory birds and waterfowl, mammals, reptiles, amphibians, and fish. This makes it a key recreation area for hunting, trails, and other natural enjoyment. Even though it may seem that the freeway will only affect the area of wetlands that it cuts through, the impact will be much more widespread. The wetlands will be sorely missed aesthetically and habitually by the species that call the area home. Second, the wetlands functions as a biological sink for a variety of compounds, including nitrogen, phosphorus, and carbon. While these nutrients are essential for plant growth, there must be a balance in the distribution of these nutrients. Part of the reason that global warming has become such an issue of concern is because of the depletion of wetlands—the sinks for disposal of excess nutrients. In the biogeochemical cycle of carbon, for example, the excess organic carbon matter will eventually be dumped into the wetlands, where it can remain for many years, not accessing the atmosphere as a gas where it can have detrimental effects. The wetlands prevents the carbon's access to the air and instead puts the carbon to work in composing useful compounds that have long-term benefits for the environment. The story is similar with other bio-geochemical cycles.

While saving the wetlands may seem to be a poor plan because of the houses affected, in the long run, saving the wetlands may actually save more lives because of the improved condition of the environment. In deciding where to lay the corridor, please consider and remember the crucial role of the wetlands in our lives. Even a 324 foot swathe through the wetlands can have a major impact in our lives, in the environment, and more importantly in the lives of our children as they inherit what we leave them.

Most Sincerely,

Michelle Newbold

35.15.4A

35.15.4A

35.2.1H

Aaron Aders
2-11-2007
Letter to UDOT

To whom it may concern,

As a life-long citizen of Utah it depresses me to see the lack of respect and consideration shown to the natural habitats here and the eco-important systems we are so blessed with. There are other places that would love to have a small piece of the type of natural wildlife that we still have here in Utah, and it is our responsibility to maintain it.

This proposed Mountain View Corridor is an abomination! I am not a patient person and I do have a hard time with traffic, however, I do not think sacrificing acres and acres of our irreplaceable wetland is a practical solution. Doing this would kill and run out several species of itinerant birds and other fowl as well as a variety of mammals, fish, amphibians, and reptiles. They were here first, they may not have a voice but it is imperative to consider them still.

Since we as humans usually think egoistically, let me point out that not only would we be replacing natural wildlife with noisy, polluted roads but we would be affecting our own well being also. One, by upsetting the Wasatch front's natural flooding buffer. Two, it is possible that the groundwater recharge may be disrupted. Thirdly, the pure aesthetical benefits that we receive will be needlessly replaced with more sprawling urbanization.

There are alternatives. Instead of going through the limited amount of wetlands that we still are clinging onto, we can build it elsewhere. Why not consider an east-west mass transit system to the Mountain West Corridor. That way we can avoid disturbing the wetland habitat.

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I know that it not the easy, right now answer that many are looking for, but there has to be other options. Another being to improve our States mass transit systems, and to place them away from the wetlands, and to offer incentives for those that are willing to use them. This would improve traffic problems, protect our natural habitats, and improve the quality of life here as well.

I fear that by avoiding the ruining of wetlands now we are just delaying the inevitable. I hope that we can think of the importance of Mother Nature now and always. We need to so that we can preserve the things we have for our future generations.


Thank you,
Aaron Aders
Lindon, Ut

Comment 2333

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United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, DC 20240



JAN 29 2008

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PEP/NRM

ER 07/934

Edward Woolford, P.E.
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Woolford:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation for **Improvements to Mountain View Corridor, Salt Lake and Utah Counties, Utah**. The Department of the Interior (Department) has reviewed the document and submits the following comments.

WILDLIFE COMMENTS

General Comments

The Fish and Wildlife Service (FWS) has been a cooperating agency on this project and appreciates the extensive coordination with the Utah Department of Transportation (UDOT) and the Federal Highway Administration (FHWA). The Department acknowledges the effort that the UDOT and FHWA have made to maintain the flow of information and dialog throughout the planning process and support UDOT's selection of the 5800 West alternative in Salt Lake County and the 2100 North alternative in Utah County. As indicated by the wetland functional assessment and the wildlife habitat assessments, these alternatives will have the least impact on fish and wildlife resources. We support the incorporation of transit into this project, and encourage further development of transit options on the Wasatch Front.

The Department acknowledges that this corridor lays in an impacted landscape, with historic human use and present growth patterns that affect wildlife habitat quality significantly. Because this is a new roadway, the Mountain View Corridor will introduce new disturbances, fragment existing habitat and potentially increase the pace of development in some areas. Our recommendations are focused on avoiding and minimizing fish and wildlife-related impacts from this project and mitigating those impacts when they are unavoidable.

35.15.1A

Comment 2333 (continued)

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35.15.2C

Specific Comments

Page 15-14, Section 15.4.2.3 – This paragraph on springs should be its own section rather than incorporated into the Jordan River section. We understand that a survey for springs has not yet been conducted but will be done as part of the Section 404 permitting process. Although a spring survey was not done at the early planning stage, we do recommend a continued emphasis on avoidance of impacts to these important resources. This will require UDOT retain some degree of flexibility in road design and alignment that could permit modifications to be made. If springs are located, we recommend that the UDOT work with the resource agencies to determine appropriate steps to take regarding assessment, biotic surveys, and establishing suitable avoidance and minimization measures.

Page 15-15, Table 15.4-2 – The fish species listed in this table should include the Utah sucker, *Catostomus ardens*. Also, the list of bird species does not represent a comprehensive list of all the bird species that use the habitats along American Fork Creek and Spring Creek. We recommend you change the last sentence on page 15-14 and the title of Table 15.4-2 to reflect this as a sample of species, or list all the species that use these stream and riparian habitats.

Page 15-25, Table 15.4-3 – It is unclear if this table identifies Federally-listed species in Salt Lake County, or in both Salt Lake and Utah Counties. It appears to be listing both, but the text describes only those found in Salt Lake County. Please edit the title of the table and the text accordingly.

Page 15-26, Table 15.4-4 – There is potential habitat, albeit a low probability of occurrence, for bobolinks and grasshopper sparrows within the study area; Appendix 15A lists the bobolink as a species with a historical incidence within the study area. Also, the four bats listed have potential for occurrence in the study area. Specific surveys were not conducted for these species. Therefore, we recommend editing the table to reflect potential occurrence wherever suitable habitat exists.

Page 15-28, Section 15.4.3.3 – The document states the playas south of I-80 provide poor-quality habitat for long-billed curlew. The HSI wildlife habitat assessment was applied specifically to black-necked stilts and American avocets, and may not directly apply to curlew; in fact, curlews have been sighted in these playa areas. In addition, the playa areas south of I-80 increase in importance during high-water years when many other Great Salt Lake-associated playa wetlands are inundated, and the higher elevation habitats function as wildlife refugia. We recommend this section add discussion to this effect.

Page 15-28, Section 15.4.3.4 – The migratory birds listed here appear to be a subset of the FWS Birds of Conservation Concern (BCC) list. Please confirm the source of the bird species list. The BCC list identifies those avian species that, without additional conservation actions, are likely to become candidates for listing under the Endangered

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Species Act. We recommend that species on the BCC list that may occur in the study area be evaluated to determine the potential for effects from the project. 3

Page 15-28, Section 15.4.3.4 – In the Migratory Birds section is the phrase, "...some nesting habitat could exist within or near the impact analysis area." Without a doubt, many birds do nest within the impact analysis area. We recommend changing this sentence to read: "Nesting habitat for many other migratory bird species exists within the impact analysis area."

Page 15-60, Table 15.5-7 – We recommend you reconsider your "No effect" determination for June sucker for the Southern Freeway and Arterials Alternatives in Utah County, given the possibility of indirect adverse effects from contaminated roadway runoff into tributaries to Utah Lake. The UDOT preferred alternative at 2100 North would remain a "No effect" for June sucker. We suggest modifying the text on page 15-61 accordingly.

Page 15-62, Table 15.5-8 – See our comment for Page 15-26, Table 15.4-4. We recommend editing the table to reflect the potential impacts for species that may occur in the study area, including those mentioned in our comment on Table 15.4-4.

Page 15-85, Section 15.5.3.4 – The 7200 West alternative would effectively bisect a large playa complex that is of moderate quality and has particular value during high water years as refugia for wildlife. Fragmentation of this relatively contiguous block of playa habitat would be detrimental to wildlife species that utilize this area, such as American avocet, long-billed curlew, and black-necked stilt, and could preclude these species during high water years when these playas are of particular value. Furthermore, we disagree with the statement, "...most species that use the ecosystem impact area are probably already adapted to these noise levels." Available literature from other areas with similarly open habitat types document a decrease in density of nesting birds near highways, a decrease in biodiversity, and increases in roadkill mortality (Mumme et al. 2000, Findlay and Burdages 1998, Reijnen et al. 1994, Van Der Zande 1980). While some species do persist in more disturbed environments, it is likely the wildlife population would be larger, with greater reproductive success, and a greater diversity of species without the disturbance. We recommend this statement (also found in Wildlife Noise Impacts sections throughout the document) be removed. We also recommend that the Threatened, Endangered, and Sensitive Species section address the potential for effects to long-billed curlew, a State sensitive species, and that the Migratory Bird section address potential effects to other migratory birds including shorebirds.

Page 15-92, Section 15.5.3.5 – The DEIS states that "Noise disturbance... would be the same for both (5800 West and 7200 West) alternatives." We believe that noise disturbance to existing wildlife would be greater for the 7200 West alternative, because the playa habitat is currently less disturbed, less fragmented, and of higher quality than that of the 5800 West alternative. Given the distance to which birds are affected by

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noise disturbance (over 3,500 feet for some species), construction of a road at 7200 West would introduce a new level of disturbance and would likely deter many species that currently utilize this area. Other effects of noise disturbance include population density declines and negative effects to reproductive success in bird species.

Page 15-97, Section 15.5.4.1 – The DEIS states, relative to the Southern Freeway alternative: "...due to the constant urban background noise...most species that use the ecosystem impact analysis area are probably already adapted to these noise levels." We disagree with this statement. The Southern Freeway proposes a new 6-lane freeway through a largely agricultural, albeit developing suburban area. The HSI model assessed wildlife habitat as being of moderate to high quality through much of the corridor (page 15-94). Highways, and the associated noise disturbance, have been well documented to incur decreases in biodiversity and reproductive success for many species, including migratory birds (Mumme et al. 2000, Findlay and Burdages 1998, Reijnen et al. 1994, Van Der Zande 1980). We recommend the DEIS discuss this potential for impact, specifically relative to migratory birds and sensitive wildlife species.

Page 15-99, Section 15.5.4.1 – As mentioned in the comment above (Page 15-97, Section 15.5.4.1), this Migratory Bird section would be improved by expanding discussion of the indirect impacts of the project (i.e., noise, disturbance, and fragmentation). In addition, the Birds of Conservation Concern are referenced here, but it is not clear if the list was used to identify birds to specifically evaluate. We recommend that species on the BCC list that may occur in the study area be evaluated to determine the potential for effects from the project.

Page 15-119, Section 15.5.5.1 – In addition to the mitigation described in this section, we recommend that UDOT commit to the following additional measures:

- 1) Time tree and shrub removal to occur during the non-nesting season (approximately September 1 – April 30). If this is not possible, conduct preconstruction surveys to determine whether active bird nests are present; active nests found the area should be left untouched until the young have fledged.
- 2) Raptor nests within the range of disturbance of project activities (refer to the FWS Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances [2002]) will be surveyed prior to construction activity if the construction will occur during the nesting season. We recommend identifying nests prior to trees leafing out and surveying again after nesting has begun to determine which nests are active, and what species are utilizing them. If an active raptor nest is identified, the UDOT will coordinate with FWS and/or UDWR to determine appropriate buffer distances and duration given the species and nest location.
- 3) Removal of riparian vegetation, including willow and cottonwood, will be avoided

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where possible. UDOT will mitigate for riparian vegetation that must be removed by replacing or enhancing with an equivalent riparian acreage.

- 4) Many bat species utilize bridges and culverts, particularly as natural roost structures are diminishing. We recommend UDOT consider opportunities to promote and encourage bat roosts under bridges (particularly over waterways) as a low-cost means of benefiting wildlife. The Utah Division of Wildlife Resources may also be helpful in this conservation effort.

Page 15-120, Section 15.5.5.1 – We have three comments on this page:

- 1) Regarding mitigation for temporary impacts to vegetation, we recommend you change the sentence to: "Mitigation would include all of the following measures".
- 2) The sentence, "Direct impacts to nesting migratory birds and other bird species in appropriate habitat near the playa wetlands in Salt Lake County and in Utah County can be avoided by..." should include all habitat types, not just playa. We recommend you eliminate the portion "In appropriate habitat near the playa wetlands in Salt Lake County and in Utah County".
- 3) The FWS cannot issue take permits for relocating and potentially taking migratory birds. There is no permitting procedure for incidental take under the Migratory Bird Treaty Act.

Page 15-122, Section 15.5.5.1 – We have two comments on this page:

- 1) We recommend that gabions or other armoring methods not be used for bank stabilization purposes. We support the use of bioengineering techniques and live vegetation to the extent possible.
- 2) We recommend the statement, "Seed mixes and plantings should reflect the native species that were present before the area was disturbed" be changed to: "Seed mixes and plantings will be comprised of native species."

Page 27-24, Section 27.12.1.2 – We have two comments on this page:

- 1) The sentence, "Direct impacts to nesting migratory birds and other bird species in appropriate habitat near the playa wetlands in Salt Lake County and in Utah County..." is confusing. This should include all habitat types, not just playa.
- 2) FWS cannot issue take permits for relocating and potentially taking migratory birds. There is no permitting procedure for incidental take under the Migratory Bird Treaty Act.

Comment 2333 (continued)

Comment 2333 (continued)

Response
Section in
Chapter 35
↳

Response
Section in
Chapter 35
↳

35.28B

Page 27-26, Section 27.12.1.2 – We recommend the statement, “Seed mixes and plantings should reflect the native species that were present before the area was disturbed” be changed to: “Seed mixes and plantings will be comprised of native species.”

SECTION 6(f) COMMENTS

We have reviewed the Draft Environmental Impact Statement and 4(f) Evaluation, in relation to any possible conflicts with the Land and Water Conservation Fund (L&WCF) and the Urban Park and Recreation Recovery programs. We have found numerous L&WCF projects that could be impacted in Salt Lake and Utah Counties:

- 49-00330 – Storm Mountain Park
- 49-00331 - Sandy City 30 Acre Park
- 49-00333 - Wasatch Mountain-Soldier Hollow
- 49-00334 – Willow Ponds Park
- 49-00335 – Utah Lake State Park
- 49-00336 – Heritage Park
- 49-00340 – Bluffdale Park
- 49-00351 – Hillman Recreation Area
- 49-00360 – Meadows Park

We recommend you consult directly with the official who administers the L&WCF program in the State of Utah to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states:

“No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the ten existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.”

The administrator for the L&WCF program in Utah is Mr. Seth McArthur, Grants Coordinator, Utah Division of Parks and Recreation, 1594 West North Temple, Suite 116, Salt Lake City, Utah 84116. Mr. McArthur’s phone number is 801-538-7354.

SECTION 4(f) COMMENTS

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources. We acknowledge that you have consulted with the Utah State Historic Preservation Office and other agencies regarding the use of Section 4(f) properties.

35.28C

LITERATURE REFERENCED

Findlay, C.S. and J. Bourdages. 1998. Lagged response of wetland biodiversity to road construction. Unpublished report. University of Ottawa. 16pp.

Mumme, R.L., S.J. Schoech, G.E. Woolfenden, and J.W. Fitzpatrick. 2000. Life and death in the fast lane: demographic consequences of road mortality in the Florida scrub jay. *Conservation biology* 14(2): 501-512.

Reijnen, R. and R. Foppen. 1994. The effects of car traffic on breeding bird populations in woodland. I. Evidence of reduced habitat quality for willow warblers (*Phylloscopus trochilus*) breeding close to a highway. *Journal of Applied Ecology* 31:85-94.

Van Der Zande, A.N., W.J. Ter Keurs, and W.J. Van Der Weijden. 1980. The impact of roads on the densities of four bird species in an open field habitat – evidence of a long-distance effect. *Biological Conservation* 18:299-321.

We appreciate the opportunity to review this document. Please direct wildlife questions to Betsy Herrmann, FWS 801.975.3330 ext. 139, Section 6(f) questions to Terree Klanecky, NPS 402.661.1556; and Section 4(f) questions to Roxanne Runkel, NPS; 303.969.2377.

Sincerely,

for 
Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc:
TeriAnne S. Neewell, P.E.
Mountain View Corridor Project Manager
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84114-1245

Comment 2334

Response Section in Chapter 35 → 35.6.3A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Talia Dossel
 Organization (if applicable): S.O.T.T. (Dossel Family LTD.)
 Mailing Address: 3883 So. Stodd.
 City: W.V.C. State: UT ZIP: 84720
 Phone: 928-0797

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COMMENT**

CALL BEUSELESS (S.O.T.T.T)
AT 2222 So. 5300 W.
ARE NOT LISTED - WHY?!

Comment 2335

Response Section in Chapter 35 → 35.6.3A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: BUD EASTIN
 Organization (if applicable): PARTRIS MART
 Mailing Address: 4707 So. DUTCH CT.
 City: SLC State: UT ZIP: 84117
 Phone: 801-576-4729

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COMMENT**

My name is: BUD EASTIN
COMMENT# 15 : PARTRIS MART
5850 W 2300 SO. W VILLY UT 84128
Phone: 801-576-4729
We are a auto truck repair
parts yard, all year late model (MS-2007) we
have been doing business at this location since
1979, we enjoy good parts, well priced and we have
a very good business. We do not want to relocate,
we hope the library will take the time to locate
if the library goes through our property we will
have to relocate. If that is the case, we will need
a much larger or more to find an acceptable facility
to move to. We have 5 buildings, 9200sq, most of
it paved with concrete. These buildings
would not be a auto repair shop, building,
if our business moves there, they will very
difficult to replace this specialty and there
are our customers base. Our warehouse is 110'
x 52' x 37' high with a floor full of thousands of
mechanical vehicles parts. We are a black &
pie - damaged the yard and the health dept.
is very pleased with our operations. We
are in you advised it will be compensated
adequately enough money, we could afford to
relocate parking make the property used by a
black market but with a much health dept.
like the in case of flood, we will summer at
if you have a place just away on 5800 W,
if not we need plenty of time to relocate with the
mountain view move. If we have 2500 sq ft of

Comment 2337

Response Section in Chapter 35
 ↳ 35.31C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:

Name: James E Kern
 Organization (if applicable): _____
 Mailing Address: 5812 S. Clear Vista Cir
 City: Kearns State: UT ZIP: 84118
 Email: _____ Phone: _____
 Check all that apply:
 Add me to the project email update list
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COMMENT **

Remove Railroad Tracks between 5400S ← 7800S. Don't waste Tax Payers money building bridges For a Rail Road Trick That Doesn't get used

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 Amer. Library
 424 W 400 S, West Valley City
 Amer. Library
 833 W 1500 S, Mapa

Paul Library
 4910 S 2700 W, Taylorsville
 Kean Library
 5190 S 4200 N, Kearns
 Mt. Jordan Library
 10700 7800 S, West Jordan
 South Jordan Library
 10673 S Rainbow Rd., South Jordan

Burrton Library
 12805 Rainbow Rd., Burrton
 Mountain Library
 13195 S 5600 N, Herriman
 American Field Library
 451 100 E, American Fork
 Pleasant Grove Library
 39 E Center St., Pleasant Grove

Lehi Library
 120 E Center St., Lehi
 Pioneer Middle Library
 2151 E Howe Mountain Dr., Lehi
 Eagle Mountain Library
 1680 E Heritage Dr., Eagle Mountain

FERRO WINDY LOCATIONS
 Salt Lake County (DEIS CD-4040)
 5670 Rainbow Rd., Taylorsville
 Utah County (DEIS Read Copy)
 5670 N 101 N, Herriman Fork

Comment 2336

Response Section in Chapter 35
 ↳ 35.13A

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CONTACT INFORMATION:

Name: James F Kern
 Organization (if applicable): _____
 Mailing Address: 5812 S Clear Vista Cir
 City: Kearns State: UT ZIP: 84118
 Email: _____ Phone: _____
 Check all that apply:
 Add me to the project email update list
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COMMENT **

Sound walls For The Woodview Heights sub division

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 South Jordan Library
 10673 S Rainbow Rd., South Jordan

Burrton Library
 12805 Rainbow Rd., Burrton
 Mountain Library
 13195 S 5600 N, Herriman
 American Field Library
 451 100 E, American Fork
 Pleasant Grove Library
 39 E Center St., Pleasant Grove

Lehi Library
 120 E Center St., Lehi
 Pioneer Middle Library
 2151 E Howe Mountain Dr., Lehi
 Eagle Mountain Library
 1680 E Heritage Dr., Eagle Mountain

FERRO WINDY LOCATIONS
 Salt Lake County (DEIS CD-4040)
 5670 Rainbow Rd., Taylorsville
 Utah County (DEIS Read Copy)
 5670 N 101 N, Herriman Fork

Comment 2339

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: BENNIE GARDNER
 Organization (if applicable): _____
 Mailing Address: 2738 S. 8500 W.
 City: MAGNA State: UT ZIP: 84044
 Email: _____ Phone: _____

- Check all that apply:
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Left Side Copy Head Library 2101 E. 400 S., Salt Lake City	1751 W. 1000 N., Salt Lake City	4015 S. 2700 W., Taylorsville
J. Mitchell Memorial Library Government Documents 295 S. 500 E., Salt Lake City	Amesbury Library 4740 W. 3005 S., West Valley City	Kearns Library 5395 S. 4250 W., Kearns
	Maple Library 8330 W. 3505 S., Maple	West Jordan Library 10700 W. 7805 S., West Jordan
		South Jordan Library 10923 S. Silverdale Rd., South Jordan

COMMENT **

I would MUCH RATHER SEE
 A COMPREHENSIVE TRANSPORT SYSTEM
 RATHER THAN ANOTHER HIGHWAY.
 I WOULD FAVOR LIGHT RAIL
 SPURS COMING OUT ALL THE
 WAY TO MAGNA. I BELIEVE
 LIGHT RAIL SHOULD BE PUT
 IN PLACE ON 3500 S.
 & 5600 W. BEFORE THE
 MOUNTAIN VIEW CORRIDOR.

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American Field Library 64 S. 1100 E., American Fork	Eight Mountain Library 1800 E. Heritage Dr., Eight Mountain	Orchard County (DEIS Head Copy)
Peavest Green Library 301 Center St., Peavest Green		561 W. 101 N., American Fork

Comment 2338

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: Stacie - Everal Furdley
 Organization (if applicable): _____
 Mailing Address: 5302 West 4300 So
 City: LVYE State: UT ZIP: 84128
 Email: Stacie@Apartment.com Phone: 870-0350

- Check all that apply:
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Left Side Copy Head Library 2101 E. 400 S., Salt Lake City	Amesbury Library 4740 W. 3005 S., West Valley City	4015 S. 2700 W., Taylorsville
J. Mitchell Memorial Library Government Documents 295 S. 500 E., Salt Lake City	Maple Library 8330 W. 3505 S., Maple	Kearns Library 5395 S. 4250 W., Kearns
		West Jordan Library 10700 W. 7805 S., West Jordan
		South Jordan Library 10923 S. Silverdale Rd., South Jordan

COMMENT **

If Text runs Slowed west ; 'nd'
 Left hand turns are available between
 4100 So ; 4700 So why could
 4300 South become the thru fair
 for people leaving hunter High -
 with so many students these roads
 to be an alternative to this neighborhood
 traffic already is heavy with dozens
 of Residents and the smaller children
 The majority would like to see 4300 So
 Shut down instead of allowing heavy
 traffic between 5100 West ; 6000 West.

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BRUNNEN LIBRARY	LEHI LIBRARY	FEEDS KINROSS LOCATIONS
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Mountain Library 13195 S. 5000 W., Herriman	Public Reader Library 2151 N. Pioneer Mallway Dr., Lehi	3610 Silverdale Rd., Taylorsville
American Field Library 64 S. 1100 E., American Fork	Eight Mountain Library 1800 E. Heritage Dr., Eight Mountain	Orchard County (DEIS Head Copy)
Peavest Green Library 301 Center St., Peavest Green		561 W. 101 N., American Fork

Response Section in Chapter 35
 35.2.4J

Response Section in Chapter 35
 35.2.3A
 35.29A

Comment 2341

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: Jeffrey J Mercer
 Organization (if applicable):
 Mailing Address: 2956 W Willow Way
 City: Lehi State: Ut ZIP: 84093
 Email: _____ Phone: 801-688-3365

Check all that apply:
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DEIS READ ROOMS - LIBRARY LOCATIONS

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East Lake City Area Library 2816 400 S, Salt Lake City	Keene Library 5108 S 4200 W, Keene
J. Willard Marriott Library Government Documents 295 S 500 E, Salt Lake City	Midvale Library 1070 W 7800 S, West Jordan
	South Jordan Library 10073 S Redwood Rd, South Jordan

Response Section in Chapter 35
 ↳
 35.2.1G

COMMENT **

~~The~~ The way I see it, _____

Question: has an option of a Bridge over utah lake been considered? It could be a toll road from Leano orem or the linden exit either way farm land and homes would be preserved.

Having been away from utah county for the past 11 years for active service in the Army, I am most concerned for the wet lands, but hating said that, pushing farmers out is just plain wrong. They will sell out and the beauty of Lehi will be lost.

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Brannon Library 17805 Redwood Rd, Brannon	Lehi Library 1201 E Center St, Lehi	FERDIE BOND'S LOCATIONS
Mountain Library 13198 S 5000 W, Herriman	Palmer Mountain Library 2151 N Pioneer Mountain Dr, Lehi	564 Lee County (DEIS CD 4040)
American Fork Library 64 S 100 E, American Fork	Engle Mountain Library 1601 Heritage Dr, Engle Mountain	5679 Redwood Rd, Ogden
		561 Lee County (DEIS Book Copy)
		5679 W 191 N, Herriman UT

Comment 2340

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: Martin Hendriksen
 Organization (if applicable):
 Mailing Address: 5127 Cliffhanger Ln.
 City: WV O State: UT ZIP: 84128 - 5301
 Email: _____ Phone: _____

Check all that apply:
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DEIS READ ROOMS - LIBRARY LOCATIONS

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J. Willard Marriott Library Government Documents 295 S 500 E, Salt Lake City	Midvale Library 1070 W 7800 S, West Jordan
	South Jordan Library 10073 S Redwood Rd, South Jordan

COMMENT **

Projections cause me to feel that little consideration is forthcoming for the benefit and convenience of elderly and lame.

To read this comment form back to Mountain View Corridor, please fill, type, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Brannon Library 17805 Redwood Rd, Brannon	Lehi Library 1201 E Center St, Lehi	FERDIE BOND'S LOCATIONS
Mountain Library 13198 S 5000 W, Herriman	Palmer Mountain Library 2151 N Pioneer Mountain Dr, Lehi	564 Lee County (DEIS CD 4040)
American Fork Library 64 S 100 E, American Fork	Engle Mountain Library 1601 Heritage Dr, Engle Mountain	5679 Redwood Rd, Ogden
		561 Lee County (DEIS Book Copy)
		5679 W 191 N, Herriman UT

Response Section in Chapter 35
 ↳
 35.31C

Comment 2342

Response Section in Chapter 35

- 35.12.4A
- 35.2.4E
- 35.29A
- 35.2.10A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Hil Hennessy
 Organization (if applicable): Harvard High School
 Mailing Address: 4900 So. 5100 W
 City: West Valley State: UT ZIP: 84120
 Email: hahennessy@gmail.com Phone: 801 909 8875
 Check all that apply:
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DES READ COPY - LIBRARY LOCATIONS:

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Daykinville Library 1375 W 1900 S, Salt Lake City	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna

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Daykinville Library 1375 W 1900 S, Salt Lake City	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna

COMMENT **

Major concern is on the behalf of students I teach. The scope of the project needs to be reduced. As a lifelong resident I also feel it is unfair not to put the road below grade in West Valley while doing so in West Jordan. No road should be built until a solid mass transit plan is complete and that includes funding.

NO TOLL

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

Comment 2343

Response Section in Chapter 35

35.31C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: Rich Nielsen
 Organization (if applicable):
 Mailing Address: 6601 W 3940 S
 City: LCVC State: UT ZIP: 84128
 Email: richnielsen@gmail.com
 Check all that apply:
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Daykinville Library 1375 W 1900 S, Salt Lake City	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna

DES READ COPY - LIBRARY LOCATIONS:

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Daykinville Library 1375 W 1900 S, Salt Lake City	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna	Daykinville Library 4740 W 3005 S, West Valley City	Daykinville Library 8339 W 3300 S, Magna

COMMENT **

I would encourage that the corridor project proceed as soon as possible. It is much needed and long overdue.

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Comment 2344

Response Section in Chapter 35
 35.2.4B
 35.12.4A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Diane Oldwin
 Organization (if applicable):
 Mailing Address: 3718 S. 1230 W
 City: WV State: UT ZIP: 84125
 Email: _____ Phone: 907-1440

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Set/Lead Copy/Main Library 3101 400 S. Salt Lake City	Day Alternative Library 4140 W 1300 S, West Valley City	Pay Alternative Library 4070 S 2700 W, Taylorsville	Mountain Library 1380 S Redwood Rd, Riverton
J. Mitchell Memorial Library Government Boulevard 295 S 1500 E, Salt Lake City	Alpine Library 8330 W 3300 S, Magna	Keoni Library 5100 S 4200 W, Keoni	Palmer Memorial Library 31515 Riverton Mountain Dr, Lehi
		West Jordan Library 1970 W 7000 S, West Jordan	East Mountain Library 1401 E University Dr, Eagle Mountain
		South Jordan Library 10923 S Redwood Rd, South Jordan	South Mountain Library 1601 E University Dr, Eagle Mountain

FEEDBACK LOCATIONS

1380 S Redwood Rd, Riverton	1200 E Center St, Lehi	3415 Lake County (DEIS CD 100)
31515 Riverton Mountain Dr, Lehi	21515 Riverton Mountain Dr, Lehi	5615 Redwood Rd, Taylorsville
464 S 1001 E, American Fork	1401 E University Dr, Eagle Mountain	804 County (DEIS Hard Copy)
301 E Center St, Pleasant Grove	1601 E University Dr, Eagle Mountain	561 W 1201 N, American Fork

COMMENT **
 I prefer the project be moved to the 7200 W. Option 1. There is already so much traffic on 5600 W. that ^{thru} gives out west past 7200 W. The 5800 W. option is too close to high to 5100 W. As well as too close to many schools (west valley elem., winther elem., hunter high, hillside elem., silver hills elem. etc.) 7200 W. option does not seem to affect schools except northson jr. high. I also believe 7200 would be safer - in W.V.C. on 5100 business will come, but not survive. 7200 W. could use more commerce! I want my kids wings to survive the pollution - chance took my neighbor (understand my husband) + I have 3 kids subject to health risks!

Comment 2345

Response Section in Chapter 35
 35.2.13A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556.

CONTACT INFORMATION:
 Name: David E. & Lily Ann Pearce
 Organization (if applicable):
 Mailing Address: 2226 Marysville Rd
 City: Spanish Fork State: UT ZIP: 84055
 Email: David@Pearce.com Phone: 714-4411

Check all that apply:
 Add me to the project email update list
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DEIS HARD COPY – LIBRARY LOCATIONS

Set/Lead Copy/Main Library 3101 400 S. Salt Lake City	Day Alternative Library 4140 W 1300 S, West Valley City	Pay Alternative Library 4070 S 2700 W, Taylorsville	Mountain Library 1380 S Redwood Rd, Riverton
J. Mitchell Memorial Library Government Boulevard 295 S 1500 E, Salt Lake City	Alpine Library 8330 W 3300 S, Magna	Keoni Library 5100 S 4200 W, Keoni	Palmer Memorial Library 31515 Riverton Mountain Dr, Lehi
		West Jordan Library 1970 W 7000 S, West Jordan	East Mountain Library 1401 E University Dr, Eagle Mountain
		South Jordan Library 10923 S Redwood Rd, South Jordan	South Mountain Library 1601 E University Dr, Eagle Mountain

FEEDBACK LOCATIONS

1380 S Redwood Rd, Riverton	1200 E Center St, Lehi	3415 Lake County (DEIS CD 100)
31515 Riverton Mountain Dr, Lehi	21515 Riverton Mountain Dr, Lehi	5615 Redwood Rd, Taylorsville
464 S 1001 E, American Fork	1401 E University Dr, Eagle Mountain	804 County (DEIS Hard Copy)
301 E Center St, Pleasant Grove	1601 E University Dr, Eagle Mountain	561 W 1201 N, American Fork

COMMENT **
 First route that goes East & West North of Lehi main street is probably the most important issue. That area that County Terrace, Lehi, Fairmount & Spanish Fork. Need an East/West route to go south on the freeway, - All the garage alterations are south and west. This is where the freeway and other routes must be

Comment 2347

Response Section in Chapter 35
 ↳ 35.2.1F

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Nathan Pettit
 Organization (if applicable):
 Mailing Address: 114 S. ~~1400~~ Wilson Road
 City: Lehi State: UT ZIP: 84043
 Email: _____ Phone: _____

- Check all that apply:
- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DES HUBS OR LIBRARY LOCATIONS	Day Reside Library 1375 W 1000 N, Salt Lake City	Provo Library 4075 S 2700 W, Taylorsville	Blumen Library 13805 Belmont Rd, Bluerain	Lehi Library 1201 E Center St, Lehi	FEEDBACK LOCATIONS
	Salt Lake City Area Library 420 W 400 S, Salt Lake City	Ammer Library 420 W 400 S, West Valley City	Ammer Library 5195 S 4220 W, Kearns	Provo Mountain Library 2151 N Main Street, Lehi	Salt Lake County (DES CP 4040) 5015 Belmont Rd, Taylorsville
	J. Wilson Mountain Library Government Documents 285 S 1500 E, Salt Lake City	Ammer Library 8330 W 3300 S, Magna	West Jordan Library 1070 W 7800 S, West Jordan	Spring Mountain Library 1601 Heritage Dr, Spring Mountain	Utah County (DES Head Copy) 547 W 191 N, American Fork
			South Jordan Library 10073 S Redwood Rd, South Jordan		

COMMENT **

We prefer the 2100 N alignment but would like to see the 1900 S. arterial built as part of the project. to help with traffic headed to Orem/Provo.

► To read this comment form back to Mountain View Corridor, please fill, tape, affix a first class stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

Blumen Library 13805 Belmont Rd, Bluerain	Lehi Library 1201 E Center St, Lehi	FEEDBACK LOCATIONS
Blumen Library 13185 S 5000 W, American Fork	Provo Mountain Library 2151 N Main Street, Lehi	Salt Lake County (DES CP 4040) 5015 Belmont Rd, Taylorsville
American Fork Library 64 S 1100 E, American Fork	Spring Mountain Library 1601 Heritage Dr, Spring Mountain	Utah County (DES Head Copy) 547 W 191 N, American Fork
Provo Mountain Library 20 E Center St, Provo		

Comment 2346

Response Section in Chapter 35
 ↳ 35.2.7D
 ↳ 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Jared Peterson
 Organization (if applicable):
 Mailing Address: _____
 City: _____ State: _____ ZIP: _____
 Email: _____ Phone: _____

- Check all that apply:
- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DES HUBS OR LIBRARY LOCATIONS	Day Reside Library 1375 W 1000 N, Salt Lake City	Provo Library 4075 S 2700 W, Taylorsville	Blumen Library 13805 Belmont Rd, Bluerain	Lehi Library 1201 E Center St, Lehi	FEEDBACK LOCATIONS
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	J. Wilson Mountain Library Government Documents 285 S 1500 E, Salt Lake City	Ammer Library 8330 W 3300 S, Magna	West Jordan Library 1070 W 7800 S, West Jordan	Spring Mountain Library 1601 Heritage Dr, Spring Mountain	Utah County (DES Head Copy) 547 W 191 N, American Fork
			South Jordan Library 10073 S Redwood Rd, South Jordan		

COMMENT **

I am opposed to UDOT's 2100 N. Plan. A Freeway though that part of Lehi is crazy. The City's 4000 N option is Much better and makes more sense.

► To read this comment form back to Mountain View Corridor, please fill, tape, affix a first class stamp and take to the nearest Post Office or mail stop. Thank you for your comments.

Blumen Library 13805 Belmont Rd, Bluerain	Lehi Library 1201 E Center St, Lehi	FEEDBACK LOCATIONS
Blumen Library 13185 S 5000 W, American Fork	Provo Mountain Library 2151 N Main Street, Lehi	Salt Lake County (DES CP 4040) 5015 Belmont Rd, Taylorsville
American Fork Library 64 S 1100 E, American Fork	Spring Mountain Library 1601 Heritage Dr, Spring Mountain	Utah County (DES Head Copy) 547 W 191 N, American Fork
Provo Mountain Library 20 E Center St, Provo		

Comment 2348

Comment 2349

Response Section in Chapter 35
 35.2.7C

Response Section in Chapter 35
 35.2.7A
 35.2.9A

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Tami Perkins
 Organization (if applicable):
 Mailing Address: 2375 W. 2250 N.
 City: Lehi State: UT ZIP: 84043
 Email: Sie.ker@utah.gov Phone: 766-8726
 Check all that apply:
 Add me to the project mailing list
 Add me to the project email update list
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DEIS READ COPY - LIBRARY LOCATIONS

Big Bendville Library 1375 W. 1000 N., Salt Lake City	Big Bendville Library 4815 2700 W. Taylorsville	Big Bendville Library 12805 S. Redwood Rd., Bountiful
Big Lake City-Mesa Library 2712 E. 400 S., Salt Lake City	Big Lake City-Mesa Library 4740 W. 4100 S., West Valley City	Big Lake City-Mesa Library 5195 S. 4200 W., Bountiful
J. Alfred Mustard Library Government Documents 295 S. 190 E., Salt Lake City	J. Alfred Mustard Library 839 W. 3300 S., Magna	J. Alfred Mustard Library 1070 W. 2800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan	

COMMENT **

I do not support the 2100 North Freeway. I support the 4800 North Freeway, that Lehi has proposed. Modifying Segment B The 2100 North is hard to access. It creates added pollution. It will increase the water table in the surrounding neighborhoods. It is too costly. The 4800 North is much cheaper and saves commuters millions of gallons in gas. Please, Please, consider and build the 4800 North proposal from Lehi city.

► To read this comment form back to Mountain View Corridor, please call, tape, e-mail, first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

LIBRARY LOCATIONS

Big Bendville Library 1375 W. 1000 N., Salt Lake City	Big Bendville Library 4815 2700 W. Taylorsville	Big Bendville Library 12805 S. Redwood Rd., Bountiful
Big Lake City-Mesa Library 2712 E. 400 S., Salt Lake City	Big Lake City-Mesa Library 4740 W. 4100 S., West Valley City	Big Lake City-Mesa Library 5195 S. 4200 W., Bountiful
J. Alfred Mustard Library Government Documents 295 S. 190 E., Salt Lake City	J. Alfred Mustard Library 839 W. 3300 S., Magna	J. Alfred Mustard Library 1070 W. 2800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan	

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Richard Phelps
 Organization (if applicable):
 Mailing Address: 1085 E 4700 N. #1
 City: Lehi State: UT ZIP: 84043
 Phone: _____
 Check all that apply:
 Add me to the project mailing list
 Add me to the project email update list
 I already receive project emails

DEIS READ COPY - LIBRARY LOCATIONS

Big Bendville Library 1375 W. 1000 N., Salt Lake City	Big Bendville Library 4815 2700 W. Taylorsville	Big Bendville Library 12805 S. Redwood Rd., Bountiful
Big Lake City-Mesa Library 2712 E. 400 S., Salt Lake City	Big Lake City-Mesa Library 4740 W. 4100 S., West Valley City	Big Lake City-Mesa Library 5195 S. 4200 W., Bountiful
J. Alfred Mustard Library Government Documents 295 S. 190 E., Salt Lake City	J. Alfred Mustard Library 839 W. 3300 S., Magna	J. Alfred Mustard Library 1070 W. 2800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan	

COMMENT **

I think the arguments against 2100 N. are very weak. We have a freeway through Lehi, and it is not a problem. Another at 800 N. seems like no big problem. I vice support UDOT's decision. We agree the better. Thanks for the good roads we already have.

► To read this comment form back to Mountain View Corridor, please call, tape, e-mail, first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

LIBRARY LOCATIONS

Big Bendville Library 1375 W. 1000 N., Salt Lake City	Big Bendville Library 4815 2700 W. Taylorsville	Big Bendville Library 12805 S. Redwood Rd., Bountiful
Big Lake City-Mesa Library 2712 E. 400 S., Salt Lake City	Big Lake City-Mesa Library 4740 W. 4100 S., West Valley City	Big Lake City-Mesa Library 5195 S. 4200 W., Bountiful
J. Alfred Mustard Library Government Documents 295 S. 190 E., Salt Lake City	J. Alfred Mustard Library 839 W. 3300 S., Magna	J. Alfred Mustard Library 1070 W. 2800 S., West Jordan
	South Jordan Library 10673 S. Redwood Rd., South Jordan	

Comment 2351

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Kelly Roseman

Organization (if applicable):

Mailing Address: 166 W ROTO A

City: Lehi State: UT ZIP: 84043

Email: kelly.roseman@blacked.com Phone: 801-266-2177

Check all that apply:

- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

COMMENT **

I am glad to see the project move forward. I would be good to see the widening of the road continue south to include Saratoga Springs and perhaps have an expressway at the south side of Lehi near Utah Lake.

I am very much in favor of the road being built.

► To send this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

Blount Library 1300 S Redwood Rd, Blount	Lehi Library 1301 Center St, Lehi	FERD'S INN'S LOCATIONS Salt Lake County (2015 CP 2004) 3615 S Redwood Rd, Taylorsville Ogden County (2015 And Copy) 561 W 130th N, American Fork
Mountain Library 3198 S 5400th N, American Fork	Provo Mountain Library 2133 N Provo Mountain St, Lehi	
American Fork Library 645 1100 E, American Fork	High Mountain Library 1681 E Strangety Pl, High Mountain	
Provo Center Library 301 Center St, Provo Center		

Response Section in Chapter 35
35.2.1B
35.2.7C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: Steve Richins

Organization (if applicable):

Mailing Address: 2375 W 2250 N.

City: Lehi State: UT ZIP: 84048

Email: Steve.Richins@provovalley.com Phone: _____

Check all that apply:

- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

COMMENT **

I do not support any of the current VDOT Proposals. The southern freeway is not feasible due to environmental impact issues. The 2100 N freeway is not a viable alternative for Lehi city of its economy. SPLITTING a city in half creates major social & economic problems. The best alternative that deserves to be studied is the Lehi city proposal of 4800 N.

Steve Richins

► To send this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

Blount Library 1300 S Redwood Rd, Blount	Lehi Library 1301 Center St, Lehi	FERD'S INN'S LOCATIONS Salt Lake County (2015 CP 2004) 3615 S Redwood Rd, Taylorsville Ogden County (2015 And Copy) 561 W 130th N, American Fork
Mountain Library 3198 S 5400th N, American Fork	Provo Mountain Library 2133 N Provo Mountain St, Lehi	
American Fork Library 645 1100 E, American Fork	High Mountain Library 1681 E Strangety Pl, High Mountain	
Provo Center Library 301 Center St, Provo Center		

Comment 2350

Response Section in Chapter 35
35.2.7A
35.2.9A

Comment 2353

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udct.utah.gov/mountainview. e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:

Name: IVAN FORRES
 Organization (if applicable):
 Mailing Address: 1116 WEST FADLON AVE
 City: SALT LAKE State: UT ZIP: 84104
 Email: Phone: 801 688 1103

Check all that apply:
 Add me to the project email update list
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COMMENT **

I think we should build another highway cause salt lake is getting like California on traffic and we don't want that cause salt lake is better than California!

Please help us out

► To send this comment form back to Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

- | | | | | | |
|---------------------------------|---------------------------------|---------------------------------|-------------------------------|------------------------------------|---------------------------------|
| BERNARDI LOCATIONS | Day-Weekend Library | Post Library | Mountain Library | LaPi Library | FERREL KINNO'S LOCATIONS |
| 15251 180th St, Salt Lake City | 1870 W 100th St, Salt Lake City | 4810 S 2700 W, Taylorsville | 1200 S Redwood Rd, Berriman | 1530 Center St, Lehi | 5441 Lake County (DEIS CD Only) |
| 3414 East Ogden, Salt Lake City | 4701 W 4100 S, West Valley City | 5195 S 4200 W, Kearns | 1130 S 2000 W, Herriman | 2155 W 1900 West, Lehi | 5415 Redwood Rd, Taylorsville |
| 1. Midwest Mountain Library | Midwest Library | Midwest Mountain Library | American Post Library | Eastgate Mountain Library | Quak County (DEIS Road Only) |
| 2951 1500th E, Salt Lake City | 839 W 3300 S, Magna | 710 W 1900 S, West Jordan | 451 100 E, American Fork | 1800 E Heritage St, Eagle Mountain | 501 W 120 N, American Fork |
| | | South Mountain Library | Mountain County Library | | |
| | | 1002 S Redwood Rd, South Jordan | 21 Center St, Mountain County | | |

Comment 2352

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: Paul Thomas
 Organization (if applicable):
 Mailing Address: 3622 S. KNOX W.
 City: WVC State: UT ZIP: 84128
 Email: Phone: _____

Check all that apply:
 Add me to the project email update list
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- | | | | | | |
|--|---------------------------------|---------------------------------|-------------------------------|------------------------------------|---------------------------------|
| DEIS MARCH COPY - LIBRARY LOCATIONS | Day-Weekend Library | Post Library | Mountain Library | LaPi Library | FERREL KINNO'S LOCATIONS |
| 15251 180th St, Salt Lake City | 1870 W 100th St, Salt Lake City | 4810 S 2700 W, Taylorsville | 1200 S Redwood Rd, Berriman | 1530 Center St, Lehi | 5441 Lake County (DEIS CD Only) |
| 3414 East Ogden, Salt Lake City | 4701 W 4100 S, West Valley City | 5195 S 4200 W, Kearns | 1130 S 2000 W, Herriman | 2155 W 1900 West, Lehi | 5415 Redwood Rd, Taylorsville |
| 1. Midwest Mountain Library | Midwest Library | Midwest Mountain Library | American Post Library | Eastgate Mountain Library | Quak County (DEIS Road Only) |
| 2951 1500th E, Salt Lake City | 839 W 3300 S, Magna | 710 W 1900 S, West Jordan | 451 100 E, American Fork | 1800 E Heritage St, Eagle Mountain | 501 W 120 N, American Fork |
| | | South Mountain Library | Mountain County Library | | |
| | | 1002 S Redwood Rd, South Jordan | 21 Center St, Mountain County | | |

COMMENT ** Another example of UDCT making decisions with no regard for the people they are supposed to be serving!

The M.V.C fails to address the indigent people of the area. It appears to be more of a thoroughfare to wave goods thru the area than alleviate a traffic problem. This addresses problems in a similar fashion that L.A. has - more freeways or toll roads, more traffic congestion, more traffic jams, more pollution. Lets get more mass transit, more bike access, more car pool lanes. This is only a small Boulder Ave a huge future problem. If the valley can't pass the air quality number of days, how can it be expected to not cause an impact to the air quality in the can surrounding the M.V.C.

► To send this comment form back to Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

- | | | | | | |
|---------------------------------|---------------------------------|---------------------------------|-------------------------------|------------------------------------|---------------------------------|
| BERNARDI LOCATIONS | Day-Weekend Library | Post Library | Mountain Library | LaPi Library | FERREL KINNO'S LOCATIONS |
| 15251 180th St, Salt Lake City | 1870 W 100th St, Salt Lake City | 4810 S 2700 W, Taylorsville | 1200 S Redwood Rd, Berriman | 1530 Center St, Lehi | 5441 Lake County (DEIS CD Only) |
| 3414 East Ogden, Salt Lake City | 4701 W 4100 S, West Valley City | 5195 S 4200 W, Kearns | 1130 S 2000 W, Herriman | 2155 W 1900 West, Lehi | 5415 Redwood Rd, Taylorsville |
| 1. Midwest Mountain Library | Midwest Library | Midwest Mountain Library | American Post Library | Eastgate Mountain Library | Quak County (DEIS Road Only) |
| 2951 1500th E, Salt Lake City | 839 W 3300 S, Magna | 710 W 1900 S, West Jordan | 451 100 E, American Fork | 1800 E Heritage St, Eagle Mountain | 501 W 120 N, American Fork |
| | | South Mountain Library | Mountain County Library | | |
| | | 1002 S Redwood Rd, South Jordan | 21 Center St, Mountain County | | |

Response Section in Chapter 35
 35.2.3A
 35.12.1A

Response Section in Chapter 35
 35.31C

Comment 2354

Response Section in Chapter 35
 35.2.13A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: ROBERT TWENER
 Organization (if applicable):
 Mailing Address: 1116 WATERSIDE DR
 City: SARATOGA SPRINGS State: UT ZIP: 84405
 Email: ROBERTTWENER@AOL.COM Phone: 801-653-2880

Check all that apply:
 Add me to the project email update list
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DEIS HEAD OFFICE - LIBRARY LOCATIONS
 Salt Lake City Main Library
 270 E 400 S, Salt Lake City
 J. Willard Huntington Library
 Government Documents
 295 S 500 E, Salt Lake City

Big Bendville Library
 1575 W 1000 N, Salt Lake City
Ammer Library
 4740 W 4100 S, West Valley City
Alpine Library
 8339 W 3300 S, Magna

Foot Library
 4810 S 2700 W, Taylorsville
Kearns Library
 5105 S 4200 W, Kearns
West Jordan Library
 1970 W 7800 S, West Jordan
South Jordan Library
 3007 S Silverwood Rd, South Jordan

Albion Library
 12605 Silverwood Rd, Burman
Benning Library
 11910 S 5400 W, Burman
Aspen Grove Park Library
 46 S 700 E, American Fork
Provo Center Library
 30 E Center St, Provo Center

LEAD LIBRARY
 120 E Center St, Lehi
Palmer Meadows Library
 2751 N Home Meadows Dr, Lehi
Edgar Mountain Library
 1600 E Edgemoor Dr, Edger Mountain

REGIONAL LOCATIONS
 Salt Lake County (DEIS CD #40)
 5415 Silverwood Rd, Taylorsville
 Utah County (DEIS Head Copy)
 541 W 100 N, American Fork

AMERICAN FORK LIBRARY
 120 E Center St, Lehi
Palmer Meadows Library
 2751 N Home Meadows Dr, Lehi
Edgar Mountain Library
 1600 E Edgemoor Dr, Edger Mountain

REGIONAL LOCATIONS
 Salt Lake County (DEIS CD #40)
 5415 Silverwood Rd, Taylorsville
 Utah County (DEIS Head Copy)
 541 W 100 N, American Fork

COMMENT **
 AS A RESIDENT OF SARATOGA SPRINGS, I WOULD LIKE TO STRONGLY RECOMMEND THAT THE SOUTHERN FREEWAY ALTERNATIVE BE ADAPTED. WITH THE CONTINUED GROWTH OF POPULATION IN THE EARLE MVR/SARATOGA SPRINGS AREA, IT MAKES LITTLE SENSE TO EVEN CONSIDER THE 2100 N OR 4800 N ALTERNATIVES. THE ONLY OTHER ALTERNATIVE ACCEPTABLE WOULD BE THE PRATERIAUS ALTERNATIVE.

Robert E. Twener

► To read this comment form hold to Mountain View Corridor, please hold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 2355

Response Section in Chapter 35
 35.2.7C
 35.2.8B

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: John Whitford
 Organization (if applicable):
 Mailing Address: 946 W. Pleasant Lane
 City: S. Spring State: UT ZIP: 84092
 Email: whitfordj@kasson.org Phone: 801-576-3298

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
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DEIS HEAD OFFICE - LIBRARY LOCATIONS
 Salt Lake City Main Library
 270 E 400 S, Salt Lake City
 J. Willard Huntington Library
 Government Documents
 295 S 500 E, Salt Lake City

Big Bendville Library
 1575 W 1000 N, Salt Lake City
Ammer Library
 4740 W 4100 S, West Valley City
Alpine Library
 8339 W 3300 S, Magna

Foot Library
 4810 S 2700 W, Taylorsville
Kearns Library
 5105 S 4200 W, Kearns
West Jordan Library
 1970 W 7800 S, West Jordan
South Jordan Library
 3007 S Silverwood Rd, South Jordan

Albion Library
 12605 Silverwood Rd, Burman
Benning Library
 11910 S 5400 W, Burman
Aspen Grove Park Library
 46 S 700 E, American Fork
Provo Center Library
 30 E Center St, Provo Center

LEAD LIBRARY
 120 E Center St, Lehi
Palmer Meadows Library
 2751 N Home Meadows Dr, Lehi
Edgar Mountain Library
 1600 E Edgemoor Dr, Edger Mountain

REGIONAL LOCATIONS
 Salt Lake County (DEIS CD #40)
 5415 Silverwood Rd, Taylorsville
 Utah County (DEIS Head Copy)
 541 W 100 N, American Fork

AMERICAN FORK LIBRARY
 120 E Center St, Lehi
Palmer Meadows Library
 2751 N Home Meadows Dr, Lehi
Edgar Mountain Library
 1600 E Edgemoor Dr, Edger Mountain

REGIONAL LOCATIONS
 Salt Lake County (DEIS CD #40)
 5415 Silverwood Rd, Taylorsville
 Utah County (DEIS Head Copy)
 541 W 100 N, American Fork

COMMENT **
 The road is great and will only increase in coming years. The 2100 north plan seems to meet alot of needs and seems to be a good plan. I fear, however, that by the time we build if we may wish we had gone further and completed the freeway south. The authors proposal seems to open us to the exact same problems we see with east west througway. Sell Lake County and would comment against it. As of now I support the 2100N and South Freeway Proposals.

► To read this comment form hold to Mountain View Corridor, please hold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 2357

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:

Name: KENT WINDER
 Organization (if applicable): WINDER FARMS
 Mailing Address: 4420 W. 4100 SO
 City: W.V.C State: UT ZIP: 84120
 Email: Kent.winder@BlinkerFarms.com Phone: _____

- Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DES HARBOR™ - LIBRARY LOCATIONS	Day Riverside Library 1375 W 1000 S, Salt Lake City	Post Library 4035 S 2700 W, Taylorsville
	Senior Library 4740 W 4300 S, West Valley City	Kenner Library 5195 S 4230 W, Kenner
	1. Wilson Memorial Library Government Center 295 S 1500 E, Salt Lake City	West Jordan Library 1070 W 7000 S, West Jordan
		South Jordan Library 10673 S Silverwood Rd, South Jordan

Business Library 1380 S. Stevedore Rd, Herriman	14th Library 130 N. Center St, Lehi	FEEDS KINNO'S LOCATIONS
Mountain Library 11300 S 5400 W, Herriman	Provo Mountain Library 21515 Provo Mountain Rd, Lehi	Salt Lake County (DES CP 2004)
Amesbury Park Library 645 N 101 E, American Fork	24th Mountain Library 1800 S 24th St, Eagle Mountain	5815 Stevedore Rd, Taylorsville
Provo Center Library 36 E Center St, Provo, UT 84601		8040 County (DES Head Copy)
		541 W 120 N, American Fork

► To avoid this comment from being in Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

COMMENT **

WE LIKE THE ROUTE THAT STARTS OUT CLOSE TO 5600 WEST. THE MOUNTAIN VIEW CORRIDOR WILL BE A GREAT TRANSPORTATION BENEFIT TO THE CITIZENS THAT LIVE, WORK, AND PLAY ALONG THE WEAST FRONT.

Comment 2356

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DES may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:

Name: Sherril Winder
 Organization (if applicable): _____
 Mailing Address: 4400 W. 4100 SO.
 City: W.V.C State: UT ZIP: 84120
 Email: _____ Phone: 801-968-0382

- Check all that apply:
 Add me to the project email update list
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DES HARBOR™ - LIBRARY LOCATIONS	Day Riverside Library 1375 W 1000 S, Salt Lake City	Post Library 4035 S 2700 W, Taylorsville
	Senior Library 4740 W 4300 S, West Valley City	Kenner Library 5195 S 4230 W, Kenner
	1. Wilson Memorial Library Government Center 295 S 1500 E, Salt Lake City	West Jordan Library 1070 W 7000 S, West Jordan
		South Jordan Library 10673 S Silverwood Rd, South Jordan

Business Library 1380 S. Stevedore Rd, Herriman	14th Library 130 N. Center St, Lehi	FEEDS KINNO'S LOCATIONS
Mountain Library 11300 S 5400 W, Herriman	Provo Mountain Library 21515 Provo Mountain Rd, Lehi	Salt Lake County (DES CP 2004)
Amesbury Park Library 645 N 101 E, American Fork	24th Mountain Library 1800 S 24th St, Eagle Mountain	5815 Stevedore Rd, Taylorsville
Provo Center Library 36 E Center St, Provo, UT 84601		8040 County (DES Head Copy)
		541 W 120 N, American Fork

COMMENT **

I totally support the Mountain View corridor proposal. Our population and traffic will continue to increase and we commend the vision of those involved in looking forward to the needs of this valley. The west side will be impacted the most with this growth, so the MV Corridor is needed. Thank you!

► To avoid this comment from being in Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail shop. Thank you for your comments.

Response Section in Chapter 35
 ↳
 35.2.4A

Response Section in Chapter 35
 ↳
 35.31C

Comment 2359

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview; e-mail: mountainview@utah.gov; or phone: 1.800.596.2556.

CONTACT INFORMATION:

Name: David McLean

Organization (if applicable):

Mailing Address: 8759 Dorchester Drive

City: _____ State: _____ ZIP: _____

Email: _____ Phone: _____

Check all that apply:

- Add me to the project email update list
- Add me to the project mailing list
- I already receive project emails

DEIS STATION COPY - LIBRARY LOCATIONS	Daytonville Library 1525 W. 100th N., Salt Lake City	Paul Library 4015 S. 202nd W., Ephraim	Provo Library 1260 S. 2600th St., Provo	LaJolla Library 120 N. Center St., LaJolla	HEERDEN'S LOCATIONS
Salt Lake City-Main Library 2161 S. 300 S., Salt Lake City	Heber Library 4200 E. 430 S., Heber Valley City	Kenner Library 5305 S. 420th W., Kearns	Midvale Library 1070 W. 700 S., West Jordan	Midvale Library 1170 S. 2500th St., Midvale	Salt Lake County (DEIS CD-404) 5015 Stevedore Rd., Taylorsville
J. Willard Marriott Library Government Documents 295 S. 150th E., Salt Lake City	Maple Library 839 W. 3500 S., Magna	West-Pleasant Library 1070 W. 700 S., West Jordan	South Jordan Library 1007 S. Stevedore Rd., South Jordan	Amesbury Library 447 S. 150th E., Amesbury	Dayton County (DEIS CD-404) 501 W. 120th N., American Fork

COMMENT **

1) I AM SORRY THE SINGLE PAINT INTERCHANGES ARE NOT BUDGETED

2) I AM NOT IN FAVOR OF TOLL ROADS IN URBAN AREAS

3) PAPERED ALIGNMENT LOOKS ACCEPTABLE

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Provo Library 1260 S. 2600th St., Provo	LaJolla Library 120 N. Center St., LaJolla	HEERDEN'S LOCATIONS
Midvale Library 1170 S. 2500th St., Midvale	Heber Mountain Library 2171 N. 100th Avenue St., LaJolla	Salt Lake County (DEIS CD-404) 5015 Stevedore Rd., Taylorsville
Amesbury Library 447 S. 150th E., Amesbury	Daytonville Library 1525 W. 100th N., Salt Lake City	Dayton County (DEIS CD-404) 501 W. 120th N., American Fork
Pleasant Grove Library 36 E. Center St., Pleasant Grove		

Comment 2358

We want to hear what you have to say.

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CONTACT INFORMATION:

Name: _____

Organization (if applicable): _____

Mailing Address: _____

City: _____ State: _____ ZIP: _____

Email: _____ Phone: _____

Check all that apply:

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DEIS STATION COPY - LIBRARY LOCATIONS	Daytonville Library 1525 W. 100th N., Salt Lake City	Paul Library 4015 S. 202nd W., Ephraim	Provo Library 1260 S. 2600th St., Provo
Salt Lake City-Main Library 2161 S. 300 S., Salt Lake City	Heber Library 4200 E. 430 S., Heber Valley City	Kenner Library 5305 S. 420th W., Kearns	Midvale Library 1070 W. 700 S., West Jordan
J. Willard Marriott Library Government Documents 295 S. 150th E., Salt Lake City	Maple Library 839 W. 3500 S., Magna	West-Pleasant Library 1070 W. 700 S., West Jordan	South Jordan Library 1007 S. Stevedore Rd., South Jordan

COMMENT **

We absolutely ~~don't~~ need the Mountain View Highway as its only purpose growth which we DO NOT WANT. Rather, we would do much better to connect and extend a few existing roads, but then STOP all road work, spend more money and time on things like parks and recreation, open space, hiking trails, wilderness and so forth, since your friends Randy Jeng's

► To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Amesbury Library 447 S. 150th E., Amesbury	LaJolla Library 120 N. Center St., LaJolla	HEERDEN'S LOCATIONS
Midvale Library 1170 S. 2500th St., Midvale	Heber Mountain Library 2171 N. 100th Avenue St., LaJolla	Salt Lake County (DEIS CD-404) 5015 Stevedore Rd., Taylorsville
Amesbury Library 447 S. 150th E., Amesbury	Daytonville Library 1525 W. 100th N., Salt Lake City	Dayton County (DEIS CD-404) 501 W. 120th N., American Fork
Pleasant Grove Library 36 E. Center St., Pleasant Grove		

Response Section in Chapter 35 → 35.2.2A

Comment 2361

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2356.

CONTACT INFORMATION:
 Name: KELUASO S. GARCIA
 Organization (if applicable):
 Mailing Address: 6637 CANTON BLVD
 City: WY State: UT ZIP: 84004
 Email: keluasochavez@hotmail.com Phone: _____
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 Already receive project emails

DEIS READ ROOM - LIBRARY LOCATIONS

Our Favorite Library 1575 W. 1000 S., Salt Lake City	Point Library 4070 S. 7300 W., Taylorsville
South Lake City-Mile Library 2701 E. 400 S., Salt Lake City	Keener Library 5350 S. 4200 W., Kearns
1. Wilson Memorial Library Government Documents 295 S. 1100 E., Salt Lake City	West Jordan Library 1970 W. 7800 S., West Jordan
	South Jordan Library 1003 S. Behrwood Rd., South Jordan

Response Section in Chapter 35
 35.1.1A

COMMENT **

THIS ALL LOOKS GREAT.
WE APPRECIATE THE TIME & EFFORT OF ALL INVOLVED TO INFORM US & RESPOND TO QUESTIONS.
LET'S WORK ON IMPROVING EAST-WEST FLOW ACCESS THE WAY! EVERYTHING IS FOCUSSED NORTH-SOUTH, WEST-EAST BRUNNER IS A NIGHTMARE.

► To read this comment form back to Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

PERMITS LIBRARY
 1380 S. 1600 E., Salt Lake City

1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City

Comment 2360

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview. e-mail: mountainview@utah.gov; or phone: 1.800.596.2356.

CONTACT INFORMATION:
 Name: Stephanie Rees
 Organization (if applicable):
 Mailing Address: _____
 City: _____ State: _____ ZIP: _____
 Email: _____ Phone: 946-8441
 Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 Already receive project emails

DEIS READ ROOM - LIBRARY LOCATIONS

Our Favorite Library 1575 W. 1000 S., Salt Lake City	Point Library 4070 S. 7300 W., Taylorsville
South Lake City-Mile Library 2701 E. 400 S., Salt Lake City	Keener Library 5350 S. 4200 W., Kearns
1. Wilson Memorial Library Government Documents 295 S. 1100 E., Salt Lake City	West Jordan Library 1970 W. 7800 S., West Jordan
	South Jordan Library 1003 S. Behrwood Rd., South Jordan

COMMENT **

I prefer the 7200 west route.
If seems that the 'Propose + Need' poster that projects 2030 growth shows most of the growth west so I think the MVR should be as far west as possible because the growth is that direction. That way people won't be saying we need another freeway farther west years after the SR00 is route is done. With light rail hoping to be added to SR00 west, I wouldnt want a freeway at the 7200 west. Thank You!

► To read this comment form back to Mountain View Corridor, please fill, sign, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

PERMITS LIBRARY
 1380 S. 1600 E., Salt Lake City

1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City
1380 S. 1600 E., Salt Lake City	1380 S. 1600 E., Salt Lake City

Response Section in Chapter 35
 35.2.5A

Comment 2363

Response Section in Chapter 35
 ↳ 35.31C

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Reggy Stevens
 Organization (if applicable):
 Mailing Address: 4704 Emmons Dr.
 City: West Jordan State: UT ZIP: 84098
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

DEIS HARBOR COPY - LIBRARY LOCATIONS

Opportunity Library 1575 W. 1000 N., Salt Lake City	Point Library 4895 S. 7000 W., Taylorsville
South Lake City-Mile Library 2701 E. 400 S., Salt Lake City	Keener Library 5305 S. 4200 W., Kearns
J. Wilson Memorial Library Government Documents 2955 S. 1500 E., Salt Lake City	West Jordan Library 1970 W. 7000 S., West Jordan
	South Jordan Library 10035 S. Redwood Rd., South Jordan

COMMENT **
 I am excited about the new roads & transit. I hope all will go forward

↳ To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

RETURNING TO: LIBRARY LOCATIONS

Alta Library 130 N. Center St., Salt Lake	FEELER KENNEDY'S LOCATIONS
Provo-Midvale Library 21713 Provo-Midvale St., Salt Lake	South Lake County (DEIS CD-004)
English Memorial Library 1680 E. Heritage St., English Mountain	5015 S. Redwood Rd., Taylorsville
	Orion County (DEIS Final Copy)
	5011 W. 130 N., American Fork
	30 E. Center St., Pleasant Grove

Comment 2362

Response Section in Chapter 35
 ↳ 35.31C

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Reggy Stevens
 Organization (if applicable):
 Mailing Address: 4704 Emmons Dr.
 City: West Jordan State: UT ZIP: 84098
 Email: _____ Phone: _____

Check all that apply:
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 Add me to the project mailing list
 I already receive project emails

DEIS HARBOR COPY - LIBRARY LOCATIONS

Opportunity Library 1575 W. 1000 N., Salt Lake City	Point Library 4895 S. 7000 W., Taylorsville
South Lake City-Mile Library 2701 E. 400 S., Salt Lake City	Keener Library 5305 S. 4200 W., Kearns
J. Wilson Memorial Library Government Documents 2955 S. 1500 E., Salt Lake City	West Jordan Library 1970 W. 7000 S., West Jordan
	South Jordan Library 10035 S. Redwood Rd., South Jordan

COMMENT **

Please extend 6200s to Hwy 111. 7000s. thru to 48200w.

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RETURNING TO: LIBRARY LOCATIONS

Alta Library 130 N. Center St., Salt Lake	FEELER KENNEDY'S LOCATIONS
Provo-Midvale Library 21713 Provo-Midvale St., Salt Lake	South Lake County (DEIS CD-004)
English Memorial Library 1680 E. Heritage St., English Mountain	5015 S. Redwood Rd., Taylorsville
	Orion County (DEIS Final Copy)
	5011 W. 130 N., American Fork
	30 E. Center St., Pleasant Grove

Comment 2365

Response Section in Chapter 35
 ↳ 35.2.3A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Brian Smith
 Organization (if applicable):
 Mailing Address: 3701 VILLAGEST DR
 City: SLC State: UT ZIP: 84124
 Email: brianse@gmail.com Phone: _____

Check all that apply:
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DEIS MAPS ONLY - LIBRARY LOCATIONS

Don Ponderosa Library 1575 W 1000 N, Salt Lake City	Andi Library 4035 S 7000 W, Taylorsville	Partridge Library 1280 N Center St, Lehi	FERB'S KINROSS LOCATIONS
South Lake City Branch Library 2718 E 400 S, Salt Lake City	Kennet Library 5155 S 4200 W, Kearns	Provo Branch Library 2375 B Provo Canyon Rd, Lehi	South Lake County (DEIS CD 0404)
J. Wilson Memorial Library Government Documents 2955 1500 E, Salt Lake City	West Jordan Library 1970 W 2800 S, West Jordan	East Mountain Library 1687 S Enterprise St, Eagle Mountain	South County (DEIS East Copy)
	South Jordan Library 1003 S Riverwood Rd, South Jordan	Provo Center Library 38 E Center St, Provo Center	North County (DEIS West Copy)
			South County (DEIS American Fork)

COMMENT **

- WHY DON'T YOU COMBINE A FEEDBACK ^{AND} TRANSIT DESIGNER?
 # I think you should work together with UTA & come up with a plan.

▶ To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 2364

Response Section in Chapter 35
 ↳ 35.2.2A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: JRESA STITELY
 Organization (if applicable):
 Mailing Address: 5514 PHILADELPHIAN CT
 City: LIBERTY State: UT ZIP: 84088-1632
 Email: JRESA@THEPERKETS.COM Phone: 801-266-0365

Check all that apply:
 Add me to the project email update list
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DEIS MAPS ONLY - LIBRARY LOCATIONS

Don Ponderosa Library 1575 W 1000 N, Salt Lake City	Andi Library 4035 S 7000 W, Taylorsville	Partridge Library 1280 N Center St, Lehi	FERB'S KINROSS LOCATIONS
South Lake City Branch Library 2718 E 400 S, Salt Lake City	Kennet Library 5155 S 4200 W, Kearns	Provo Branch Library 2375 B Provo Canyon Rd, Lehi	South Lake County (DEIS CD 0404)
J. Wilson Memorial Library Government Documents 2955 1500 E, Salt Lake City	West Jordan Library 1970 W 2800 S, West Jordan	East Mountain Library 1687 S Enterprise St, Eagle Mountain	South County (DEIS East Copy)
	South Jordan Library 1003 S Riverwood Rd, South Jordan	Provo Center Library 38 E Center St, Provo Center	North County (DEIS West Copy)
			South County (DEIS American Fork)

COMMENT **

You are pushing this MVA against the desire of the citizens for the benefit of big business & to limit certain pocket despite also contributing detrimentally to environmental issues. Kenneth knew they soon will not be making money on the mine so they're going to build more roads etc. WE, Salt Lake Valley do NOT need any more growth! Look at the pollution in the valley we already have! The respiratory diseases what happened to Zero Pollution Growth and going green? What is wrong with some parks and OPEN SPACE?? UTA has lot of land to grow on to the north and especially to the south. Boulders here & there. There has not been any planning ahead as evidenced by the lack of proper setbacks, the thin uninsulated & p/ri:ary walls, the thickness of the curb, etc.

→ Listen to the citizens!
 → Go Green!
 → Don't Pollute!
 → STOP THE INSANITY!

Jresa Stitley

▶ To read this comment form back to Mountain View Corridor, please fold, tape, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 2366

Response Section in Chapter 35 → 35.2.9A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Edward Olmsted
 Organization (if applicable):
 Mailing Address: 2376 D 1450 E
 City: Lehi State: UT Zip: 84043
 Email: _____ Phone: _____

Check all that apply:
 Add me to the project email update list
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DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

COMMENT **

I do not understand how this process can ever be a forward step. It is a public comment who knows if the Lehi proposal is viable. The 4500 D. option needs the same time and attention as the other. It was apparent to me that important questions about the environmental impacts of all the alternatives have not yet been evaluated and my opinion, the hearing is premature.

► To send this comment from hard to Mountain View Corridor, please fill, type, attach a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

Comment 2367

Response Section in Chapter 35 → 35.2.7A 35.2.9A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: JOHANNY REVUE
 Organization (if applicable): LEHI CITY COUNCIL
 Mailing Address: 135 E W. 585 St.
 City: LEHI State: UT Zip: 84043
 Email: johnnyrevue@lehi.gov Phone: 801.767.4076

Check all that apply:
 Add me to the project email update list
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 I already receive project emails

DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

COMMENT **

THE IMPACT THAT THE 2100 PREWATT RD FREEWAY CONNECTION IN LEHI WOULD BE DEVASTATING ON MANY LEVELS FOR LEHI, IT WOULD CUT OFF OUR ACCESS TO TRUNK LIVING RMT AND REGIONAL TRAVELING FOR EMERGENCY RESPONSE, THE T-I-S SPRAITTTI ROW WOULD DEPRIVE A LARGE COMMERCIAL POSSIBILITY. IT TAKES AWAY MANY HOMES AND LEAVES EVEN MORE TO BEFT WITH THE SWEETS, SANDS AND POLLUTED THAT FREWAY'S BRING WITH THEM. WE PLEASE CONSIDER LEHI'S PRESENT AT THIS HARD NORTH. LESS IMPACT, LESS DISTANCE, LESS MONEY.

► To send this comment from hard to Mountain View Corridor, please fill, type, attach a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

DES HARBOR - LIBRARY LOCATIONS

Daytonville Library 1575 W 3000 S, Salt Lake City	Daytonville Library 4249 W 4100 S, West Valley City	Daytonville Library 4339 W 3500 S, Murray
Lehi City Public Library 201 E 400 S, Salt Lake City	Lehi City Public Library 8339 W 3500 S, Murray	Lehi City Public Library 2815 S 1500 E, Salt Lake City

Comment 2368

Response Section in Chapter 35
 35.2.4A
 35.2.10A

We want to hear what you have to say.

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CONTACT INFORMATION:
 Name: Nancy Bernis
 Organization (if applicable): _____
 Mailing Address: 1827 W. 2620 S
 City: Nogah State: Utah Zip: 84044
 Email: nlbernis@hotmail.com Phone: 250-1394

Check all that apply:
 Add me to the project email update list
 Add me to the project mailing list
 I already receive project emails

LIBRARY LOCATIONS:

LIBRARY LOCATIONS:	Big Bend Library 1351 W 1000 N, Salt Lake City	Point Library 4075 S 2700 W, Taylorsville	Provo Library 13805 S Redwood Rd, Provo	Utah Library 10310 Center St, Utah	FEDERAL LIBRARY LOCATIONS:
Lehi City Public Library 3101 400 S, Salt Lake City	Alpine Library 4140 W 4300 S, West Valley City	Arvix Library 5100 S 4200 W, Kearns	Mountain Library 13100 S 5000 W, American Fork	Pharmacia Medical Library 21515 North Mountain Dr, Utah	Salt Lake County (DES CD 3040) 5610 S Redwood Rd, Taylorsville
J. Alfred Mumford Library Government Bldg 295 S 1500 E, Salt Lake City	Alpine Library 4330 W 1500 S, Magna	Midvale Library 10700 W 2000 S, West Jordan	American Fork Library 44 S 100 E, American Fork	Light Mountain Library 1601 E Heritage Dr, Light Mountain	Utah County (DES Field Copy) 5610 W 101 N, American Fork
		South Jordan Library 18075 S Redwood Rd, South Jordan			

▶ To avoid this comment from being on Mountain View Corridor, please call, copy, affix a first class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

COMMENT ▼▼

We are not in favor of the 7200 West choice. We would support the 5800 W alternative.

We do not favor a toll system.

This space is intentionally blank.

Comment 2369

Comment 2369 (continued)

Response
Section in
Chapter 35
↳

Print View

Page 1 of 2

From: "Doug Larson" <videodoug@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - November 15, 2007 10:59 AM
Subject: Comment on MVC project

35.2.7C

I live 1/4 mile from 2100 north and in my neighborhood, my house is the closest to I-15. Quite frankly, I am getting tired of all the advertising out there against the MVC because of all the lies. They keep saying that our health is in jeopardy but if they were really concerned about their health, they wouldn't live this close to I-15. When I first heard about the MVC from the groups that were opposing it, I was in shock that such a thing could happen, so I took my family to the UDOT meeting to raise a little ruckus. To my surprise, I learned that most of the objections that the opposition groups had were false and misleading which is creating an ignorant view of what is really going on. I've talked to my neighbors that are against it and they will not listen to a word I have to say because their minds are already made up.

The part that really scares me for my neighborhood is having an access road on 2100 north instead of a freeway. What that will do is bring more traffic into my neighborhood once people figure out its quicker to go through it to get to Thanksgiving Point. If there were a freeway, that would not happen. Also, if there were an access road, wouldn't that bring more pollution. Cars and trucks would be sitting there waiting for lights to turn green and having to speed up and slow down for each light. From what I understand about cars and trucks is that the best gas mileage, and hence, the least amount of pollution, is achieved when cars are driving at a steady speed around 60 mph. Correct me if I'm wrong, but having an access road like the one proposed for 2100 north will be much worse, healthwise, than a freeway.

Another thing, if the connector freeway were built at the point of the mountain, any traffic that is heading south would still use Lehi main street. Have you seen how many cars head south from Lehi main street? It would be too far north for commuters to use that alternative than to use Lehi main street, thus the problem would not be corrected. Another thing about the point of the mountain alternative, how expensive is that going to be to build a bridge to span the ravine (or whatever that is called)?

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=267z18...> 11/29/2007

Response
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Chapter 35
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I am totally for the MVC on 2100 north!!!

--
Doug Larson

<https://email.udot.utah.gov/gw/webacc?User.context=mx9nq0Sn0um9hseFmf&Item.drm=267z18...> 11/29/2007

Comment 2370

Comment 2371

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Chapter 35
↳

35.13A
35.12.1A
35.1.1A

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From: "Joanne Bolnick" <herrimanhonky@gmail.com>
 To: <mountainview@utah.gov>
 Date: Sunday - November 11, 2007 5:41 PM
 Subject: Mountainview Corridor 14400-12600 south

Why would we need ANOTHER highway if we have Bangerter? No,No,No. PLEASE! I live RIGHT near that proposed highway and it would just kill us to have to hear the noise and breath the pollution. My son has asthma and it's hard wnough for him now!
 CAN'T WE HAVE A GOLF COURSE INSTEAD?? It would make lots of money for the cities and draw more people here!!
 We are begging you NOT to allow this awful highway. It's not north-south roads we need here, it's east-west. Bangerter is great. It's all we need.
 PLEASE...NO!!

<https://email.udot.utah.gov/gw/webacc?User.context=Irbup4Smegn6ke9Au6&Item.drn=196z198...> 11/29/2007

Response
Section in
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↳

35.2.2A

Print View Page 1 of 1

From: <kelly@bolnick.net>
 To: <mountainview@utah.gov>
 Date: Sunday - November 11, 2007 5:45 PM
 Subject: 144-126 south corridor

My parents just told me about the highway that may be put near our house. I want to plead with you NOT TO DO IT. There is no reason for another highway here. They just widened 13400 and 12600 and things are great. Please don't make us sell our house and lose lots of money on it. We just bought it! And truthfully i like the field its full of wild life nature and all other things. So please do not build that highway.

thank you.
 Kelly Bolnick

<https://email.udot.utah.gov/gw/webacc?User.context=Irbup4Smegn6ke9Au6&Item.drn=197z197...> 11/29/2007

Comment 2372

Response Section in Chapter 35



Print View Page 1 of 1

From: "Don Hill" <cchevron@qwest.net>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 13, 2007 12:03 PM
 Subject: 2100 North Connector

35.2.7C
 35.2.1F

The City of Lehi sent out postcards asking residents to comment against the 2100 North Connector because it splits Lehi. Lehi had created its own problems with the turnabout on main street and offering no efficient way to get across the city from East to West yet they continue to develop the Northeast section of the city they claim has been cut off by I-15. As a resident and commuter forced to deal with long lines of slow traffic every single day I support the 2100 North corridor and urge Udot to do what makes sense for the thousands of motorists that have to commute through Lehi every day. We already have Bangerter Highway to the north but desperately need something closer to mainstreet. We also need more alternatives through Lehi or Saratoga Springs heading West to East in order to access I-15 going South. At present their is no efficient way to accomplish this.

<https://email.udot.utah.gov/gw/webacc?User.context=lrubp4Smegn6ke9Au6&Item.drn=217z197...> 11/29/2007

Comment 2373

Response Section in Chapter 35



35.2.9A

Print View Page 1 of 1

From: Terry Torres <terrymarktorres@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 15, 2007 8:12 PM
 Subject: your choice

To whom it may concern, Timothy L. Parker

I do not support your proposal that appears to benefit only "you" and your area!

I hope this is forward to those that really are making this important decision. I live in Lehi and feel a bridge is by far the best choice and it is a "fair choice" that does not only benefit "one"

Terry Torres
 Resident of West Lehi

 Never miss a thing. Make Yahoo your homepage.

<https://email.udot.utah.gov/gw/webacc?User.context=pvev15Tb0tw5mo0Luf&Item.drn=295z154...> 11/30/2007

Comment 2374

Comment 2375

Response
Section in
Chapter 35



35.31F

Comment #: 6033-2096
Date: 11/10/2007
Source: Telephone
Name: Bowen, William
Location: , UT

Comment:
 I would like a copy of all comments received so far so I can review them and comment on the comments. I'm sure there are some groups I'll want to respond to. I don't have an interest in commenting on the DEIS.

Response
Section in
Chapter 35



35.2.11A

Comment #: 6034-2097
Date: 11/12/2007
Source: Telephone
Name: , Molly
Location: Salt Lake City, UT

Comment:
 I have a few questions about the MVC. When they will be building in the 13400 area. Also, how do I access information on all UDOT projects?

Comment 2376

Response
Section in
Chapter 35



35.6.3A

Comment #: 11-2088
Date: 11/16/2007
Source: Telephone
Name: , Anonymous
Location: , UT

Comment:
I am trying to decide whether or not to buy a home near 1900 South in Lehi. Can you tell me if the freeway will be built there, what would happen to this house?

Comment 2377

Response
Section in
Chapter 35



35.6.3A

Comment #: 11-2089
Date: 11/16/2007
Source: Telephone
Name: , Anonymous
Location: , UT

Comment:
How do I find out if a home is impacted and what is happening on 5600 West? My friend got a packet from UDOT, so we are worried.

Comment 2378

Comment 2379

Response
Section in
Chapter 35



35.6.3A

Comment #: 4630-2100
Date: 11/19/2007
Source: Telephone
Name: Zimmerman, Julie
Location: West Jordan, UT

Comment:
I heard there is a list of all businesses and residents being taken out by the road and I believe we are one of them. Where can I find the list?

Response
Section in
Chapter 35



35.6.3A

Comment #: 6035-2101
Date: 11/26/2007
Source: Telephone
Name: Jensen, Julie
Location: , UT

Comment:
I need some help locating the MVC in Herriman/Riverton area. My clients want to purchase a home there. The address is 14180 S. 4951 W.

Comment 2380

Comment 2381

Response Section in Chapter 35
↳

Print View Page 1 of 1

From: "Stacie Bonner" <stacie@bonnermail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 13, 2007 2:41 PM
 Subject: 5800 West-NO WAY!!!

35.2.4C The proposed route through Salt Lake county runs very close to the existing Bangerter Highway. So you want to put an eight lane freeway within two miles of a six lane highway?

35.31E Also the aerial photo showing the proposed route is VERY DECEPTIVE since it does not show the MANY existing homes very near the proposed freeway. Why are you not thinking of the residents who have made this area their home??

35.6.3A This MountainView corridor is a TERRIBLE idea!!

Stacie Bonner
 Herriman
 HYPERLINK "mailto:stacie@bonnermail.com"stacie@bonnermail.com

No virus found in this outgoing message.
 Checked by AVG Free Edition.
 Version: 7.5.503 / Virus Database: 269.15.31/1128 - Release Date: 11/13/2007 11:09 AM

<https://email.udot.utah.gov/gw/webacc?User.context=Irbup4Smegn6ke9Au6&Item.drn=220z197...> 11/29/2007

Response Section in Chapter 35
↳

Print View Page 1 of 2

From: "Jeff Bonner" <jb@mrslc.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 13, 2007 2:34 PM
 Subject: Mountain View Corridor

To Whom it May Concern:

35.31C I am a Salt Lake County resident and homeowner in Herriman City. My home's approximate coordinates are 13600 South 4820 West. I am a bit troubled by the proposed 8 lane freeway that would pass yards from my front door. I would like to have someone explain to me who exactly benefits from this, because it is certainly not the residents west of Bangerter Hwy. Have the required environmental impact studies been performed and are those results and analysis available for the public to review. With so much at stake from a quality of life standpoint for the residents of the west-end of the Salt Lake Valley, I would like some assurances that every consideration was in fact made regarding alternatives. I am also strongly avoiding the desire to accuse legislators and UDOT of putting the interests the the "affluent" east side ahead of the concerns of west side residents.

35.31E I am a transplant from Southern California, and have been overwhelmed by the differences/disparities engendered by living on one side of the freeway versus the other. Draper City clamors to not have TRAX run along an existing set of tracks, and those with the money prevail, and UDOT halts the TRAX expansion to Draper. I fear that even if we succeeded in having every resident west of the I-15 petition against the corridor project, UDOT would carry out it's plans despite our objections. I would love to be proven wrong, and thus be provided some assurance that I live in a state where the voting taxpayer has a say.

Also, the site provides an aerial view that is at least 10 years old. No doubt to leave the impression that the freeway does not come as close to 5000 homes as it in fact does. Could we please be provided with an updated map showing exactly where it will run?

Sincerely,
 Jeff Bonner
 Jeff Bonner
 Manager, Southern California Banking Practice

<https://email.udot.utah.gov/gw/webacc?User.context=Irbup4Smegn6ke9Au6&Item.drn=219z197...> 11/29/2007

Comment 2381 (continued)

Comment 2382

Response
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MRINetwork
Management Recruiters
Of Salt Lake City
Banking Division
BUILDING THE HEART OF BUSINESS (TM)
Office 800-622-2085 Ext. 367
jb@mrislc.com

<https://email.udot.utah.gov/gw/webacc?User.context=lrpup4Smegn6ke9Au6&Item.drn=219z197...> 11/29/2007

Response
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Chapter 35
↳

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From: Tasha Langston <jade654321@hotmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - November 13, 2007 11:22 AM
Subject: Mountain view corridor

35.2.7A

I am opposed to the 2100 North connector proposal because it negatively impacts neighborhoods, destroys wildlife habitat, and damages the fragile ecosystem along the Jordan River.

Windows Live Hotmail and Microsoft Office Outlook – together at last. Get it now.
<http://office.microsoft.com/en-us/outlook/HA102225181033.aspx?pid=CL100626971033>

<https://email.udot.utah.gov/gw/webacc?User.context=lrpup4Smegn6ke9Au6&Item.drn=216z197...> 11/29/2007

Comment 2383

Response Section in Chapter 35



35.2.7A

Print View Page 1 of 1

From: Tyler Langston <tlangst@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 13, 2007 11:18 AM
 Subject: Mountain View Corridor

I am opposed to the 2100 North connector proposal because it negatively impacts neighborhoods, destroys wildlife habitat, and damages the fragile ecosystem along the Jordan River.

Peek-a-boo FREE Tricks & Treats for You!
http://www.reallivemoms.com?ocid=TXT_TAGHM&loc=us

<https://email.udot.utah.gov/gw/webacc?User.context=lrkup4Smegn6ke9Au6&Item.drn=214z197...> 11/29/2007

Comment 2384

Response Section in Chapter 35



35.2.7A

Print View Page 1 of 1

From: "Tony du Preez" <tonydupreez@comcast.net>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 1:50 PM
 Subject: opposition to 2100 North Lehi Connection

Dear Sir (s)

I am opposed to the proposed 2100 North Lehi Connector Proposal for the following reasons;

- 1) it will decrease the value of our properties
- 2) it will have negative environmental effects
- 3) there must be a better place for this connection - there is so much around there that would have to be removed to make this possible
- 4) noise pollution increase
- 5) air pollution increase
- 6) huge increase in traffic
- 7) loss of views
- 8) overall - this is not the place for this connector road

we would respectfully request that Udot consider another option for this connector

Regards
 "Tony" A du Preez

801.360.6424
 321 W 2660 N
 Lehi Utah 84043

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Rj2lj3qg1Cm7&Item.drn=668z2z0&...> 1/14/2008

Comment 2385

Comment 2386

Response
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Chapter 35

35.2.7A
35.2.9A

Page 1 of 1

I am writing to you about the proposed Mountain View corridor connecting to the I-15 at 2100 North in Lehi. I am against putting the freeway at this location. Homes and a church would be required to be torn down. This route would impact the health of families in the neighborhood that would be disrupted by the freeway. The value of existing homes would also be affected.

I believe it should be put at the point of the mountain (2800 North). 2800 North would be a shorter and less expensive route. No homes would be disturbed nor would the health of people of all ages be compromised because of pollution from the freeway.

Building the freeway at 2800 North will only be a difference of 2-3 miles. Lehi should not suffer the consequences for the uncontrolled growth of our neighboring cities to the West. Lehi does need East-West roads but a freeway is not the answer. The best route would be along the shore of Lake Utah. But this would affect the wildlife along the lake, but I think that you would agree that the quality of life, homes and churches of Lehi are as important as the wetlands along Lake Utah.

The location of the freeway at 2100 North would have an extreme impact on the families of Lehi. Please take the time to examine The point of the mountain (2800 North).

Steven and Ginger Miller
1343 N. 1800 W.
Lehi, Utah

Thursday, January 10, 2008 AOL: MSTEVEN840

Response
Section in
Chapter 35

35.2.7A

12 January 2008

Mountain View Corridor
C/O Parsons Brinckerhoff
488 East Winchester Street
Suite 400 Murray, UT 84107

I am writing in opposition to your proposed 2100 North Connector freeway in Lehi. There must be a better place to put the road as opposed to disrupting the families and homes along 2100 North. Your proposal would affect 29 homes and families causing them to leave neighbors, friends, etc. The effect on people alone makes this a poor plan. There would also be decreased property values for other properties in the area.

Your proposal would affect many acres of wetland and the wildlife that lives there. Many acres of commercial ground will be lost. There will be increased noise from vehicles moving along the freeway at high speeds and air quality will be diminished by the increased traffic. I-15 as it now stands brings plenty of problems, we do not need another freeway cutting up Lehi.

The interchange near the Jordan River will have drastic effects on the wildlife and farm animals in the area.

There must be a better location, such as near Utah Lake, that will not have as much effect on people and property.

I am registering my complaint to your proposal and hope you will again look at other areas as suggested by those in the Lehi community.

Respectfully,



Ned F. Wilson
46 East 200 South
Lehi, UT 84043

Comment 2387

Comment 2388

Response Section in Chapter 35

35.2.8A

Page 1 of 1

Dear UDOT,

I'm sending this email because I'm concerned about the plans to develop another freeway to slicing Lehi City in half. I feel like the proposed 2100 North Connector would do just that - with far reaching negative impact to the local economy, residents, and the environment.

As I've looked at possible alternatives to the 2100 North Connector, I feel like the Arterials Alternative or the Utah County Trails alternative are the best options. Here's why:

- The arterial alternatives actually support more traffic now and in the future
- There are more routes through the area, from more areas, and each is more direct
- We don't need traffic flying by at 75MPH
- We need more access to the area, not less.
- A freeway discourages economic growth and local business
- Arterials protect property values, air quality, and the environment

Please don't slash our town in half again like I15 did. You can accommodate more drivers with more routes and more options, with far less negative impact, with a solution of multiple arterials.

Thank you,

Michael Fluckiger
Lehi City resident

<https://email.udot.utah.gov/gw/webacc/nlakteRp2js7fdbAm7/GWAP/HREF/?action=Attachment...> 1/15/2008

Response Section in Chapter 35

35.1.1H

35.12.1A

35.12.4A

Page 1 of 2

Print View

From: "Thomas Gatten" <thomas.gatten@jordan.k12.ut.us>
 To: <mountainview@utah.gov>
 CC: <gattenfamily@msn.com>
 Date: Tuesday - January 15, 2008 2:10 PM
 Subject: Concerned West Jordan resident about the Mountainview Corridor

To Whom It May Concern:

I live at 5648 W. Red Narrow drive and heard recently that 5600 west will be made into a major north/south travel street, and the Mountain View Corridor will be built ABOVE ground right next to our subdivision. This is a huge concern especially when I found out the following:

- * There are 12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.
- * Thousands of children reside or attend school along this 5600 - 5800 West corridor.
- * 7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).
- * Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. States that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".
- * NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.
- * Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents.
- * Lancet Medical Journal published online study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a

<https://email.udot.utah.gov/gw/webacc?User.context=nlakteRp2js7fdbAm7&Item.drm=683z1z0&...> 1/15/2008

Comment 2388 (continued)

Comment 2389

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pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

* The Official Journal of the American Academy of Pediatrics published and online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

35.2.1A

* Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400 West alignment", considerably further west than the proposed roadway. U-111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County.

35.1.1A

* Bangeter Highway is only 2.8 miles from 5800 west. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

Because of things that our community has found and many other documents to support the above bulleted points, I am recommending that this decision of where to put the Mountain view corridor to be reconsidered to be moved to U-111. This is the only real feasible thing to do for the people that live in this area. Please consider this request before you make any final decisions. Thank You.

Tom Gatten
Concerned Resident of West Jordan

<https://email.udot.utah.gov/gw/webacc?User.context=nlakteRp2js7fdbAm7&Item.dr=683z1z0&...> 1/15/2008

Response Section in Chapter 35
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Page 1 of 1

From: "Matt Hamblin" <matt.hamblin@pattersondental.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 15, 2008 12:03 AM
Subject: I am opposed to the Mountain View Connector at 2100 north

35.2.7A

To Whom It May Concern:

I am opposed to the 2100 north connector proposed in Lehi. I live less than a mile East of I-15 in that area and I would hate to see that connector built there. I think it would decrease my property values due to noise and traffic. I am nervous about Crime that it might bring to my neighborhood due to people wandering off the freeway. I don't like that it will bring ugly sound walls and break up the nice open view of the north end of this valley. I don't want to see the Jordan River ecosystem effected and all the homes and potential homes and neighborhoods broken up or relocated. I think it would be better to build the connector further north where it wouldn't displace any homes or possible commercial growth. I also wonder about potential health risks to my 4 children who would be going to school and growing up near all this extra traffic. We get enough noise from I-15, we don't need any more from a connector. I also think that all those speeding cars so close to so many homes changing directions could hurt people. Please find a better location away from neighborhoods and homes.

Thank you,

Matthew R Hamblin, Lehi Resident for 9 years, 801-362-1557

Matt Hamblin
Mobile 801-362-1557
Patterson Dental Company
Salt Lake City (Branch 408)

<https://email.udot.utah.gov/gw/webacc?User.context=nlakteRp2js7fdbAm7&Item.dr=677z5z0&...> 1/15/2008

Comment 2390

Response
Section in
Chapter 35

Dear Sirs;
We are writing to you in regards to the 2100 North to I-15 Connector - which UDOT is planning to Build in our neighborhood -

We bought our first House; on 1500 No & 600 West; in Lehi just this Fall. We have been very pleased with our new Community - Everyone we have met has been so welcoming & helpful. What a new community.

We have spent alot of energy & all our savings, finishing our previously unfinished Basements & remodeling & re-furnishing our home - Hoping to not only make our home more comfortable but also to increase the value of our home, in the hopes that a few years from now, should we decide to sale this house - we could see a profit from the sale.

We feel, that since the freeway is on one side of our property - that this new project would dramatically decrease our ability to re-coop our investment should we decide to sale -

Since there are other options available to UDOT for this project - We feel that those options need to be considered before a decision is made -

A connection further south ^{or North} would serve multiple uses & would NOT interfere with Lehi's already planned projects nor would it impact our homes & our town in any negative way. As it would not impact our

35.2.7A

35.2.9A

Comment 2390 (continued)

Response
Section in
Chapter 35

Traffic - Noise levels - Air Quality - Property Values
Etc.. Lehi not Damage Lehi -




Elbore Davis



Amnette Tucker
upon Don



Amnette Tucker

Comment 2391

Comment 2392

Response Section in Chapter 35

Response Section in Chapter 35

35.2.9A

35.2.7A

35.2.9A

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From: "James Alig" <jim.alig@earthlink.net>
 To: <mountainview@utah.gov>
 Date: Monday - January 14, 2008 6:03 PM
 Subject: Why 2100 North in Lehi?

This is a question of quality of life for those who currently live next to the proposed 2100 North freeway connector and those who need to get from point "A" to point "B". Both are important... However, why would you decide to compromise either one when there is an alternative which would not compromise either.

The answer may be to simply move the proposed connector a little farther North to where there is no impact to either existing homes or our wetlands. By your own mapping of the Mountain View Corridor freeway the length of the connector freeway would be much shorter, and probably less expensive to construct, if it were to be located at Point of the Mountain.

I live at 2163 North 2080 West (just one block from the proposed freeway link) and this freeway will be in my back yard. I know very well the "NOT IN MY BACK YARD" saying, but why put a freeway connector in anyone's backyard when there is an alternative for locating the connector in no ones back yard.

James Alig
 jim.alig@earthlink.net

<https://email.udot.utah.gov/gw/webacc?User.context=dr3u19Sd2gq5im5Au0&Item.drm=672z11z0...> 1/16/2008

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From: "Richard Best" <rbest@merit.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 9:46 AM
 Subject: 2100 North Connector - Lehi

Hello,

I would like to offer my input on the proposed 2100 N connector between the Mountain View Corridor and I-15 in Lehi. I live just north/east of where the connector would meet I-15 in Lehi. And as such I am opposed to it and have very large concerns about the impact this would have on the area in which I live.

My concerns are the following:

Noise: I already can hear the traffic on I-15 at all hours of the day/night. With the increased traffic from this connector the noise levels would also undoubtedly increase.

Pollution: I am not one of those who fall in line with environmental extremists like the Sierra Club or others like them. But the exhaust of all those cars running right past my home concerns me greatly. Especially because I have 2 small children who love to run and play outside. Should my children suffer for what would be most convenient for UDOT?

Wet Lands destruction: 14.7 acres of wet lands lost if the 2100 N. connector becomes a reality. I would think that with Utah being a desert state we should be doing everything possible to preserve our wet lands. It shouldn't take a law suit from environmentalists to make us do the right thing.

Economic impact: The 2100 N. connector would rob Lehi and it's citizens of the tax dollars that would be brought in by the commercial and residential space lost to the connector. Not to mention the drop in property values to the surrounding areas.

The Lehi proposed connector at the point of the mountain would solve all of these concerns for me. I know we can do this in a way that will provide the much needed relief for transportation in Utah Valley and at the same time do what is best for the residents of Lehi. Please, look

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Comment 2392 (continued)

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at the way this is going to effect not just me and my family, but all of those who will be impacted by this connector.

Thank you,

Richard Best

<https://email.udot.utah.gov/gw/webacc?User.context=ls2lv2Sk3rvdbm0Pq3&Item.drm=690z7z0&...> 1/17/2008

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35.2.7A

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From: "Kaye Curtis" <kaye@rhinehartoil.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 15, 2008 9:22 AM
Subject: 2100 north connector

I am opposed to the 2100 north connector through Lehi neighborhoods as it would cut our city in half, would add more noise and pollution and speeding vehicles, damage the Jordan River and it's wildlife. I think we can all find a much better alternative than 2100 North.
Kaye Curtis

<https://email.udot.utah.gov/gw/webacc?User.context=dr3u9Sd2gq5im5Au0&Item.drm=679z5z0&...> 1/16/2008

Comment 2394

Comment 2395

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From: Kevin C <kcondas@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 15, 2008 7:25 AM
 Subject: mvc

To whom it may concern:

I want to offer my opinion that the Mountain View Corridor project should be routed along 7200 West, in Salt Lake County. It appears that by choosing this route, the MVC will pass, in near proximity, to only two schools between 5400 S. and 3500 S. The MVC would pass, in near proximity, to seven schools between 5400 S. and 3500 S. if the 5800 W. route is chosen.

Additionally, the aerial maps seem to indicate that a large portion of the MVC would be built on empty land that belongs to ATK (I believe it is ATK property, but I could be mistaken). It seems only logical to utilize this undeveloped land for the corridor project.

Thank you for your time and attention.

Kevin Condas
 West Valley City

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35.2.5A

35.2.7C

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From: Mark Hemingway <mark@hemingwaymedia.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - January 15, 2008 12:00 PM
 Subject: 2100 North Connector

I just wanted to say that I think the 2100 North connector is a fantastic idea. It is a great way to plan for the future. It makes way for even more traffic than we currently have. I hope to see it go through. Thank you for all your hard work and planning.

Mark and JanaRae Hemingway

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Comment 2396

Comment 2397

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From: "Tammy Lamborn" <t.lamborn@utah.edu>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 9:42 PM
Subject: 2100 North Connector

35.2.7A

I am OPPOSED to the 2100 North connector proposal through Lehi because it negatively impacts neighborhoods, destroys wildlife habitat, and damages the fragile ecosystem along the Jordan River. In addition, it will decrease property values, destroy homes of long time residents, create health risks, create excessive air pollution, increase noise levels, ruin the mountain views in Lehi, commercial land will be lost, thus loss in tax revenue for the city of Lehi.
Please do not build this corridor. I prefer the a corridor to be constructed north of Lehi, not in the middle.

Tammy Lamborn
1108 W 2650 N
Lehi UT 84043

<https://email.udot.utah.gov/gw/webacc?User.context=dr3u19Sd2gq5im5Au0&Item.drm=676z5z0&...> 1/16/2008

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From: Veronica Hayslip <nica2684@yahoo.com>
To: <Mountainview@utah.gov>
Date: Thursday - January 17, 2008 11:52 AM
Subject: NO! against 2100 North proposal. Go with 4800 North instead!

35.2.7A

To whom it may concern:
My name is Veronica Hayslip. I am a Lehi resident at 1537 North Center Street. I wish to send my opinion regarding the 2100 North freeway proposal. I am against it. I feel as if too many people, their homes and businesses would be affected. Please consider the 4800 north alternative. Less homes, businesses and people would be affected. Thank you.
Sincerely, Veronica Hayslip

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Comment 2398

Comment 2399

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From: "Scott Florence" <Scott_Florence@tni.com>
 To: <mountainview@utah.gov>
 Date: Thursday - January 17, 2008 12:07 PM
 Subject: Proposed UDOT Solution

35.2.7A

Please do not move forward with your solution for the Lehi 2100 North Connector. I honestly feel after reviewing all the facts that this will be very detrimental to our community. I feel like we will see lower property values, unusual traffic patterns in unwelcome places, and a big loss of commercial property and potential commerce in the area.

Please allow the Lehi City proposed solution be the final decision.

Thank you.

Scott Florence
 Lehi Resident

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35.2.7A

Dear UDOT -

Please don't build the connector at 2100N. As these things will occur.

Property values will decrease!
 Homes will be relocated!
 Health risks will threaten our families
 Wet lands will be impacted

Cars will speed thru Lehi at 75 or 80 PH.
 100+ acres of land will be lost.

Noise noise will increase,
 Air quality will diminish.

I am opposed to this.
 We do not want this in Lehi NO!!

Thank you.
 Angela M. Gaates

Comment 2400

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35.2.7A

DEAR MDOT:
I do not want you to build the connector of 2100
North in Lehi for these reasons:

- There are other better options
- Property values will decrease
- Health risks will threaten our families
- Cars will speed through Lehi at 75 MPH
- Noise walls will be added ruining views
- The socioeconomic impacts will be severe
- The cumulative impacts will be extreme
- Interchange congestion will be stifling
- Air quality will diminish
- Noise will dramatically increase

Comment 2401

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35.2.7A

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From: "Cami Stevenson" <cm.stevenson@gmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - January 15, 2008 2:54 PM
Subject: Mountainview Project

I live in Lehi just east of the the 1200 South exit off I15. I object to the current proposition of putting the east/west connection where it is proposed to be. My 3 year old son has very bad asthma and the increase in pollution levels in my immediate area would be a substantial health risk to him. In addition, we bought this home as our starter home, and the decrease in property value will make it very difficult to sell. Thirdly, our neighborhood already experiences a certain amount of noise from I15 and does not want to be exposed to any additional freeway noise. Please do not go through with current proposition. There are better alternatives that will not negatively affect so many people - and that should always be top priority. Thank you.

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Comment 2403

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From: "McKay Hendrix" <hendrixm@gmail.com>
To: <mountainview@utah.gov>
Date: Wednesday - January 16, 2008 7:35 PM
Subject: Northern Utah Co. 2100 Corridor

35.2.7D

I see the 2100 Corridor dividing Lehi for the benefit of those who have chosen to live in Saratoga Springs, Eagle and other communities to the West of Lehi.

The impacts on Lehi of this route are all negative, including the connection at the I-15

I see the more northern route having less negative impact on Lehi and still meeting the needs of the communities to the west.

If the cost are close, go north.

Thanks for listening,

McKay Hendrix

3382 N 950 W

Lehi, Utah

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From: "Christy Hellewell" <christyclaire@gmail.com>
To: <mvcespanol@utah.gov>, <mountainview@utah.gov>
Date: Thursday - January 17, 2008 12:26 PM
Subject: 2100 North Freeway

35.2.7A

To Whom it May Concern:

I am opposed to the 2100 North connector proposal through Lehi because it negatively impacts neighborhoods, destroys wildlife habitat, and damages the fragile ecosystem along the Jordan River. It is not in the best interest of the community or the state.

Sincerely,

Christy Hellewell

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Comment 2404

Comment 2405

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From: "Julie Jenkins" <julie.jenkins@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - January 17, 2008 12:11 PM
Subject: 2100 North connector

35.2.7D

I fell it is not a good solution to put the connector freeway at 2100 North in Lehi.
Julie Jenkins

<https://email.udot.utah.gov/gw/webacc?User.context=Is2lv2Sk3rvdbm0Pq3&Item.drm=703z3z0&...> 1/17/2008

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From: "Meri James" <merijames@gmail.com>
To: <mountainview@utah.gov>, <mvcespanol@utah.gov>
Date: Thursday - January 17, 2008 12:12 PM
Subject: 2100 North Freeway

35.2.7A

I am not usually one who takes the time to write, but this issue has me enraged. I am vehemently opposed to the 2100 north connector in Lehi. I think it is unfair and irresponsible to plow through neighborhoods with such reckless disregard for those by whom they are occupied. Those of us who carefully selected our home locations should not be penalized because of others. I understand that we all have a "not in my backyard" mentality, but it seems silly to choose a path that ruins neighborhoods when other options are available. I am a proud citizen of Lehi City and do not want to see it ruined because of an unnecessary roadway slashing it through the middle, especially when just slightly to the north is a much better option. I would be opposed to this plan even if it weren't my neighborhood. Please don't ruin our homes, our neighborhoods, our environment, or our finances. I will do whatever I can to stop this from happening. It is a terrible option. Please don't proceed -- find somewhere else.

Thank you for your time.

Meri James

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Comment 2406

Comment 2406 (continued)

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From: <wordforsale@comcast.net>
To: <mountainview@utah.gov>
Date: Wednesday - January 16, 2008 11:24 AM
Subject: The Mountain View Corridor

planned, the MVC puts the health and welfare of many people -- young and old alike -- in jeopardy.

I urge you to rethink the planned Mountain View Corridor and move the highway planned for 5800 West to 7200 West or U-111.

Respectfully,
Adrianne Lee Krier

As proposed, the Mountain View Corridor calls for two major highways running parallel to each other less than 1/4 mile apart with an existing, densely populated residential subdivision wedged between them. The eastern branch (5600 West) includes a public transit line and four lanes of traffic. Two blocks to the west, a six lane, elevated road is planned to run all along the edge of residential property. One of those residences is mine.

I object to the way this project has been planned for the following reasons:
1. During certain times of the year (December, January, February, and the hot days of summer) the air in the Salt Lake Valley is so polluted by vehicle exhaust it is barely fit to breathe. NEPA Section 309 Clean Air Act addresses the reduction of pollution by "...gaseous and particulate emission from vehicles..." especially as it pertains to children whose lungs are not yet fully developed. Placing two highly traveled roadways in such close proximity to each other cannot help but negatively affect residents of this area, especially the children, including five of my grandchildren. (See Lancet Medical Journal, January 26, 2007 and The Official Journal of the American Academy of Pediatrics, online article, December 4, 2004.)

NEPA's stated objective is to "...assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." Therefore, I believe the proposed Mountain View Corridor is not only a violation of NEPA, but may well result in costly lawsuits if it is allowed to proceed as planned.

2. Since the Mountain View Corridor is meant to serve the 30,000 home sites and retain centers Kennecott plans to build at approximately 8400 West, the currently proposed MVC roads are much too far east to be convenient for those Kennecott residents.

3. The 5800 West site proposed for the MVC is heavily encumbered with underground utilities which would require adding pumps and/or moving utility lines to accommodate the new road construction, or elevating the roadway through this area. An elevated road would certainly not be all right with me! An elevated road would mean I could not enjoy the view from my own porch and -- because of the pollution -- my heart condition and reduced lung function would mean I couldn't even spend time in my own yard. Again, the MVC as planned clearly violates my NEPA right, as an American, to "...safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

4. As the MVC pertains to wildlife environmental concerns, the disruption should be minimized as much as possible without putting any human being's health, life or happiness in jeopardy. As

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Comment 2407

Comment 2407 (continued)

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From: <wordsforsale@comcast.net>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 1:13 PM
 Subject: Comments on Mountain View Corridor - revised

As proposed, the Mountain View Corridor calls for two major highways running parallel to each other less than 1/4 mile apart with an existing, densely populated residential subdivision wedged between them. The eastern branch (5600 West) includes a public transit line and four lanes of traffic. Two blocks to the west, an eight lane, elevated road is planned to run all along the edge of residential property. One of those residences is mine.

I object to the way this project has been planned for the following reasons:

35.12.4A 1. During certain times of the year (December, January, February, and the hot days of summer) the air in the Salt Lake Valley is so polluted by vehicle exhaust it is barely fit to breathe. NEPA Section 309 Clean Air Act addresses the reduction of pollution by "...gaseous and particulate emission from vehicles..." especially as it pertains to children whose lungs are not yet fully developed. Placing two highly traveled roadways in such close proximity to each other cannot help but negatively affect residents of this area, especially the children, including five of my grandchildren. (See Lancet Medical Journal, January 26, 2007 and The Official Journal of the American Academy of Pediatrics, online article, December 4, 2004.)

35.1.1H NEPA's stated objective is to "...assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings." Therefore, I believe the proposed Mountain View Corridor is not only a violation of NEPA, but may well result in costly lawsuits if it is allowed to proceed as planned.

35.2.1A 2. Since the Mountain View Corridor is meant to serve the 30,000 home sites and retail centers Kennecott plans to build at approximately 8400 West, the currently proposed MVC roads are much too far east to be convenient for those Kennecott residents. The road best suited to serving the Kennecott community is U-111. Since it already exists, it is not only reasonable but wise to build the eight lane highway currently planned for 5800 West on U-111 instead.

35.2.4E 3. The 5800 West site proposed for the MVC is heavily encumbered with underground utilities which would require adding pumps and/or moving utility lines to accommodate the new road construction, or elevating the roadway through this area. An elevated road would certainly not be all right with me! An elevated road would mean I could not enjoy the view from my own porch and -- because of the pollution -- my heart condition and reduced lung function would mean I couldn't even spend time in my own yard. Again, the MVC as planned clearly violates my NEPA right, as an American, to "...safe, healthful, productive, and aesthetically and culturally pleasing surroundings."

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4. As the MVC pertains to wildlife environmental concerns, the disruption should be minimized as much as possible without putting any human being's health, life or happiness in jeopardy. As planned, the MVC puts the health and welfare of many people -- young and old alike -- in jeopardy.

I urge you to rethink the planned Mountain View Corridor and move the highway planned for 5800 West to U-111.

Respectfully,
 Adrienne Lee Krier

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Comment 2408

Comment 2408 (continued)

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From: Jennie Best <jennieisanangel@yahoo.com>
 To: <mountainview@utah.gov>, <mvcespanol@utah.gov>
 Date: Wednesday - January 16, 2008 1:28 PM
 Subject: Lehi I-15 Connector

Hello,

I would like to offer my input on the proposed 2100 N connector between the Mountain View Corridor and I-15 in Lehi. I live just north/east of where the connector would meet I-15 in Lehi. And as such I am opposed to it and have very large concerns about the impact this would have on the area in which I live.

My concerns are the following:

Noise: I already can hear the traffic on I-15 at all hours of the day/night. With the increased traffic from this connector the noise levels would also undoubtedly increase.

Pollution: I am not one of those who fall in line with environmental extremists like the Sierra Club or others like them. But the exhaust of all those cars running right past my home concerns me greatly. Especially because I have 2 small children who love to run and play outside. Should my children suffer for what would be most convenient for UDOT?

Wet Lands destruction: 14.7 acres of wet lands lost if the 2100 N. connector becomes a reality. I would think that with Utah being a desert state we should be doing everything possible to preserve our wet lands. It shouldn't take a law suit from environmentalists to make us do the right thing.

Economic impact: The 2100 N. connector would rob Lehi and it's citizens of the tax dollars that would be brought in by the commercial and residential space lost to the connector. Not to mention the drop in property values to the surrounding areas.

Homes Destroyed: I don't think it's fair or even necessary to destroy homes that are already in existance. These families have built homes believing that they will be there for years to come. A home can't be replaced, no matter how much you're paid.

The Lehi proposed connector at the point of the mountain would solve all of these concerns for me. I know we can do this in a way that will provide the much needed relief for transportation in Utah Valley and at the same time do what is best for the residents of Lehi. Please, look at the way this is going to effect not just me and my family, but all of those who will be impacted by this connector.

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35.2.7A

35.2.9A

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Thank you,
Jennie Best

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Comment 2409

Comment 2410

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From: "Brent LeBaron" <bclebaron@comcast.net>
 To: <mountainview@utah.gov>
 Date: Thursday - January 17, 2008 12:07 PM
 Subject: Lehi proposed 2100 N. corridor

35.2.7A

I am writing to express opposition to UDOT's proposed development of a 2100 North corridor in Lehi. As I study the various, rather evident, elements in which this route would impact, and living in west Lehi as I do, it seems apparent that there has to be a better ultimate solution.

In terms of the ecological aspect alone, involving as the plan does traversing 14.75 acres of prized wetland, in addition to the relocation of many homes and approved dwellings, as well as noise values that will surely be affected adversely, I am strongly of the opinion that other options, involving a more southerly route, need to be thoroughly examined.

Please do NOT put through the proposed 2100 North plan!

Sincerely,

Brent LeBaron
 2150 W. 400 N., Lehi 84043
 801.768.9771

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From: "Michelle Morgan" <lynbyfn@hotmai.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 3:55 PM
 Subject: Lehi 2100 N Freeway

To whom it may concern,

I feel very strongly in opposition against the development of 2100 North in Lehi into a freeway.

Having just purchased a home near 2100 North I was very frustrated with the news of this potential development. My husband and I decided to move from downtown Salt Lake to this particular area in Lehi to avoid congested areas and we have yet to regret our decision but feel very concerned that this project is under consideration.

35.2.7A

My personal concerns are as follows:

- *Home values will decrease
- *The noise and air levels of pollution in Lehi will increase. Diminished Health.
- *Lehi will not only be cut in 1/2 by I-15 but again by this new project, which has the probability of decreasing the sense of community in the area.
- *The proposed new elementary school would back this project. It's disturbing to think that my children would back a major roadway.
- *Their would be a major change to the Jordan Parkway trail which is accessed by numerous families inside and outside of the area.
- *As a runner, I am already currently limited in my area for distance runs. I can't run on Lehi Main, can't run on Redwood Rd, and it is inconvenient to cross I-15. To have an additional roadway built limits my runs and creates safety issues. It's not only a concern for runners, but additionally for bikers.
- *Lehi is known for being one of the more "rural" "hometownish" cities along the northern Wasatch front. Adding this roadway diminishes the great appeal that Lehi has.
- *The socioeconomic concerns.
- *Neighbors will loose their homes and be forced to move.

35.2.1G

35.2.9A

Please consider an alternate roadway. I have "heard" that their is a potential plan in place to create a roadway south of us across part of Utah Lake and a potential for a road to be built North of us. If this is so, wouldn't that be the best option for both Northbound commuters and Southbound commuters?

Please take into consideration my concerns. My feelings are very strongly against the prospective freeway. I want to continue enjoying where I live.

Thank you for consideration,

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Michelle Morgan
Concerned Lehi Resident

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From: Greg Nelson <mrfunan@yahoo.com>
To: <mountainview@utah.gov>
Date: Thursday - January 17, 2008 1:20 PM
Subject: I am FOR the corridor

35.2.7C

Hey, I am FOR the 2100 North Connector. Some people will get the shaft I suppose but most of the people will benefit. And c'mon, all this stuff the antagonists are saying is stuff that would be said no matter what or where this was planned. I am sure people said this kind of stuff about I 15 and every other major thoroughfare. GET A LIFE PEOPLE!!

Thanks,
Greg

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Comment 2412

Comment 2413

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Keller, Cyndi

From: David Hoyt [david_e_hoyt@yahoo.com]
Sent: Friday, January 11, 2008 1:08 PM
To: i15utahcounty@utah.gov
Subject: Lehi 2150 North Freeway

I am opposed to the proposed 2100 North Freeway in Lehi. This freeway would have to big of effect on property values to all the surrounding homes. A better alternative would be to connect it to the proposed 285 interchange.

David Hoyt
 2445 W 2150 N
 Lehi, UT 84043

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1/18/2008

35.2.7A

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From: "Steve Nielsen" <sdnielsen07@comcast.net>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 9:37 PM
Subject: Moutain View Corridor

To the fine people at UDOT.UTAH.GOV,
 Because of the growing population in Northern Utah County the roads have become congested beyond the imagination. Something has to be done to help relieve some of the pressure from the main street in Lehi City. I have looked at all the alternatives and believe that the Southern freeway alternative is the best plan. It will be far less disruptive to Lehi residence and create a far better route for other traffic. It will create a better route for the Western Utah County residents to go either North to the Salt Lake area or South to the Provo area in a more direct timely manner.

This would also eliminate cutting the City of Lehi in half on 21st North, disrupting a lot of residents, forcing them to move somewhere else. The Southern Freeway alternative runs between the cities and along the Utah Lake. It also leaves the option of the Porter Rockwell highway in the future.

This option makes far better sense. Please consider the right choice. It meets the needs of the future far better than the other options.

Thanks.....Steve

Steve Nielsen
 1638 No. Summercrest Dr.
 Lehi, Utah 84043

35.2.6A

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.drn=674z5z0&...> 1/18/2008

Comment 2414

Comment 2415

Response Section in Chapter 35

Response Section in Chapter 35

Print View Page 1 of 1

From: "Bud Poduska" <talktobud@budpoduska.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 9:59 AM
 Subject: In Favor of 2100 N. alternative

REASONING IN FAVOR OF 2100 N. ALTERNATIVE

The primary purpose of the Mountain View Corridor and the 2100 N. freeway is to alleviate the current East-West congestion in North Utah County and to serve the transportation needs of the projected hundreds of thousands who will become the future residence of this area (Eagle Mountain, Saratoga Springs, Cedar Fort, et al). The purpose of this project IS NOT to serve the whimsical desires of the mayor of Lehi. The thought of spending hundreds of millions of additional dollars to build a huge bridge over a canyon at Point of the Mountain on unstable sands where icy winds howl through the crevasse, and parallel to the Bangeter Freeway, in what appears to be an attempt to enhance the value of Lehi's latest commercial project at Thanksgiving Point makes no engineering, economic, or environmental sense. The 4800 N. alternative would be a transportation disaster.

Sincerely, Bud Poduska

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.dr=689z3z0&...> 1/18/2008

35.2.7C

35.2.7A

Print View Page 1 of 1

From: "Becky Taylor" <beckypants@gmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 18, 2008 12:16 PM
 Subject: Mountain View Corridor

To whom it may concern,

I am writing regarding the Mountain View Corridor, I truly think it will have negative impacts on my neighborhood. It is so close, and will go straight through too many homes. Cars at freeway speed must have a more appropriate place to drive!! Please reconsider.

Thank you,
 Becky Taylor
 Lehi, UT

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.dr=707z1z0&...> 1/18/2008

Comment 2416

Comment 2416 (continued)

Response Section in Chapter 35
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Print View Page 1 of 3

From: "Thaller, Connie" <Connie.Thaller@gcinc.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - January 16, 2008 2:19 PM
 Subject: Mountain View Corridor

To Whom It May Concern:

Please accept my comments regarding the Mountain View Corridor.

We truly need someone to physically come to our subdivision and review this situation.

Bloomfield Farms, between 5600 West and 5800 West. Between New Bingham Highway and 7800 South.

Please contact Carol Noyes for further information regarding our dilemma. Carol Noyes [cnoyes82@msn.com]

This is a new subdivision with new homes and many, many children.

Critical Comments to e-mail to mountainview@utah.gov

-Comments to UDOT at mountainview@utah.gov are accepted until January 24, 2008. Comments to UDOT are the only possibility of altering the elevated 8 lanes of Mountain View Corridor along the 5800 West roadway.

-Two blocks away, 5600 West to be a "high-capacity" transit roadway with six lanes (4 lanes of traffic and 2 transit traffic lanes).

-12 schools within close proximity (within 5 city blocks) of the 5600 - 5800 West corridor.

-Thousands of children reside or attend school along this 5600 - 5800

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West corridor.

-7200 West alternative has 9 schools in close proximity (including the 5600 West roadway).

35.1.1H -Possible Violation of NEPA Title 1 Section 101 (42 USC ss-4331) (b) 2. states that the responsibility of the Federal Government is to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings".

35.12.1A -NEPA Section 309 Clean Air Act for the pollution prevention/environmental impact reduction checklist for highways includes the effect on the environment "...with gaseous and particulate emissions from vehicles..." and if the impact poses a greater risk for children than adults.

35.12.4A -Children are more vulnerable to the adverse effects of air pollution than adults due to higher minute ventilation and increased exposure to outdoor air pollution. Traffic pollution decreases the lung function of children and adolescents. -Lancet Medical Journal published online study on January 26, 2007 proving that children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives. The study was by University of Southern California researchers and was the largest and longest of its kind. "If you live in a high pollution area, and live near a busy road, you get a doubling" of the damage, said Dr. Gauderman of USC School of Medicine. "Someone suffering a pollution-related deficit in lung function as a child will probably have less than healthy lungs all of his or her life". "Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life," the authors write.

35.2.1A -The Official Journal of the American Academy of Pediatrics published and online article on 12/4/04 outlining the devastating health effects on children due to air pollution, particularly when living near busy roads. (The health risks include respiratory tract complications and childhood cancer.) (There are many more recent studies with similar findings.)

- Mountain View Corridor would be better moved to U-111 (instead of 5800 or 7200 West) to help mitigate the negative effects on this area which will already bear the impact of 5600 West traffic and transit. With UDOT's preferred alternative of 5800 or 7200 West all traffic would be routed to 5600 or 5800 West, whether they were utilizing the transit or the highway, resulting in a tremendous amount of traffic in a very concentrated (highly residential) area. This will be counterproductive as it will create congestion rather than alleviate it. Mountain View Corridor is to be constructed to accommodate the 30,000 home sites and retail centers Kennecott plans to build which is "roughly along a 8400

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.dr=694z1z0&...> 1/18/2008

Comment 2416 (continued)

Comment 2417

Response Section in Chapter 35
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35.1.1A

35.2.4E

Print View Page 3 of 3

West alignment", considerably further west than the proposed roadway. U-111 would better serve these residences and retail sites of Kennecott and would eliminate the added impact to 5600 West throughout the Salt Lake County.

-Bangeter Highway is only 2.8 miles from 5800 west. (This area would be greatly overburdened with high capacity roadways.) The greatest transportation need within Salt Lake County are not north-south but east-west arteries.

-If Mountain View Corridor is built on 5800 West beside residences it must be depressed. Many West Jordan residents must email comments, requesting pumps and the realignment of utilities to accommodate the highway depression, for this to be considered in the final plans. (Please include the previous information to give legitimacy to our comments.)

You may also contact me if you have any answer/comments to our problem. I am at work from 8:00 a.m. to 5:00 p.m. everyday to pay for my new home in Bloomfield Farms. I was not aware of the Freeway and the Light Rail when I bought my home.

Thank you,

Connie Thaller

Connie Thaller
Receptionist
Granite Construction
P.O. Box 30429
Salt Lake City, UT 84130
1-801-526-6000

<https://email.udot.utah.gov/gw/webacc?User.context=qx1vnfSofkn8hj0Fm6&Item.dr=694z1z0&...> 1/18/2008

Response Section in Chapter 35
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35.2.5A

Print View Page 1 of 1

From: "walkinspirit@juno.com" <walkinspirit@juno.com>
To: <mountainview@utah.gov>
Date: Monday - January 14, 2008 11:57 AM

I would question the preferred 5800 route due to the east/west jog it takes in the highway north of 5400 as it might be a cause for accidents. The 7200 route is a straight shot, with no major unexpected drastic turns, so those who want to bypass the heart of the city could safely get to the southern part of Salt Lake County and Utah County. It is also my understanding that a greater housing development for the two counties is going to be south and west of 5600 west and 5400 south, which would put the 7200 alternate in the center of the new developing area and not on the border of it, as the 5800 preferred route would be. Terry A. Bluemel

<https://email.udot.utah.gov/gw/webacc?User.context=ct8vk7Ri2lj3qg1Cm7&Item.dr=666z2z0&...> 1/14/2008

Comment 2418

Response Section in Chapter 35

Print View

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From: "Layne Hone" <woodworks7@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - January 18, 2008 7:40 PM
 Subject: corridor

35.2.7C

I would like to say that I agree with having the Mountain View Corridor. It is a needed artery to help alleviate the congestion that exist now and will only get worse. Many people think that the Corridor is a bad thing because it will bring only negative effects. It is only the opposite. I can't wait to see it completed and all the great development that comes with it. I think that many people in Lehi are afraid of change. I see too many old people that don't want their small town to grow. Growth is coming whether they want it or not and the corridor will help prepare the way.

Thanks

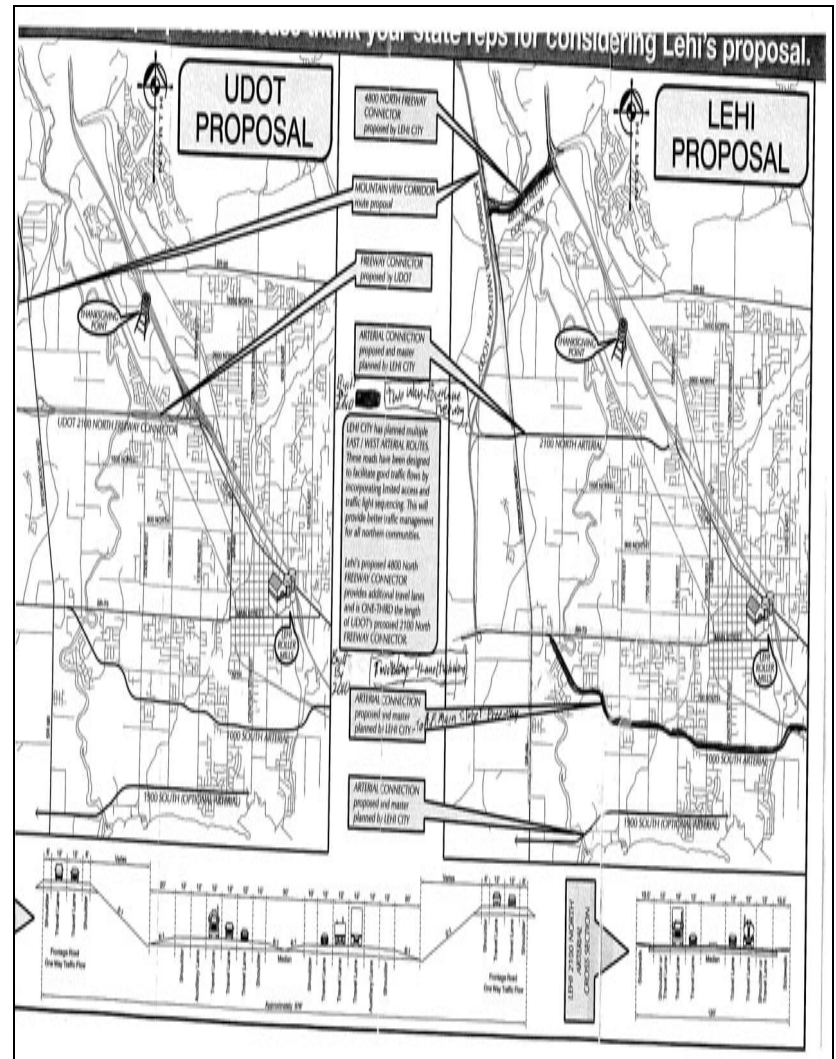
Layne Hone

<https://email.udot.utah.gov/gw/webacc?User.context=js1vvdUccj16kk1Hq7&Item.dm=709z8z0&...> 1/22/2008

Comment 2419

Response Section in Chapter 35

35.2.1F



Comment 2419 (continued)

Response Section in Chapter 35

EDWARDS
Residential Customer
for 2010

*No whom it may concern:
Here are two proposals
I would recommend for
completion for 2010.
Thank!
Rouben Edwards*



STEP 1 See why we feel Lehi's proposal is the better option now and in the future.

UDOT's Mountain View Corridor freeway connection with I-15 at 2100 North is **not** the right solution. To solve the traffic problem, UDOT should evaluate roadway alternatives that meet local needs, as well as the needs of surrounding communities. State transportation officials need to build roads that carry traffic, but also respect neighborhoods and preserve the quality of life of those living in our wonderful community." - Mayor Howard Johnson

"UDOT is clearly ignoring the wishes of our City if UDOT builds the 2100 North corridor as planned, they will send the unmistakable message that they don't care about the proper planning and development of Lehi City." - Councilman James Dixon

"I believe we all agree on the importance of getting people from other communities through our city. However, I am very disappointed with UDOT and some of those communities, in their support of a method that appears to have no consideration for Lehi's needs." - Councilman Johnny Barnes

"The multiple travel corridors in Lehi's proposal are far better for facilitating traffic flow. They offer more direct and alternative routes that are frequently needed. Lehi's proposal will serve the entire north county community and not just the expanding population to the west." - Councilman Mark I. Johnson

"A freeway at the 2100 North UDOT's proposal will have a devastating effect on commercial services. This area has been zoned for a commercial district that would provide shopping, gas and other amenities. If UDOT builds a connection at 2100 North, that commercial area will not develop. It will also be very difficult for those citizens in northwest Lehi to gain access to State Street." - Councilman Johnny Revell

"As a city council, we are all on the same page. We all agree that we should follow Lehi City's Master Transportation plan. That means choosing Lehi's proposal." - Councilman Stephen Hedbrook

There are two proposals for the Mountain View Corridor connection to I-15 through Lehi: UDOT's proposal for a freeway connection at 2100 North and Lehi City's proposal for a freeway connection at 4800 North

Why is Lehi's proposal best for Utah County?

"The Lehi City plan carries more traffic, affects fewer homes, doesn't take away from the commercial growth of the city, doesn't lower property values and doesn't destroy agricultural areas."
- Lorin Powell, Lehi City Engineer

Information regarding traffic in Utah County

Here are two proposals for the Mountain View Corridor in Lehi and how they will impact the future of our community

Please send your feedback and endorse Lehi's 4800 North connection proposal - a freeway connection with additional local roads that improves the community's overall transportation system



Look at the maps inside. See why Lehi City's proposal is best for you and your family. Endorse 4800 North and encourage UDOT to protect your community and work with Lehi City in building roads that meet local needs.

This is the biggest transportation issue to affect Utah County since the I-15 freeway cut Lehi in half in the 1960s!

STEP 2 Consider the facts

- UDOT's proposed freeway connector at 2100 North has an approximate capacity of only 135,000 vehicles per day... while the proposed Lehi freeway connector at 4800 North has an approximate capacity of 160,000 vehicles per day. Coupled with 2100 North as a local arterial, Lehi's 4800 North option and 2100 North allow for a capacity of 210,000 vehicles per day. The Lehi proposal, plus the additional arterial, has an overall greater capacity potential of 155%.
- Much of Lehi's proposal at 4800 North would be located on lands already owned by the state and federal government. (Only 3 private property owners and 3 homes would be affected)
- Both proposals would require bridges to cross the Jordan River and the railroad tracks. UDOT's proposal requires jag bridges. Lehi's proposal requires only one at 4800 North and would not be the "transmittal" bridge as claimed by UDOT. Lehi's proposed bridge would be similar to the Starvation Reservoir bridge and the one under construction in Paris.
- The Lehi proposal at 4800 North would not interrupt emergency services routes nor affect the ground water.
- If UDOT's proposal is constructed as a freeway, residents in northwest Lehi would lose needed retail services planned for that area. With Lehi's proposal an arterial at 2100 North will make access to these commercial businesses easy and encourage retail development.
- Lehi's proposal and existing master planned roads create multiple transportation routes which increase flexibility and offer travel options in case of emergencies or accidents.
- Lehi's proposal at 4800 North would decrease travel distances for north/south directional travelers by 3.4 miles thereby saving time and millions of dollars in travel related expenses for commuters.
- The environmental impact of Lehi's proposal at 4800 North is much less than the 2100 North freeway option.
- The Lehi proposal of Double Corridor provides shorter, more direct routes that will serve all of the north county area.
- Lehi's proposal at 4800 North connector would be over 60% shorter in length than UDOT's 2100 North freeway proposal.

Can you see why Lehi's proposal is the most prudent option?

STEP 3 Tell us what you think

Contact UDOT and tell them to choose Lehi's proposal. You can also contact Lehi City officials to share your feelings regarding this important transportation issue. They will be happy to forward your comments to other local, state and federal leaders who are working on the Mountain View Corridor project. Thank your state reps for considering Lehi's proposal.

LEHI CITY OFFICIALS (150 N. 100 E., Lehi, UT 84043)

- ✓ Mayor Howard Johnson (hjohnson@lehicity.com)
- ✓ Johnny Barnes (johnny.barnes@backpack.com)
- ✓ Stephen Hedbrook (801-372-0172)
- ✓ James Dixon (jdixon@lehicity.com)
- ✓ Mark I. Johnson (mi@lehi.com)
- ✓ Johnny Revell (jrevell@centuryprint.com)

STATE REPRESENTATIVES STATE SENATORS

- ✓ Kenneth W. Sumption (ksumption@utah.gov)
- ✓ Howard A. Stephenson (hstephenson@utahsenate.org)
- ✓ John Duggal (jduggal@utah.gov)
- ✓ Mark B. Madson (mmadson@utahsenate.org)
- ✓ Rebecca D. Lockhart (rlockhart@utah.gov)
- ✓ John L. Valentine (jvalentine@utahsenate.org)

UDOT OFFICIALS

- ✓ UDOT (info@utah.gov)
- ✓ Margaret Dayton (mdayton@utahsenate.org)
- ✓ Penelope Brinklerhoff (penelope@utah.gov)
- ✓ Curtis S. Bamberle (cbamberle@utahsenate.org)

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MOUNTAIN VIEW CORRIDOR
FINAL ENVIRONMENTAL IMPACT STATEMENT

35B-1385

Comment 2420

1
2
3
4
5 PUBLIC COMMENT
6 MOUNTAIN VIEW CORRIDOR
7
8
9
10 November 14, 2007 * 4:00 p.m.
11
12 Location: Hunter High School
13 4200 South 5600 West
14 West Valley City, Utah
15
16
17
18 Rhonda S. Hornung
19 - Registered Professional Reporter -
20 Notary Public in and for the State of Utah
21
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23
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Response
Section in
Chapter 35
↳

35.2.4B

35.2.10A

2

1 FRANCINE CORBRIDGE
2 West Valley City
3
4 Doesn't it make better sense to leave a
5 community alone rather than chopping it up, chopping
6 subdivisions up? That's the first one. Okay. Are
7 you giving any consideration to the public schools
8 within 500 meters of the proposed freeway? Then the
9 next one is is who paid for the new bridge on the
10 east side? Why are you considering making the new
11 freeway a toll road?
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Comment 2421

Comment 2421 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

3

4

1 DARRELL CURTIS
2 West Valley City
3
4 I have a lot of concerns about the air
5 quality in our state, and this will impact four
6 schools, three elementary and -- or two elementary,
7 a junior high and a high school with -- I have five
8 children, and four of my children are asthmatics,
9 and so that will increase the likelihood of having
10 asthma problems because of the road so close to
11 where we live.
12 I would like to see more mass transit.
13 They built the light-rail and it's being utilized.
14 I don't know why they can't do a light-rail out in
15 this area along the power line corridor with, you
16 know -- with also some jogging paths and -- included
17 with that. That way -- to utilize the space easier.
18 Instead of having the light-rail go down a road
19 where it causes traffic problems, have it
20 independent of the road.
21 We have seen an increase in greenhouse
22 gas emissions. Most of that comes from our
23 automobiles. So adding another freeway is not going
24 to deter people driving. It's going to increase the
25 greenhouse gases and global warming and will affect

1 our overall economy because we -- our snowpack will
2 continue to diminish. Governor Huntsman said that
3 he was for more of a green state to reduce the
4 greenhouse gases, and I just don't understand how a
5 new -- another road will deter that at all.
6 Bangerter Highway -- I don't understand
7 why they didn't make overpasses on that to begin
8 with, make that a freeway. And that would solve
9 this west side. We have three -- this would be the
10 third major road from -- 215, Bangerter and now this
11 within just about six miles. That's just
12 ridiculous, to have so many roads crossing this area
13 of the valley.
14 And also with gas prices the way they
15 are and just the uncertainty of -- of our economy I
16 just don't think that this is something wise to
17 invest in at this time.
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35.12.4A

35.2.4C

35.2.3A

35.2.3D

35.12.1B

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Comment 2422

Comment 2422 (continued)

Response
Section in
Chapter 35
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Response
Section in
Chapter 35
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5

6

1 LARRY DUCKWORTH
2 Taylorsville
3
4 My name is Larry Duckworth, and I am a
5 grandparent. I have six children, 22 grandchildren,
6 and I have lived in the Taylorsville-Kearns area
7 back when it was called Kearns. Living in Salt Lake
8 County for 45 years. I have gone from where Hunter
9 High School sits right now to when it was a grain
10 field. I have watched the change in population over
11 the years, and now I feel it is time that we take
12 and go away from all the cars, we change and
13 eliminate transportation to either solar vehicles,
14 solar traffic transit or go to power which is either
15 solar or wind energy.
16 We are polluting what our kids are going
17 to have when I am gone. Being of 67 years old and
18 knowing what has changed, being able to breathe the
19 air, sleep on my back porch, and now I get up in the
20 morning and I'm not sure that I'm going to see the
21 sun.
22 I feel like we have enough
23 transportation. We need to get to be using our
24 bicycles going to and from work. We need to take
25 and make it available for our kids to have someplace

1 to also have grandkids. I think that we need more
2 east and west than we do north and south.
3 The transportation vehicles are using
4 tons of coal, which are creating more atmospheres
5 and we can't even see. We can't see the mountains.
6 The haze -- it's unbelievable between mountains on
7 the east and mountains on the west, and it is time
8 for the people that are at UDOT and transportation
9 places to say, Hey, let us have a situation of being
10 able to breathe. Heaven forbid, thank you.
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35.31C

35.12.1A

35.11A

35.1.1A

35.12.1A

Comment 2423

Comment 2423 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

7

8

1 LINDSAY AYERS
2 West Valley City
3
4 Well, I first want to say that after
5 reading over the Web site and coming in, I feel a
6 little a bit deceived about the transit part of the
7 project. On the Web site it makes it seem like
8 transit is already included when, in fact, you come
9 here -- and I just spoke to a UTA representative who
10 said that mass transit has not been funded at this
11 point and it's part of the long-term plan which
12 could be 25 to 30 years, which to me that's just
13 deception that I think that people need to know
14 about.
15 And I come as a concerned mother with
16 children that go to Whittier Elementary, which is
17 right in the pathway. They'll also attend Hunter
18 High, which is right in the path. And I've done
19 some research and found that children who live in
20 the vicinity of freeways and who are exposed to, I
21 guess, condensed pollution from the vehicles are
22 eight times more likely to develop leukemia and six
23 times more likely to develop other cancers, asthma,
24 respiratory problems, and also lung development has
25 been delayed. There has been studies that I've read

1 about that.
2 Let's see. I just feel like other
3 cities have incorporated mass transit in their
4 infrastructure and they've succeeded and I think
5 that Utah needs to look at that. And UDOT often is
6 misleading to me because they are the Department of
7 Transportation. They're not the department of pave
8 and road everywhere. We need to look at other
9 alternatives.
10 We have Bacchus Highway, Bangerter
11 Highway and other roads going north and south such
12 as I-15 and 215. What we need in West Valley is a
13 way to get east. We don't need another way to get
14 north and south. I don't need a faster way to get
15 to Saltair.
16 The last point I'd like to make is that
17 I also did research that showed that pollution from
18 vehicles is just as bad or worse than cigarette
19 or -- yeah, just as bad or worse than cigarette
20 smoke, and I don't feel like some representatives
21 from UDOT or people who are proposing the highway
22 would blow cigarette smoke into their children's
23 face and this is just the same to me.
24
25

35.2.3A

35.2.3A

35.12.4A

35.1.1A

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Comment 2424

Response
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Chapter 35
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35.12.4A

9

JOEY CAPUTO
Salt Lake City

I'm concerned about the freeway's impact on children's health. I understand that UDOT has said that the new federal diesel rules will offset any pollution that will be created by the freeway. But it's my view that we should be improving air quality and not just maintaining the status quo. I think that transit should come before any freeway project. That's it.

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Response
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↳

35.3B

35.2.3I

10

MARC HEILESON
Salt Lake City

I just give these comments at a personal level. I work for an organization that is also going to submit comments formally on the draft of the environmental impact statement from the Sierra Club. I would like to make a statement at the public hearing that I'm disappointed in the 180-degree turn away from the good planning of the Mountain View Corridor voluntary vision agreement, the four-year process from stakeholders and cities and governments that came up with a very solution-oriented balanced transportation growth plan for the Mountain View Corridor involving pedestrian-oriented development, balanced transit options and having a strategy to sequence transit that would both reduce the vehicle miles traveled growth and improve air quality.

Since then -- we learned this spring that the entire transit component of 5600 West was completely removed from the long-range plan of Wasatch Front Regional Council's 2030 plan, WFRC. That is completely removed from their 2030 planning as a transit build scenario. Yet the freeway

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Comment 2425 (continued)

Response
Section in
Chapter 35
↳

35.29A

35.12.4A

11

1 component has increased to eight lanes and has moved
2 into a first phase priority.

3 We feel that not only will those
4 positive achievements of the Mountain View Corridor
5 Vision Agreement will never be achieved or not be
6 achieved by this sequencing of the transit
7 alternatives, but with a freeway coming in first
8 before transit it will set in a pattern of
9 development with such low-density sprawl that the
10 positive pedestrian-oriented developments will never
11 happen.

12 And we have several examples of areas
13 such as Los Angeles, Houston, Atlanta that show
14 those growth patterns that rapidly follow freeway
15 development without a transit component.

16 And then the second comment I'd like to
17 make is that the preferred alternative of 5800 West
18 is an absolute inappropriate place for vehicle
19 capacity expansion. This alignment will either pass
20 through or close to two elementary schools, a junior
21 high and a high school in West Valley City, Whittier
22 Elementary, Hillside Elementary, Hunter Junior High
23 School and Hunter High School proper.

24 And with studies that have been
25 published in "The Lancet" this year by Dr. Gauderman

DepomaxMerit
801.328.1188

Comment 2425 (continued)

Response
Section in
Chapter 35
↳

35.29B

12

1 showing that there's a correlation of incomplete
2 lung capacity development for children that live
3 within 500 meters of a proposed -- or of a freeway
4 and other studies from Colorado University in
5 Boulder and Denver, Colorado that showed a
6 correlation of 250 yards for increasing childhood
7 leukemia rates and other cancers.

8 And I just feel that's very reckless
9 freeway planning, to target our school children with
10 a dangerous freeway project where they will receive
11 a daily dose of concentrated emissions. You know,
12 the scenario would be a student at Hillside
13 Elementary or Whittier Elementary would spend K
14 through six and then graduate to seventh or eighth
15 at Hunter Junior High and then finish at Hunter High
16 School nine through 12 and spend their entire
17 developmental school years next to an interstate if
18 this project succeeds as planned, which is, I think,
19 irresponsible planning and puts our children at
20 great risk.

21 And just the last thing is if a transit
22 system is put in first and good walkable development
23 is along 5600 West, is allowed to mature, an
24 eight-lane facility may not be needed. And that
25 question should be definitely asked. If there's

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801.328.1188

Comment 2425 (continued)

Response
Section in
Chapter 35
↳

See page
1398 for
this
exhibit.

13

1 better sequencing and integration of transit coming
2 first, there could be ways to reduce the growth of
3 vehicle dependency and improve our air quality
4 without just building another large interstate
5 facility for truck and car traffic.
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7 (EXHIBIT 2 WAS MARKED.)
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Comment 2426

Response
Section in
Chapter 35
↳

35.12.4A

14

1 IVY CRANE
2 West Valley City
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4 I just feel like it's unacceptable to
5 have a road that the children of the schools have to
6 breathe the pollution that comes on from this road
7 that's going to be that close to schools.
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Comment 2427

Comment 2428

Response
Section in
Chapter 35
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Response
Section in
Chapter 35
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35.2.3A

35.12.4A

15

JAMIE FANEUS
West Valley City

I think -- I think we should not have the freeway go through houses and stuff because it's going to -- it's going to pollute everything and it's going to make everybody have bad problems in their life, and I think that we should go with -- what is that word? Mass transit. I'd rather go with mass -- yeah. The transit. Mass transit, right? I'd rather go with that because I think our community will have less pollution because of it. That's it.

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16

JOSE ESPARZA
West Valley City

My comment is about the impact -- they have impact on big traffic, which is the same, home, business locations, the same, historic property, wetlands. But it's nothing about the schools. From 3500 South to 4700 South we have two elementary schools on the one side of the Mountain View and we have this high school on the other side.

I don't see any impact regarding asthma or other health issues for kids. I don't see what the impact is. I think that possibly is missing. I know we need the freeway, but we need to -- more clean air. That's one of the reasons for the freeway. But we are impacting the people who can't move from there, from these places.

These kids still need to go to school. It would be good if they have an impact to move -- to relocate the schools away from the freeway if this is the preferred -- 5800 West will be the preferred alternative, if they can have an impact to move the schools away from the freeway. That's my comment.

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Comment 2429

Comment 2429 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.2.4L

17

1 JACK AND CONNIE CAVANEE
2 West Valley City
3
4 MR. CAVANEE: We live on Bills Drive,
5 West Valley City where the corridor is, the freeway
6 corridor. We have a question. When it leaves 35th
7 South and comes up through the park, it goes
8 straight. And when it gets up into Bills, it jogs
9 and goes over into Cilma.
10 And if you would keep on going all the
11 way up Bills Drive and take it completely out and
12 then turn it, the freeway, to get over on 4100
13 'cause all it is up at the top of Bills Drive is
14 open fields, and that way it wouldn't impact Cilma
15 and all of that over on 6000. And what they're
16 going to leave on Bills Drive anyway is four homes.
17 MS. CAVANEE: There's a few more than
18 four homes.
19 MR. CAVANEE: Is there more?
20 MS. CAVANEE: I think -- a few homes on
21 the --
22 MR. CAVANEE: East side of Bills Drive.
23 MS. CAVANEE: East side.
24 MR. CAVANEE: It would leave a very few
25 number of homes on Bills Drive.

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18

1 MS. CAVANEE: It would be segregated.
2 MR. CAVANEE: Right. Then in back -- in
3 back of Bills on the east side is all open field
4 anyway. So you wouldn't have to have a -- the wall
5 there or anything from -- from all the way to the
6 start of Bills Drive all the way to the top of Bills
7 Drive there's nothing behind it at all, on the east
8 side.
9 And then you could completely use all of
10 that for corridor, for utility easements, for all of
11 that there, if you took it completely out, Bills
12 Drive completely out, both sides, instead of jogging
13 over into Cilma.
14 MS. CAVANEE: It would be less homes.
15 MR. CAVANEE: Less impact. Less homes.
16 And property has got to be cheaper to buy empty than
17 it is with homes on it.
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Comment 2430

Comment 2430 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

19

20

1 MARGARET EDVALSON
2 West Valley City
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4 Well, my concern is my house would
5 probably be right next to the freeway there. And
6 I'm concerned because all the pollution and stuff
7 from all the -- I have asthma. I don't need it. I
8 don't need all that pollution to make things worse.
9 And I worry about the fact that the
10 whole area is going to have that problem, but
11 there's always the schools and the churches and
12 stuff that are going to be impacted, you know, by
13 that. And then it's hard to get around. I'll be
14 cut off from my church, have to go all the way
15 around --
16 What else was there? The pollution and
17 the -- and the noise. Yeah. I'll be right next
18 to -- I don't know if they're going to put brick
19 walls up or what they're going to do, but I'll be
20 right -- right there. And I think it's going to be
21 an awful lot of noise, and I think putting that many
22 close roads together and sandwiching all of us in --
23 I think it's going to cause a lot of people a lot of
24 health problems. And there's people in that
25 neighborhood, too, across the street that has a very

1 sick husband, that it will, you know, cause a lot of
2 problems for him. He has a bad heart and all kinds
3 of stuff. And they live across the street from me.
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35.12.4A

35.13A

35.6.1A

Comment 2431

Comment 2432

Response
Section in
Chapter 35

Response
Section in
Chapter 35

21

22

1 KAREN WILLIAMS
2 West Valley City
3
4 I live on Masters Drive, and it's going
5 to come through. It isn't going to take -- come
6 that close, I guess. It will be close enough. But
7 I'm worried about the access because there are
8 right-of-ways and stuff -- it comes right in front
9 of the only street that I could get into the
10 neighborhood to get to her house. She depends on me
11 a lot, and I have to be able to get to her.
12 And also it cuts me off from being able
13 to get to church because it takes off part of Bills
14 Drive. But they say they're going to provide
15 access. They'll have to provide access. I was also
16 concerned about pollution, because I have
17 respiratory problems, and being sandwiched in
18 between the two main roads, big roads, all the
19 pollution that is going to be coming from both
20 sides.
21 So that is my concern, is -- is access,
22 where the accesses are going to be. Am I going to
23 be able to get to my mom? Am I going to be able to
24 get to 6000 and 56 so I can have decent access to
25 the stores and stuff around? That's my concern.

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1 DIANNA BECKSTROM
2 West Valley City
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4 I just want to say that I feel this is a
5 bad idea, that it affects several schools and school
6 play yards and that I believe the light-rail and
7 Highway 111 are better options. If you improve
8 Highway 111, that it will -- it will be used if
9 that's the option that people have. Thanks.
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35.2.4K

35.2.3A

35.2.1A

35.12.4A

Comment 2433

Response
Section in
Chapter 35
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23

1 KATHY REEL
2 West Valley City
3
4 Okay. Where should I start? My house
5 supposedly isn't going to be affected by this draft.
6 However, I'm a half a black from what is going to be
7 affected. My comment is my property values will
8 decrease because of this freeway. I get to have
9 twice or 10 times as much carbon monoxide in my
10 home. I get to have the noise level increase to
11 probably, what, a trillion percent. I don't know.
12 But it's going to increase because I live in a quiet
13 neighborhood. Now it's going to be noisy.
14 I can't sell my home because I have to
15 disclose the fact that the freeway is going across
16 the street. When I look out my front window now or
17 my front door, I get to see a freeway instead of
18 mountains, which I'm not happy about because who
19 wants to see a freeway? I want to know why I'm not
20 being compensated for the fact that my house will
21 decrease. My health and living is going to
22 decrease. The noise level is going to increase.
23 And that's a quality of life issue that I believe
24 needs to be affected. That's basically it.
25 (End of proceedings.)

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35.9A

35.12.1A
35.13A

35.6.3A

35.6.1A

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Exhibit for Comment 2425

Articles

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

W James Gauderman, Hilda Vasa, Rob McConnell, Kees Berhane, Frank Gilliland, Duncan Thomas, Fred Lurmann, Edward Avol, Nicos Kouzou, Michael Jerrett, John Peters

Summary
Background Whether local exposure to major roadways adversely affects lung-function growth during the period of rapid lung development that takes place between 10 and 18 years of age is unknown. This study investigated the association between residential exposure to traffic and 8-year lung-function growth.
Methods In this prospective study, 3677 children (mean age 10 years [SD 0.44]) participated from 12 southern California communities that represent a wide range in regional air quality. Children were followed up for 8 years, with yearly lung-function measurements recorded. For each child, we identified several indicators of residential exposure to traffic from large roads. Regression analysis was used to establish whether 8-year growth in lung function was associated with local traffic exposure, and whether local traffic effects were independent of regional air quality.
Findings Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV₁, -81 mL, p=0.03 [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMEF, -127 mL/s, p=0.03 [-243 to -11]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Proximate deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.0% for FEV₁ (p=0.013, relative to >1500 m [95% CI 94.6-99.4]) and 93.4% for MMEF (p=0.006 [95% CI 89.1-97.7]).
Interpretation Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.

Introduction
 Both cross-sectional^{1,2} and longitudinal³⁻⁵ studies have shown that lung function in children is adversely affected by exposure to urban, regional air pollution. Evidence has emerged that local exposure to traffic is related to adverse respiratory effects in children, including increased rates of asthma and other respiratory diseases.⁶⁻⁸ Cross-sectional studies in Europe have shown that deficits in lung function are related to residential exposure to traffic.⁹⁻¹¹ However, does traffic exposure have an adverse effect on lung-function development in children? The answer to this question is important in view of the extent of traffic exposure in urban environments and the established relation between diminished lung function in adulthood and morbidity and mortality.¹²⁻¹⁴

We investigated the association between residential exposure to traffic and 8-year lung-function development on the basis of cohort data from the Children's Health Study. We also studied the joint effects of local traffic exposure and regional air quality on children's lung development.

Methods
Participants
 The Children's Health Study recruited two cohorts of fourth-grade children (mean age 10 years [SD 0.44], one in 1993 (cohort 1, n=1718) and the other in 1996 (cohort 2, n=1959). All children were recruited from schools in 12 southern California communities as part of an investigation into the long-term effects of air pollution on children's respiratory health.^{15,16} A consistent protocol was used in all communities to identify schools, and all students targeted for study were invited to participate.¹⁷ Overall, 82% (3677) of available students agreed to participate. Pulmonary-function data were obtained yearly by trained field technicians, who travelled to study schools to undertake maximum effort spirometry on the children, using the same equipment and testing protocol throughout the study period. Details of the testing protocol have been previously reported.¹⁸ Children in both cohorts were followed up for 8 years.

A baseline questionnaire, completed at study entry by each child's parent or legal guardian, was used to obtain information on race, Hispanic ethnic origin, parental income and education, history of doctor-diagnosed asthma, in-utero exposure to maternal smoking, and household exposure to gas stoves, pets, and environmental tobacco smoke.¹⁹ A yearly questionnaire, with similar structure to that of the baseline questionnaire, was used to update information on asthma status, personal smoking, and exposure to environmental tobacco smoke. For statistical modelling, a three-category socioeconomic status variable was created on the basis of total household income and education of the parent or guardian who completed the questionnaire. High socioeconomic status (23% of children, n=823) was defined as a parental

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Exhibit for Comment 2425 (continued)

Articles

income greater than US\$100 000 per year, or an income over US\$15 000 per year and at least 4 years of college education. The middle category (36%, n=1283) included children with a parental income between US\$15 000 and US\$100 000 and some (less than 4 years) college or technical school education, and low socioeconomic status (49%, n=1483) included all remaining children.

The study protocol was approved by the institutional review board for human studies at the University of Southern California, and written consent was provided by a parent or legal guardian for every study participant.

Exposure data
 We characterised exposure of every study participant to traffic-related pollutants by two types of measures—proximity of the child's residence to the nearest freeway or to the nearest major non-freeway road, and model-based estimates of traffic-related air pollution at the residence, derived from dispersion models that incorporated distance to roadways, vehicle counts, vehicle emission rates, and meteorological conditions.²⁰ Regional air pollution was continuously monitored at one central site location within each study community over the course of the investigation. Further details of exposure assessment are available in the webappendix.

Statistical methods
 The outcome data consisted of 22 686 pulmonary-function tests recorded from 3677 participants during 8 years in both cohorts. We focused on three pulmonary-function measures: forced vital capacity (FVC), forced expiratory volume in 1 s (FEV₁), and maximum midexpiratory flow rate (MMEF, also known as FEF₂₅₋₇₅). The exposures of primary interest were the traffic measures described above.

We used a hierarchical mixed-effects model to relate 8-year growth in each lung-function measure to traffic exposure, with basic structure that has been previously described.²¹ To account for the growth pattern in lung function during this period, we used a linear spline model,²² constructed so that 8-year growth in lung function was estimated jointly with other model parameters. We estimated and tested the effect of traffic exposure on 8-year growth, and in some analyses on mean lung function at 10 and 18 years of age. The model allowed for separate growth curves for each sex, race, ethnic origin, cohort, and baseline asthma subgroup. The model also included adjustments for height, height squared, body-mass index (BMI), BMI squared, present asthma status, exercise or respiratory illness on the day of the test, any tobacco smoking by the child in the previous year, and indicator variables for field technician. Random effects for the intercept and 8-year growth parameters were included at the level of participant and community.

To keep the potential effect of outliers to a minimum and to examine possible non-linear exposure-response relations, we used categorical forms of each traffic indicator in our models. For distance to the freeway, we formed four categories—less than 500 m, 500-1000 m, 1000-1500 m, and more than 1500 m. Distances to non-freeway major roads were similarly categorised based on distances of 75 m, 150 m, and 300 m. Model-based estimates of pollution from freeways and non-freeways were categorised into quartiles on the basis of their respective distributions (see webappendix). The categories for all traffic indicators were fixed before any health analyses were done. Traffic effects are reported as the difference in 8-year growth for each category relative to the least exposed category, so that negative estimates signify reduced lung-function growth with increased exposure.

We also considered joint estimation of traffic effects within the community and pollution between communities, which was based on the long-term average pollutant concentrations measured at the central sites (see webappendix). Pollutant effects are reported as the difference in 8-year growth in lung function from the least to the most polluted community, with negative differences indicating growth deficits with increased exposure. Possible modification of a traffic effect by community-average ambient pollutant concentration was tested by inclusion of the appropriate interaction term in the model.

To examine attained lung function, we computed percent-predicted lung function for participants who were measured in 12th grade, our last year of follow-up (n=1497, mean age 17.9 years [SD 0.41]). To estimate predicted FEV₁ values, we first fitted a regression model for observed FEV₁ (log transformed) with predictors log height, BMI, BMI squared, sex, asthma status, race or ethnic origin, field technician, and sex-by-log height, sex-by-BMI, sex-by-BMI squared, sex-by-asthma, and sex-by-race or ethnic origin interactions. We calculated predicted FEV₁ on the basis of this model and percent-predicted as observed divided by predicted FEV₁. We used a regression model to calculate the mean percent-predicted value for each category of distance to the freeway, with adjustment for community. To aid in interpretation, we scaled percent-predicted values so that children who lived furthest (>1500 m) from a freeway had a mean of 100%, and we give means for the remaining distance groups relative to this benchmark. Analogous calculations were used to obtain the percent-predicted mean for FVC and MMEF.

Regression procedures in SAS (version 9.0) were used to fit all models. Associations denoted as significant were those with a p value less than 0.05, assuming a two-sided alternative hypothesis.

Role of the funding source
 The funding sources of this study had no role in the study design, collection, analysis, or interpretation of data, in the writing of the report, or in the decision to submit the paper for publication. The corresponding

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Exhibit for Comment 2425 (continued)

Articles

author had full access to all the data in the study and had final responsibility for the decision to submit for publication.

Results
An average of 6.2 pulmonary function tests were done per child. There were equal proportions of male and female participants (webtable 1). Most children were of non-Hispanic white or Hispanic ethnic origin. 440 (17%) children lived within 500 m of a freeway, with most of these children residing in six of the 12 communities (webtable 2 and webfigure). Model-based estimates of pollution from a freeway were skewed toward either high or low values within most study communities.

8-year growth in FVC, FEV₁, and MMEF averaged 1512 mL, 1316 mL, and 1602 mL/y, respectively, in girls, and 2808 mL, 2406 mL, and 2476 mL/y, respectively, in boys. Closer residential distance to a freeway was associated with reduced growth in lung function (table 1). In children who lived within 500 m of a freeway, 8-year growth was significantly reduced compared with those who lived at least 1500 m from a freeway. Large deficits in FEV₁ and MMEF growth were also estimated for the two highest-exposure quartiles of model-based pollution from a freeway, although neither deficit was statistically significant. Indicators of traffic from non-freeway roads, including both distance and model-based pollution estimates, were not associated with reduced growth.

The association between FEV₁ growth and distance to a freeway was significant in various sensitivity analyses (table 2). Compared with the results shown in table 1 (base model), distance-effect estimates were larger with additional adjustment for socioeconomic status. Further investigation showed that low socioeconomic status was associated with increased traffic exposure, with mean residential distance to freeways of 1.8 km (SD 1.32), 2.0 km (1.65), and 2.5 km (1.91) for low, middle, and high groups respectively. However, socioeconomic status was not significantly associated with FEV₁ growth, and therefore adjustment for this variable induced only a modest change. Adjustment for indoor sources of air pollution including gas stoves, pets, and exposure to environmental tobacco smoke also resulted in little change in the estimated freeway-distance effects.

Significant distance effects were seen in the subset of children who reported never having had asthma, and in the subset of children who reported no active tobacco smoking. The relation between FEV₁ growth and distance was noticeably larger in boys than in girls, although a test of effect modification by sex was non-significant (p=0.10). Only six of the 12 communities had substantial numbers of children living within 500 m of a freeway. The estimated effects of freeway distance on lung development were more pronounced in these six higher-traffic communities than in the other communities. There was no significant evidence of heterogeneity in the local distance effects in these six communities (data not shown). Furthermore,

around 34% (1267) of children moved from their baseline residence during follow-up but remained in one of the 12 study communities and thus continued to participate. If we omitted post-move lung-function measurements from the analysis, the estimated effects of freeway-distance on FEV₁ growth were more pronounced.

See tables for webtables 1 and 2 and webfigure

Freeway distance*	FVC (mL) difference (95% CI)		FEV ₁ (mL) difference (95% CI)		MMEF (mL/sec) difference (95% CI)	
	<500 m	p	500-1000 m	p	1000-1500 m	p
<500 m	-61 (-131 to 5)		-81 (-143 to -18)		-127 (-241 to -13)	
500-1000 m	-31 (-93 to 32)		-41 (-93 to 12)		-35 (-142 to 73)	
1000-1500 m	-19 (-84 to 46)		-33 (-93 to 26)		-94 (-204 to 16)	
Model-based pollution from freeway†						
4th quartile (high)	-66 (-186 to 54)		-69 (-179 to 42)		-147 (-352 to 58)	
3rd quartile	-61 (-151 to 29)		-78 (-161 to 5)		-144 (-298 to 9)	
2nd quartile	-27 (-99 to 36)		-22 (-80 to 36)		-37 (-144 to 71)	
Non-freeway distance‡						
<25 m	5 (-61 to 72)		-35 (-97 to 27)		-66 (-181 to 49)	
75-150 m	4 (-59 to 68)		22 (-37 to 80)		55 (-74 to 144)	
150-300 m	10 (-61 to 47)		-8 (-56 to 40)		-10 (-105 to 73)	
Model-based pollution from non-freeway†						
4th quartile (high)	13 (-70 to 96)		3 (-74 to 80)		7 (-140 to 144)	
3rd quartile	42 (-77 to 111)		16 (-47 to 80)		-23 (-141 to 95)	
2nd quartile	6 (-54 to 66)		2 (-53 to 57)		11 (-91 to 113)	

*Difference in 8-year lung function growth relative to children living at least 1500 m from a freeway. †Difference in 8-year lung function growth relative to children living in the first (lowest) quartile of exposure. ‡Difference in 8-year lung function growth relative to children living at least 300 m from a non-freeway road.

Table 2: Association between 8-year lung function growth and several indicators of residential traffic exposure

	Freeway distance (m)					
	<500	p	500-1000	p	1000-1500	p
Base model*	-81	0.012	-41	0.165	-33	0.275
Additional covariates						
Race-socioeconomic status	-92	0.005	-50	0.092	-37	0.228
Race-pets in the home	-86	0.008	-42	0.160	-33	0.281
Race-in-utero exposure to maternal smoking	-80	0.013	-41	0.165	-33	0.275
Race-second-hand smoke exposure	-83	0.011	-33	0.269	-36	0.245
Subgroups						
Non-asthmatics only	-83	0.025	-70	0.042	-62	0.091
Non-smokers only	-99	0.006	-49	0.154	-48	0.182
Boys only	-158	0.003	-54	0.264	-77	0.121
Girls only	-12	0.750	-39	0.254	3	0.932
Six communities with closest freeway proximity†	-105	0.003	-56	0.101	-40	0.260
Deleting observations after a residence change‡	-86	0.030	-73	0.042	-53	0.148

*Base model results are the same as those in table 1. All models include adjustment for the covariates listed in the Methods section. Values are the difference in 8-year FEV₁ growth relative to those living >1500 m from a freeway. †Including only children from the six communities with the largest number of children living near a freeway (Riverside, Atascadero, Alhambra, San Diego, Long Beach, and Santa Monica). ‡Excluding any pulmonary function tests recorded after a participant left his or her baseline address.

Table 2: Sensitivity analysis of freeway-distance effects on 8-year FEV₁ growth

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Regional pollutant effect*	p	Local freeway distance (m)							
		<500	p	500-1000	p	1000-1500	p		
1000-1800 h ozone	-13	0.871	-81	0.012	-41	0.165	-33	0.275	0.51
Nitrogen dioxide	-109	0.003	-80	0.012	-41	0.166	-33	0.279	0.81
Acid	-111	0.002	-80	0.013	-41	0.164	-33	0.285	0.54
PM ₁₀	-111	0.013	-81	0.012	-42	0.158	-32	0.287	0.24
PM _{2.5}	-100	0.009	-80	0.012	-41	0.160	-33	0.285	0.40
Elemental carbon	-101	0.001	-80	0.012	-42	0.156	-33	0.282	0.63

*Pollutant effects are the difference in 8-year FEV₁ growth from lowest to highest observed community-average concentration of the pollutant, specifically per increase of 37.5 ppb ozone (1000-1800 h), 34.6 ppb of nitrogen dioxide, 9.6 ppb of acid vapour, 51.4 µg/m³ of PM₁₀, 2.8 µg/m³ of PM_{2.5}, and 1.2 µg/m³ elemental carbon. Distance effects are the difference in 8-year growth relative to those living >1500 m from a freeway. †A test of whether freeway distance effect is modified by regional concentration of the pollutant. PM₁₀-particulate matter < 10 µm aerodynamic diameter, PM_{2.5}-particulate matter < 2.5 µm aerodynamic diameter.

Table 3: Joint effect of regional pollution and local distance to a freeway on 8-year FEV₁ growth

Reduced lung-function growth was independently associated with both freeway distance and with regional air pollution (table 3). Statistically significant joint models of regional pollution with distance to freeway were seen for nitrogen dioxide, acid vapour, elemental carbon, and particulate matter with aerodynamic diameter less than 10 µm and less than 2.5 µm. Ozone was not associated with reduced lung-function growth. There was no significant evidence of effect modification (interaction) of local traffic effects with any of the regional pollutants.

A subset of 1445 children were observed over the full 8 years of the study, from age 10 to 18 years. In this group, we noted significant deficits in 8-year FEV₁ growth and MMEF growth for those who lived within 500 m of a freeway (table 4). At 10 years of age, there was some evidence of reduced lung function for those who lived closer to a freeway than those who did not, although none of the differences between distance categories was statistically significant. However, by 18 years of age, participants who lived closest to a freeway had

substantially lower attained FEV₁ and MMEF than those who lived at least 1500 m from a freeway.

These deficits in average FEV₁ and MMEF translated into pronounced deficits in percent-predicted lung function at 18 years of age (figure). There was a trend of lower percent-predicted lung function for children who lived closer to a freeway than for those who lived further away. The effect was most pronounced for those who lived less than 500 m from a freeway, with average percent predicted values of 97.0% (95% CI 94.4-99.4) for FEV₁ (p=0.013 relative to >1500 m) and 93.4% (89.1-97.7) for MMEF (p=0.006).

Discussion
This study shows that residential proximity to freeway traffic is associated with substantial deficits in lung-function development in children. 8-year increases in both FEV₁ and MMEF were smaller for children who lived within 500 m of a freeway, than for those who lived at least 1500 m from a freeway. Freeway effects were seen in subsets of non-asthmatic and non-smoking participants, which is an indication that traffic exposure has adverse effects on otherwise healthy children. Deficits in 8-year growth resulted in lower attained FEV₁ and MMEF at 18 years of age for participants who lived within 500 m of a freeway than for those who lived further away. Since lung development is nearly complete by age 18 years, an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life.

We previously reported an association between community-average pollutant concentrations and 8-year lung-function growth.¹⁶ That result relied on comparisons in communities that had different concentrations of regional air pollution, and implicated many pollutants such as nitrogen dioxide, acid vapour, particulate matter with aerodynamic diameter less than 10 µm and 2.5 µm, and elemental carbon. Our present study builds on that result, and shows that in addition to regional pollution, local exposure to large roadways is associated with diminished lung function development

	Lung function		8-year growth	
	Age 10 years	Age 18 years	Difference*	Difference* (95% CI)
FVC	Freeway distance			
	<500 m	-12 (-70 to 37)	-85 (-192 to 22)	-69 (-160 to 22)
	500-1000 m	-12 (-70 to 37)	-54 (-151 to 43)	-42 (-125 to 41)
	1000-1500 m	-30 (-80 to 21)	-81 (-181 to 19)	-57 (-137 to 33)
FEV ₁	Freeway distance			
	<500 m	-23 (-73 to 28)	-121 (-219 to -23)	-98 (-182 to -15)
	500-1000 m	-32 (-78 to 14)	-91 (-181 to -4)	-61 (-132 to 10)
	1000-1500 m	-34 (-81 to 14)	-78 (-170 to 14)	-44 (-127 to 34)
MMEF	Freeway distance			
	<500 m	-57 (-169 to 56)	-230 (-412 to -28)	-173 (-377 to -99)
	500-1000 m	-92 (-195 to 10)	-105 (-209 to 79)	-13 (-152 to 128)
	1000-1500 m	-45 (-150 to 60)	-151 (-340 to 38)	-106 (-250 to 38)

*Difference in 8-year lung function or growth relative to children living >1500 m from a freeway.

Table 4: Cumulative effect of residential distance in the 1445 children with full 8-year follow-up

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Exhibit for Comment 2425 (continued)

Articles

in children. We did not find any evidence that traffic effects varied depending on background air quality, which suggests that even in an area with low regional pollution, children living near a major roadway are at increased risk of health effects. Our results also suggest that children who live close to a freeway in a high pollution area experience a combination of adverse developmental effects because of both local and regional pollution.

We noted a larger freeway effect in boys than in girls, although the difference between sexes was not significant. By contrast, a cross-sectional European study²⁹ reported larger traffic effects on lung function in girls than in boys.²⁹ Several factors could explain this discrepancy in sex-specific effects between studies, from differences in specific air pollution mixtures and underlying population susceptibilities, to the general difficulty of comparisons between longitudinal and cross-sectional study effect estimates. In general, however, both studies show that lung function in children is adversely affected by exposure to traffic.

The concentrations of several pollutants are raised near major freeways. Daytime concentrations of black carbon, ultrafine particulate, and other exhaust pollutants have been reported to be high, but decline exponentially within 500 m of a freeway,³⁰ although night-time concentrations of ultrafine particulate remain above background concentrations for distances greater than 500 m from a freeway.³¹ Some studies have reported increased traffic pollution, particularly nitrogen dioxide, at distances over 1000 m from a freeway.³²⁻³⁴ Elemental carbon, an indicator of pollution from diesel exhaust, varies with nearby high-traffic roads^{35,36} but can also be transported across large distances.³⁷ Diesel exhaust is one of the primary contributors to particulate matter concentrations in those communities most affected by traffic.³⁸ A pollutant such as elemental carbon could explain our reported health effects both locally and regionally.

Both regional ambient and ultrafine particulate matter present in high concentration in close proximity to roadways can elicit oxidative and nitrosative stress in the airways, which results in inflammation.^{39,40} Kulikarni and co-workers⁴¹ reported that traffic-related particulate matter was correlated with the amount of carbon in the airway macrophages of children, which in turn was associated with reductions in FEV₁, MMEF, and FVC. Chronic airway inflammation could produce our reported deficits in MMEF and FEV₁. Additional research is needed to identify the specific traffic pollutants that bring about health effects, and to elucidate the contribution of each pollutant to regional and local associations.

A strength of this study was the long-term, prospective follow-up of two large cohorts of children, with exposure and outcome data obtained consistently. However, as in any epidemiological study, our results could be confounded by one or more other factors related to both traffic and lung function growth. Our results were robust to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted around an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analyzed the subset of children who were followed up the full 8-year duration of the study and also noted significant traffic-effect estimates, which make participant loss an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2).

We have shown that residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near to busy roadways, with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits.

Contributors
W J Gauderman, R McConnell, F Gilliland, E Avol, J Peters, M Jerrett, and N Koenig participated in the writing of the manuscript. W J Gauderman, H Vora, K Berhane, D Thomas, and E Lurmann participated in the analysis of the data. All named authors took part in the interpretation of results, and approved the final version of the manuscript.

Distance from freeway (m)	FVC (p-value)	FEV ₁ (p-value)	MMEF (p-value)
1000-1500	0.12	0.06	0.28
500-1000	0.22	0.02	0.27
<500	0.11	0.01	0.06

Figure 1. Percent predicted lung function at age 18 years versus residential distance from a freeway. The horizontal line at 100% corresponds to the referent group (children living >1500 m from a freeway).

to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted around an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analyzed the subset of children who were followed up the full 8-year duration of the study and also noted significant traffic-effect estimates, which make participant loss an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2).

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Exhibit for Comment 2425 (continued)

Articles

Conflict of interest statement
We declare that we have no conflict of interest.

Acknowledgments
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Exhibit for Comment 2425 (continued)

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MOUNTAIN VIEW CORRIDOR DRAFT ENVIRONMENTAL IMPACT
STATEMENT

****PUBLIC COMMENTS****

Date: November 14, 2007
 Time: 4:00 p.m. to 8:00 p.m.
 Location: Hunter High School
 4200 South 5600 West
 West Valley City, Utah
 Reported By: Rossann J Morgan, RPR

A P P E A R A N C E S

PUBLIC COMMENTS

RESIDENT LOCATION

Charles and Sylvia Brown	West Valley City, Utah
Joseph Hawkins	West Valley City, Utah
Cameron Cova	Salt Lake City, Utah
Cherise Udell	Salt Lake City, Utah
Tiffani Leavitt	West Valley City, Utah
Joyce Helget	West Valley City, Utah
Sam Klemm	Riverton, Utah

E X H I B I T S

NUMBER

DESCRIPTION

1	Court Reporter Sign-In sheet
2	Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study - submitted by Cherise Udell

Comment 2434

Comment 2434 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.2.4B

35.8A

1 **CHARLES BROWN and SYLVIA BROWN**
 2 West Valley City, Utah
 3
 4 MR. CHARLES BROWN: We don't feel that the
 5 state has properly thought this through in choosing the
 6 58th corridor versus the 7200 West corridor. One of the
 7 most striking things is that it would make a lot more
 8 sense community-wise to put this highway at the division
 9 point between West Valley and the Magna area.
 10 We're breaking up the community at 2-15 and
 11 at Bangerter with these massive highways. And why not go
 12 over to a natural community border and divide the
 13 community at that point? That's one argument.
 14 The other argument is it's really going to
 15 blight the area between 58th and 56th by having --
 16 because 56th, the way they've changed the highway, it's a
 17 major thoroughfare there now and they're going to put
 18 this impregnable border there almost like the Berlin
 19 Wall. On the other side for about a block and a half
 20 there, you're going to have some people in those
 21 subdivisions that are going to really have trouble and
 22 their homes are going to be very de-valued and be very
 23 hard on them.
 24 Also, we feel that it will create a parking
 25 lot on 35th South between those two highways, between

3

Rossann J Morgan, RPR, CSR - (801) 328-1188

1 56th West and the freeway. And if you've traveled 35th
 2 South -- we live right on 35th South, and when you travel
 3 down by where Bangerter is, Bangerter goes between 3600
 4 West and 4000 West and on either side of that, it's
 5 almost gridlocked between Bangerter and those next
 6 intersections because of the volume of traffic that comes
 7 off and onto Bangerter. And it takes quite a bit of time
 8 when you travel east and west because of the Bangerter
 9 Highway and the intersection there and a lot of cars are
 10 dropped off there.
 11 To come up here tonight, we couldn't turn and
 12 go the short way to go over to 5600 West and come up here
 13 on 5600 West. Because there's so much traffic coming off
 14 of 5600 West, we had to go over to 6000, come up to 41st
 15 and come over and come back to 56th West because we
 16 couldn't cross the road. You put that other highway in
 17 and it's going to create even more of a gridlock
 18 situation.
 19 Also, West Valley is -- I think, is being
 20 shortsighted in supporting this. I think that it won't
 21 help that business strip that's on 56th West between 3500
 22 South and 2700 South. It's going to hinder it because if
 23 you get on that freeway and you're going home from work
 24 and you think, "Well, I really need to go to Wal-Mart but
 25 I'm not going to get off because if I get off on

4

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Comment 2434 (continued)

Response
Section in
Chapter 35
↳

1 35th South, I'll be on a parking lot. It will take me
2 half an hour to get just down to Wal-Mart there. I'll
3 try to do it tomorrow. If I can think ahead, I'll get
4 off on 21st so I can go to Wal-Mart." I think that
5 that's going to cause a problem there.

6 FOX NEWS: Could I get your name and
7 spelling, sir?

8 MR. CHARLES BROWN: Charles Brown. Of
9 course, everyone knows me, Charlie Brown.

10 FOX NEWS: All right. And this is Lucy right
11 here.

12 MRS. SYLVIA BROWN: No, no, no, no.

13 MR. CHARLES BROWN: No, she's got a famous
14 name, too.

15 MRS. SYLVIA BROWN: I'm Sylvia. I have the
16 famous name.

17 MR. CHARLES BROWN: Sylvia Brown.

18 MRS. SYLVIA BROWN: Sylvia Brown.

19 MR. CHARLES BROWN: But she doesn't have an E
20 on the end of it.

21 FOX NEWS: Thank you.

22 MR. CHARLES BROWN: And I think that the
23 engineers aren't looking at the what-ifs, you know, that
24 goes in. They're thinking in terms of where do we want a
25 highway, what's the easiest way for us to put the highway

Comment 2434 (continued)

Response
Section in
Chapter 35
↳
35.6.1A

35.2.4B

1 through. They're not thinking in terms of the community
2 of the people that live around there and the site issues
3 and impacts in human terms on people. Sometimes
4 engineers only think of their hard facts rather than
5 their softer facts, which are people issues, and we don't
6 think they've thought this through on the people issues.

7 And probably on the costs, also, because of
8 the fact that one of the reasons they chose this area was
9 because of this open corridor, but that open corridor was
10 a utility corridor and -- or is a utility corridor that
11 the power company has been acquiring for many years. In
12 fact, they bought property from us over 25 years ago to
13 be part of that corridor and they're being run -- they
14 were run out by the gas company putting their gas lines
15 in and it's causing them some problems.

16 And now to have this, it's causing the power
17 company to have even greater problems. Why shouldn't the
18 highway usurp a federal power corridor that's okayed by
19 the government years ago to be there? It's probably
20 going to cost more money in terms of relocation of some
21 of the power facilities. By moving some of the power
22 lines and so forth, it would cost quite a bit of money.
23 It would be cheaper to try to miss property like they've
24 done on this one on 7200 West.

25 On 7200 West, they didn't even try to miss

Comment 2434 (continued)

Response
Section in
Chapter 35

35.6.1A

1 anything, they just made a straight line just through
2 everything. Over here they tried to miss things to make
3 it look like they weren't going to take any more homes,
4 and we feel that perhaps they haven't given a thought.
5 They decided this is where we want it, this is where --
6 because we can look down that corridor and, because we
7 can look down the corridor there, we can put a highway
8 there.

9 They need to look at all of these issues
10 including the people issues and what it's doing to the
11 community as a whole. And they've sold a bill of goods,
12 I think, to West Valley that hasn't been wise, and it's
13 going to hurt that business community over there.

14 MRS. SYLVIA BROWN: Tremendously. In fact,
15 the area between 56th and 58th, you know, that's left
16 after the freeway comes in is going to be nothing but a
17 blighted area, the leftover houses and whatever else is
18 there is going to -- it's just going to be a blighted
19 area. There's not going to be anything there. It's
20 going to tear it right down. It's going to be a terrible
21 mess, a terrible mess for West Valley.

22 And, of course, I am personally destroyed
23 over the fact that this is coming so close to my home.
24 And for a while they had an off-ramp on 35th South that
25 would be right over my house. So, you know, that doesn't

Comment 2434 (continued)

Response
Section in
Chapter 35

35.2.1A

35.1.1A

1 make you feel very good. That's all. We object.

2 We'd like them to -- actually, you know, this
3 is really throwing a monkey wrench into the works but,
4 you know, if they went down -- clear down to 84th West,
5 there are so many homes and so many things that the
6 Kennecott Corporation is building, they're just fabulous
7 places. And there's just going to be a tremendous amount
8 of people down there and I think it would really help. I
9 think. I think they could work out a way and then they
10 wouldn't have a highway at 56th and then 58th right there
11 together. It seems so strange to me.

12 And I don't see how they -- the east to west.
13 You know what I mean? The east/west traffic, it's not
14 helping them. It's not going to help them, they're just
15 going to be in an awful mess and we're going to be in a
16 worse one. We won't be able to get out of our house, I
17 guess, because we won't be able to get out onto the road.
18 They might move us out, too, I guess. I don't know.

19 MR. CHARLES BROWN: May I --

20 Mrs SYLVIA BROWN: It's a big mess. Yes.

21 MR. CHARLES BROWN: Actually, what would
22 happen to us, because we will be on the west side of the
23 new freeway, we want to go to Wal-Mart or to the
24 Albertson's grocery store over there in that commercial
25 strip, probably we wouldn't be able to turn and go east

Comment 2434 (continued)

Response
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↳

1 of 3500 South if they put that in there. We would have
2 to go west, drive through the subdivision, go down to a
3 crossroad that doesn't intersect with the freeway, go
4 around and we'd have to drive probably a mile and a half
5 to two miles to get to the grocery store that would be a
6 quarter of a mile away because we'd have to go all the
7 way around in a circle there and because of the traffic
8 gridlock that it causes.

9 And because on days of bad traffic on
10 3500 South, we have to turn and go the opposite direction
11 to find another road anyway. I mean, it's that bad. And
12 they need to get a road further west so that everybody
13 doesn't have to get off of 56 and turn and go west, and
14 that's what's going on there.

15 I don't think they've explored all of the
16 alternatives and all of the issues there. I think
17 they've made the decision on the fact that they can see
18 some open space that has been saved for a utility
19 corridor. I think that's what they're using to make
20 their decision. They can see down the empty fields so
21 they say, "Let's put a road there." And those empty
22 fields are for a utility corridor, not for a highway.

23 We're affected by it because we're probably
24 going to be right next to the off-ramp, if not the
25 off-ramp. And the fact that they are not communicating

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35.6.3A

Comment 2434 (continued)

1 that well with us so that we'll know whether we're going
2 to be part of the highway or not personally because some
3 of our property might be taken. Or they may go through
4 our front yard with the off-ramp. And they're not coming
5 and personally talking, whereas we've heard from other
6 people that they've actually bought some properties along
7 3500 South from other people who've gotten older and
8 wanted to get out. And we don't know -- it's all rumors
9 and they need to communicate --

10 MRS. SYLVIA BROWN: No, it's not rumors.

11 MR. CHARLES BROWN: They need to come and
12 talk personally with the people right next door to the
13 highway and say, "Look, this is what the situation is.
14 Right now we don't think we're going to take you but it's
15 a possibility and all that." And I don't think they're
16 handling it that well because they're not communicating
17 with us, and I think maybe we wouldn't be so upset if
18 there was more communication with us. And because we're
19 right next to it.

20 And so we feel that they haven't done the
21 right thing by communicating with the people that are
22 probably going to be affected by it. They need to know
23 -- we saw some friends of ours that live up the highway
24 area; apparently they've been communicated with. They
25 were on television and --

Comment 2434 (continued)

Response
Section in
Chapter 35
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1 MRS. SYLVIA BROWN: Yeah.
 2 MR. CHARLES BROWN: -- because apparently
 3 they've been talked to about it and they knew that their
 4 house was going to have to go.
 5 MRS. SYLVIA BROWN: It's a shame.
 6 MR. CHARLES BROWN: And I think, you know, if
 7 you're going to be within a couple hundred feet of your
 8 house, you ought to know what's going on. I think there
 9 ought to be some personal contact with the people that
 10 are going to be -- that are going to have the highway in
 11 their lap or if they're going to have to move. We need
 12 to know because, people of our age, we may have to move
 13 anyway because we have a big yard and it's getting hard
 14 for me to take care of. But who wants to buy my house if
 15 it's going to be that type of situation? And so there
 16 just needs to be more communication with the people on a
 17 personal basis if they're going to be involved in this.
 18 I'm 73 and I still flood irrigate my yard
 19 because I have a big yard there and it's getting so it's
 20 very difficult for me to do it. Some days I'd like to
 21 think, "Oh, gee, I'd like to sell my house and get into a
 22 place where it's easier to take care of," but I'm afraid
 23 that I can't sell my house now because we don't -- what
 24 do we tell the people that are going to buy it? We don't
 25 know what's going to happen. They'll come in tomorrow

11

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Comment 2434 (continued)

Response
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Chapter 35
↳

1 and say, "You got to go and" --
 2 MRS. SYLVIA BROWN: Terrible.
 3 MR. CHARLES BROWN: So that's why we think
 4 they need to communicate better with us.
 5 MRS. SYLVIA BROWN: I think he said it all.
 6 No, it's a joint feeling. Actually, I feel just the same
 7 way. It's heartbreaking because we've lived there
 8 44 years and we hate to think of the rural area being
 9 changed into a superhighway. That's it. It's awful.
 10 MR. CHARLES BROWN: Now, this goes into the
 11 records then and then the federal government is going to
 12 use this information, too, to review; is that correct?
 13 (Whereupon, Mr. And Mrs. Charles Brown
 14 were directed to a representative.)
 15 *****
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12

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Comment 2436 (continued)

Response
Section in
Chapter 35
↳
35.29A

1 and far too late. Transit should go in first before the
2 freeways are built. If transit, specifically height
3 capacity, light rail, preferably central running, is in
4 place before massive freeway construction is completed,
5 it will change the way that those who live and travel
6 along the corridor will choose to commute.

7 If the transit is there first, people will
8 become habituated -- or will be more likely to ride that
9 transit than if the roads are put in first and then
10 everyone will just become used to driving, and transit
11 won't be folded into the community as well.

12 The main reason that transit should go in
13 first is to try to make an impact, a positive impact, on
14 Utah's horrible air quality. Utah ranks highly in its --
15 Utah ranks highly in terms of its polluted air, meaning
16 that is a very highly polluted city and becoming more so
17 all the time.

18 The pollution puts our most vulnerable
19 citizens at risk, both children and the elderly. And
20 studies have shown that over a thousand people have died
21 prematurely in Utah specifically as a result of our
22 polluted air. And though it may be difficult to make the
23 necessary changes, increased public transit is one of the
24 best ways we can make an impact to reduce the pollution
25 and the health effects that are going to be not only

15

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Comment 2436 (continued)

Response
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↳

1 injuring but killing many of our citizens every year.
2 Thank you.

16

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Comment 2439 (continued)

Response
Section in
Chapter 35
↳

1 all the houses against the freeway sides. That's it.
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Response
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Chapter 35
↳

35.2.11A

35.12.1A

Comment 2440

1 SAM KLEMM
2 Riverton, Utah
3
4 I've been a resident since 1986 in Riverton.
5 As a causal observer and resident, it's apparent to me
6 that the growth is vastly outstripping our volume to keep
7 up and it's going to be -- well, in not many years, we'll
8 have a very serious situation with massive congestion.
9 And so the project, in my view as a resident, a long-time
10 resident, is needed sooner rather than later.
11 And any question of air quality is -- we'll
12 still have enough people and they'll still be driving,
13 but driving on the local roads and congestion will just
14 make more pollution. So this is the best possible
15 solution in my view and it's needed sooner rather than
16 later. Sooner is better.
17 *****
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Exhibit for Comment 2437

C E R T I F I C A T E

STATE OF UTAH)
 : ss.
 COUNTY OF SALT LAKE)

THIS IS TO CERTIFY that the Mountain View Environmental Impact Public Comments held at Hunter High School on November 14, 2007, was taken before me, ROSSANN J. MORGAN, Registered Professional Reporter, Certified Shorthand Reporter and Notary Public in and for the State of Utah, residing at West Jordan, Utah.

That the testimony of said listed persons were reported by me in Stenotype and thereafter caused by me to be transcribed into typewriting, and that a full, true and correct transcription of said testimony so taken and transcribed is set forth in the foregoing pages numbered from 3 to 23.

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof.

WITNESS MY HAND and official seal at Salt Lake City, Utah, this 20th day of November, 2007.

 ROSSANN J. MORGAN, RPR, CSR

My Commission Expires:
 June 28, 2009

23

Articles

Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study

Wimma Gauderman, Hilda Vora, Rob McConnell, Kees Broekman, Frank Gilliland, Duncan Thomas, Fred Luermann, Edward Avol, Nino Kunik, Michael Jerrett, John Peters

Summary
 Background Whether local exposure to major roadways adversely affects lung-function growth during the period of rapid lung development that takes place between 10 and 18 years of age is unknown. This study investigated the association between residential exposure to traffic and 8-year lung-function growth.

Methods In this prospective study, 3677 children (mean age 10 years [SD 0.44]) participated from 12 southern California communities that represent a wide range in regional air quality. Children were followed up for 8 years, with yearly lung-function measurements recorded. For each child, we identified several indicators of residential exposure to traffic from large roads. Regression analysis was used to establish whether 8-year growth in lung function was associated with local traffic exposure, and whether local traffic effects were independent of regional air quality.

Findings Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV₁, -81 mL, p=0.01 [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMEF, -127 mL/s, p=0.03 [-243 to -11]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Pronounced deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.0% for FEV₁ (p=0.013, relative to >1500 m [95% CI 94.6-99.4]) and 93.4% for MMEF (p=0.006 [95% CI 89.1-97.7]).

Interpretation Local exposure to traffic on a freeway has adverse effects on children's lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life.

Introduction
 Both cross-sectional* and longitudinal** studies have shown that lung function in children is adversely affected by exposure to urban, regional air pollution. Evidence has emerged that local exposure to traffic is related to adverse respiratory effects in children, including increased rates of asthma and other respiratory diseases.** Cross-sectional studies in Europe have shown that deficits in lung function are related to residential exposure to traffic.** However, does traffic exposure have an adverse effect on lung-function development in children? The answer to this question is important in view of the extent of traffic exposure in urban environments and the established relation between diminished lung function in adulthood and morbidity and mortality.** We investigated the association between residential exposure to traffic and 8-year lung-function development on the basis of cohort data from the Children's Health Study. We also studied the joint effects of local traffic exposure and regional air quality on children's lung development.

Methods
Participants
 The Children's Health Study recruited two cohorts of fourth-grade children (mean age 10 years [SD 0.44], one in 1993 (cohort 1, n=1718) and the other in 1996 (cohort 2, n=1959). All children were recruited from schools in 12 southern California communities as part of an investigation into the long-term effects of air pollution on children's respiratory health.** A consistent protocol was used in all communities to identify schools, and all students targeted for study were invited to participate.** Overall, 82% (3677) of available students agreed to participate. Pulmonary-function data were obtained yearly by trained field technicians, who travelled to study schools to undertake maximum effort spirometry on the children, using the same equipment and testing protocol throughout the study period. Details of the testing protocol have been previously reported.** Children in both cohorts were followed up for 8 years.

A baseline questionnaire, completed at study entry by each child's parent or legal guardian, was used to obtain information on race, Hispanic ethnic origin, parental income and education, history of doctor-diagnosed asthma, in-utero exposure to maternal smoking, and household exposure to gas stoves, pets, and environmental tobacco smoke.* A yearly questionnaire, with similar structure to that of the baseline questionnaire, was used to update information on asthma status, personal smoking, and exposure to environmental tobacco smoke. For statistical modelling, a three-category socioeconomic status variable was created on the basis of total household income and education of the parent or guardian who completed the questionnaire. High socioeconomic status (23% of children, n=823) was defined as a parental

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Articles

income greater than US\$100,000 per year, or an income over US\$15,000 per year and at least 4 years of college education. The middle category (36%, n=1283) included children with a parental income between US\$15,000 and US\$100,000 and some (less than 4 years) college or technical school education, and low socioeconomic status (41%, n=1483) included all remaining children.

The study protocol was approved by the institutional review board for human studies at the University of Southern California, and written consent was provided by a parent or legal guardian for every study participant.

Exposure data

We characterized exposure of every study participant to traffic-related pollutants by two types of measures—proximity of the child's residence to the nearest freeway or to the nearest major non-freeway road, and model-based estimates of traffic-related air pollution at the residence, derived from dispersion models that incorporated distance to roadways, vehicle counts, vehicle emission rates, and meteorological conditions.¹⁸ Regional air pollution was continuously monitored at one central site location within each study community over the course of the investigation. Further details of exposure assessment are available in the webappendix.

See Online for webappendix

Statistical methods

The outcome data consisted of 22,686 pulmonary-function tests recorded from 3,677 participants during 8 years in both cohorts. We focused on three pulmonary-function measures: forced vital capacity (FVC), forced expiratory volume in 1 s (FEV₁), and maximum midexpiratory flow rate (MMEF, also known as FEF₂₅₋₇₅). The exposures of primary interest were the traffic measures described above.

We used a hierarchical mixed-effects model to relate 8-year growth in each lung-function measure to traffic exposure, with basic structure that has been previously described.¹⁹ To account for the growth pattern in lung function during this period, we used a linear spline model,²⁰ constructed so that 8-year growth in lung function was estimated jointly with other model parameters. We estimated and tested the effect of traffic exposure on 8-year growth, and in some analyses on mean lung function at 10 and 18 years of age. The model allowed for separate growth curves for each sex, race, ethnic origin, cohort, and baseline-asthma subgroup. The model also included adjustments for height, height squared, body-mass index (BMI), BMI squared, present asthma status, exercise or respiratory illness on the day of the test, any tobacco smoking by the child in the previous year, and indicator variables for field technician. Random effects for the intercept and 8-year growth parameters were included at the level of participant and community.

To keep the potential effect of outliers to a minimum and to examine possible non-linear exposure-response relations, we used categorical forms of each traffic

indicator in our models. For distance to the freeway, we formed four categories—less than 500 m, 500–1000 m, 1000–1500 m, and more than 1500 m. Distances to non-freeway major roads were similarly categorized based on distances of 75 m, 150 m, and 300 m. Model-based estimates of pollution from freeways and non-freeways were categorized into quartiles on the basis of their respective distributions (see webappendix). The categories for all traffic indicators were fixed before any health analyses were done. Traffic effects are reported as the difference in 8-year growth for each category relative to the least exposed category, so that negative estimates signify reduced lung-function growth with increased exposure.

We also considered joint estimation of traffic effects within the community and pollution between communities, which was based on the long-term average pollutant concentrations measured at the central sites (see webappendix). Pollutant effects are reported as the difference in 8-year growth in lung function from the least to the most polluted community, with negative differences indicating growth deficits with increased exposure. Possible modification of a traffic effect by community-average ambient pollutant concentration was tested by inclusion of the appropriate interaction term in the model.

To examine attained lung function, we computed percent-predicted lung function for participants who were measured in 12th grade, our last year of follow-up (n=1497, mean age 17–9 years [SD 0–41]). To estimate predicted FEV₁ values, we first fitted a regression model for observed FEV₁ (log transformed) with predictors log height, BMI, BMI squared, sex, asthma status, race or ethnic origin, field technician, and sex-by-log height, sex-by-BMI, sex-by-BMI squared, sex-by-asthma, and sex-by-race or ethnic origin interactions. We calculated predicted FEV₁ on the basis of this model and percent-predicted values observed divided by predicted FEV₁. We used a regression model to calculate the mean percent-predicted value for each category of distance to the freeway, with adjustment for community. To aid in interpretation, we scaled percent-predicted values so that children who lived furthest (>1500 m) from a freeway had a mean of 100%, and we give means for the remaining distance groups relative to this benchmark. Analogous calculations were used to obtain the percent-predicted mean for FVC and MMEF.

Regression procedures in SAS (version 9.0) were used to fit all models. Associations denoted as significant were those with a p value less than 0.05, assuming a two-sided alternative hypothesis.

Role of the funding source

Regression procedures in SAS (version 9.0) were used to fit all models. Associations denoted as significant were those with a p value less than 0.05, assuming a two-sided alternative hypothesis.

Exhibit for Comment 2437 (continued)

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author had full access to all the data in the study and had final responsibility for the decision to submit for publication.

Results

An average of 6.2 pulmonary function tests were done per child. There were equal proportions of male and female participants (webtable 1). Most children were of non-Hispanic white or Hispanic ethnic origin. 440 (12%) children lived within 500 m of a freeway, with most of these children residing in six of the 12 communities (webtable 2 and webfigure). Model-based estimates of pollution from a freeway were skewed toward either high or low values within most study communities.

8-year growth in FVC, FEV₁, and MMEF averaged 1512 mL, 1316 mL, and 1402 mL/s, respectively, in girls, and 2808 mL, 2406 mL, and 2476 mL/s, respectively, in boys. Closer residential distance to a freeway was associated with reduced growth in lung function (table 1).

In children who lived within 500 m of a freeway, 8-year growth was significantly reduced compared with those who lived at least 1500 m from a freeway. Large deficits in FEV₁ and MMEF growth were also estimated for the two highest-exposure quartiles of model-based pollution from a freeway, although neither deficit was statistically significant. Indicators of traffic from non-freeway roads, including both distance and model-based pollution estimates, were not associated with reduced growth.

The association between FEV₁ growth and distance to a freeway was significant in various sensitivity analyses (table 2). Compared with the results shown in table 1 (base model), distance-effect estimates were larger with additional adjustment for socioeconomic status. Further investigation showed that low socioeconomic status was associated with increased traffic exposure, with mean residential distance to freeways of 1.8 km (SD 1.32), 2.0 km (1.65), and 2.5 km (1.91) for low, middle, and high groups respectively. However, socioeconomic status was not significantly associated with FEV₁ growth, and therefore adjustment for this variable induced only a modest change. Adjustment for indoor sources of air pollution including gas stoves, pets, and exposure to environmental tobacco smoke also resulted in little change in the estimated freeway-distance effects.

Significant distance effects were seen in the subset of children who reported never having had asthma, and in the subset of children who reported no active tobacco smoking. The relation between FEV₁ growth and distance was noticeably larger in boys than in girls, although a test of effect modification by sex was non-significant (p=0.10). Only six of the 12 communities had substantial numbers of children living within 500 m of a freeway. The estimated effects of freeway distance on lung development were more pronounced in these six higher-traffic communities than in the other communities. There was no significant evidence of heterogeneity in the local distance effects in these six communities (data not shown). Furthermore,

	FVC (mL) difference (95% CI)	FEV ₁ (mL) difference (95% CI)	MMEF (mL/sec) difference (95% CI)
Freeway distance*			
<500 m	-63 (-131 to 5)	-81 (-143 to -18)	-127 (-243 to -31)
500-1000 m	-31 (-93 to 32)	-41 (-99 to 17)	-95 (-147 to 7)
1000-1500 m	-19 (-84 to 46)	-33 (-93 to 26)	-94 (-104 to 16)
Model-based pollution from freeway†			
4th quartile (high)	-66 (-138 to 54)	-69 (-129 to 47)	-147 (-352 to 58)
3rd quartile	-61 (-153 to 29)	-78 (-161 to 5)	-144 (-298 to 9)
2nd quartile	-27 (-90 to 36)	-22 (-80 to 36)	-37 (-144 to 73)
Non-freeway distances			
<75 m	5 (-43 to 73)	-35 (-97 to 27)	-66 (-181 to 49)
75-150 m	4 (-59 to 68)	22 (-37 to 80)	35 (-74 to 144)
150-300 m	-10 (-63 to 42)	8 (-56 to 40)	-16 (-105 to 73)
Model-based pollution from non-freeway‡			
4th quartile (high)	13 (-20 to 96)	3 (-24 to 80)	2 (-140 to 144)
3rd quartile	42 (-27 to 111)	16 (-47 to 80)	-23 (-141 to 95)
2nd quartile	6 (-54 to 66)	2 (-53 to 57)	11 (-91 to 113)

*Difference in 8-year lung-function growth relative to children living at least 1500 m from a freeway. †Difference in 8-year lung-function growth relative to children in the first (lowest) quartile of exposure. ‡Difference in 8-year lung-function growth relative to children living at least 300 m from a non-freeway road.

Table 1: Association between 8-year lung-function growth and several indicators of residential traffic exposure

	Freeway distance (m)					
	<500	p	500-1000	p	1000-1500	p
Base model*	-81	0.012	-41	0.165	-33	0.275
Additional covariates						
Base+socioeconomic status	-92	0.005	-50	0.092	-37	0.228
Base+gas stove in the home	-86	0.008	-42	0.160	-33	0.281
Base+pets in the home	-80	0.013	-41	0.165	-33	0.275
Base+in-utero exposure to maternal smoking	-83	0.011	-33	0.269	-36	0.245
Base+second-hand smoke exposure	-86	0.008	-41	0.163	-37	0.230
Subgroups						
Non-asthmatics only	-83	0.025	-50	0.042	-61	0.091
Non-smokers only	-99	0.006	-49	0.154	-48	0.182
Boys only	-158	0.003	-54	0.254	-77	0.123
Girls only	-12	0.750	-39	0.254	3	0.932
Six communities with closest freeway proximity†	-105	0.003	-56	0.101	-40	0.260
Deleting observations after a residence change‡	-86	0.030	-73	0.042	-53	0.148

*Base model results are the same as those in table 1. All models include adjustment for the covariates listed in the Methods section. Values are the difference in 8-year FEV₁ growth relative to those living >1500 m from a freeway. †Including only children from the six communities with the largest number of children living near a freeway (Irvine, Alhambra, Alhambra, San Dimas, Long Beach, and Santa Ana). ‡Removing any pulmonary function tests recorded after a participant left his or her baseline address.

Table 2: Sensitivity analysis of freeway-distance effects on 8-year FEV₁ growth

around 34% (1267) of children moved from their baseline residence during follow-up but remained in one of the 12 study communities and thus continued to participate. If we omitted post-move lung-function measurements from the analysis, the estimated effects of freeway-distance on FEV₁ growth were more pronounced.

See Online for webtables 1 and 2 and webfigure

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Regional pollutant effect ^a	p	Local freeway distance (m)					p for interaction ^b		
		<500	500-1000	1000-1500	>1500				
1000-1800 h ozone	-13	0.821	-81	0.012	-41	0.165	-33	0.275	0.51
Nitrogen dioxide	-109	0.003	-80	0.012	-41	0.166	-33	0.279	0.81
Acid	-411	0.002	-80	0.013	-41	0.164	-33	0.285	0.54
PM ₁₀	-111	0.013	-81	0.012	-47	0.158	-32	0.287	0.24
PM _{2.5}	-100	0.009	-80	0.012	-41	0.160	-33	0.285	0.40
Elemental carbon	-101	0.001	-80	0.012	-42	0.156	-33	0.282	0.63

^aIndicates effects are the difference in 8-year FEV₁ growth from lowest to highest observed community-average concentration of the pollutant, specifically per increase of 35.5 ppb ozone (1000-1800 h), 34.6 ppb of nitrogen dioxide, 9.6 ppb of acid vapour, 51.4 µg/m³ of PM₁₀, 22.8 µg/m³ of PM_{2.5}, and 1.2 µg/m³ elemental carbon. Distance effects are the difference in 8-year growth relative to those living >1500 m from a freeway. A test of whether freeway-distance effect is modified by regional concentration of the pollutant. PM₁₀-particulate matter <10 µm aerodynamic diameter; PM_{2.5}-particulate matter <2.5 µm aerodynamic diameter.

^bTable 3: Joint effect of regional pollution and local distance to a freeway on 8-year FEV₁ growth.

Reduced lung-function growth was independently associated with both freeway distance and with regional air pollution (table 3). Statistically significant joint models of regional pollution with distance to freeway were seen for nitrogen dioxide, acid vapour, elemental carbon, and particulate matter with aerodynamic diameter less than 10 µm and less than 2.5 µm. Ozone was not associated with reduced lung-function growth. There was no significant evidence of effect modification (interaction) of local traffic effects with any of the regional pollutants. A subset of 1445 children were observed over the full 8 years of the study, from age 10 to 18 years. In this group, we noted significant deficits in 8-year FEV₁ growth and MMEF growth for those who lived within 500 m of a freeway (table 4). At 10 years of age, there was some evidence of reduced lung function for those who lived closer to a freeway than those who did not, although none of the differences between distance categories was statistically significant. However, by 18 years of age, participants who lived closest to a freeway had substantially lower attained FEV₁ and MMEF than those who lived at least 1500 m from a freeway. These deficits in average FEV₁ and MMEF translated into pronounced deficits in percent-predicted lung function at 18 years of age (figure). There was a trend of lower percent-predicted lung function for children who lived closer to a freeway than for those who lived further away. The effect was most pronounced for those who lived less than 500 m from a freeway, with average percent predicted values of 97.0% (95% CI 94.6-99.4) for FEV₁ (p=0.013 relative to >1500 m) and 93.4% (89.1-97.7) for MMEF (p=0.006).

Discussion
This study shows that residential proximity to freeway traffic is associated with substantial deficits in lung-function development in children. 8-year increases in both FEV₁ and MMEF were smaller for children who lived within 500 m of a freeway, than for those who lived at least 1500 m from a freeway. Freeway effects were seen in subsets of non-asthmatic and non-smoking participants, which is an indication that traffic exposure has adverse effects on otherwise healthy children. Deficits in 8-year growth resulted in lower attained FEV₁ and MMEF at 18 years of age for participants who lived within 500 m of a freeway than for those who lived further away. Since lung development is nearly complete by age 18 years, an individual with a deficit at this time will probably continue to have less than healthy lung function for the remainder of his or her life. We previously reported an association between community-average pollutant concentrations and 8-year lung-function growth.¹⁰ That result relied on comparisons in communities that had different concentrations of regional air pollution, and implicated many pollutants such as nitrogen dioxide, acid vapour, particulate matter with aerodynamic diameter less than 10 µm and 2.5 µm, and elemental carbon. Our present study builds on that result, and shows that in addition to regional pollution, local exposure to large roadways is associated with diminished lung-function development

	Lung function		8-year growth
	Age 10 years	Age 18 years	Difference* (95% CI)
FVC	Freeway distance		
	<500 m	-17 (-70 to 37)	-69 (-166 to 27)
	500-1000 m	-12 (-61 to 37)	-54 (-151 to 43)
	1000-1500 m	-30 (-80 to 21)	-81 (-183 to 21)
FEV ₁	Freeway distance		
	<500 m	-23 (-73 to 28)	-121 (-219 to -23)
	500-1000 m	-21 (-78 to 34)	-93 (-183 to 4)
	1000-1500 m	-34 (-83 to 14)	-78 (-170 to 14)
MMEF	Freeway distance		
	<500 m	-57 (-169 to 56)	-730 (-1432 to -28)
	500-1000 m	-92 (-195 to 10)	-105 (-289 to 79)
	1000-1500 m	-45 (-150 to 60)	-151 (-340 to 38)

*Difference in 8-year lung function or growth relative to children living >1500 m from a freeway.

Table 4: Cumulative effect of residential distance in the 1445 children with full 8-year follow-up.

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Exhibit for Comment 2437 (continued)

Articles

in children. We did not find any evidence that traffic effects varied depending on background air quality, which suggests that even in an area with low regional pollution, children living near a major roadway are at increased risk of health effects. Our results also suggest that children who live close to a freeway in a high pollution area experience a combination of adverse developmental effects because of both local and regional pollution. We noted a larger freeway effect in boys than in girls, although the difference between sexes was not significant. By contrast, a cross-sectional European study¹⁰ reported larger traffic effects on lung function in girls than in boys.¹⁰ Several factors could explain this discrepancy in sex-specific effects between studies, from differences in specific air pollution mixtures and underlying population susceptibilities, to the general difficulty of comparisons between longitudinal and cross-sectional study effect estimates. In general, however, both studies show that lung function in children is adversely affected by exposure to traffic. The concentrations of several pollutants are raised near major freeways. Daytime concentrations of black carbon, ultrafine particulate, and other exhaust pollutants have been reported to be high, but decline exponentially, within 500 m of a freeway,¹¹ although night-time concentrations of ultrafine particulate remain above background concentrations for distances greater than 500 m from a freeway.¹² Some studies have reported increased traffic pollution, particularly nitrogen dioxide, at distances over 1000 m from a freeway.^{13,14} Elemental carbon, an indicator of pollution from diesel exhaust, varies with nearby high-traffic roads^{15,16} but can also be transported across large distances.¹⁷ Diesel exhaust is one of the primary contributors to particulate-matter concentrations in those communities most affected by traffic.¹⁸ A pollutant such as elemental carbon could explain our reported health effects both locally and regionally. Both regional ambient and ultrafine particulate matter present in high concentration in close proximity to roadways can elicit oxidative and nitrosative stress in the airways, which results in inflammation.^{19,20} Kulkarni and co-workers²¹ reported that traffic-related particulate matter was correlated with the amount of carbon in the airway macrophages of children, which in turn was associated with reductions in FEV₁, MMEF, and FVC. Chronic airway inflammation could produce our reported deficits in MMEF and FEV₁. Additional research is needed to identify the specific traffic pollutants that bring about health effects, and to elucidate the contribution of each pollutant to regional and local associations. A strength of this study was the long-term, prospective follow-up of two large cohorts of children, with exposure and outcome data obtained consistently. However, as in any epidemiological study, our results could be confounded by one or more other factors related to both traffic and lung-function growth. Our results were robust to adjustment for several factors, including socioeconomic status and indoor sources of air pollution, but the possibility of confounding by other factors still exists. Throughout the 8-year follow-up, we noted around an 11% loss of study participants per year. Participant attrition is a potential source of bias in cohort studies. We analysed the subset of children who were followed up for the full 8-year duration of the study and also noted significant traffic-effect estimates, which make participant loss an unlikely explanation for our results. We did not note a significant association between growth and model-based pollution from a freeway, despite large estimated deficits in the highest-exposure quartiles (table 1). However, we were restricted in detection of an association with model-based pollution from freeways because there was little variation in this measure within most of our study communities (webtable 2). We have shown that residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near to busy roadways, with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits. Contributors: W J Gauderman, R McConnell, F Gilliland, E Avol, J Peters, M Jerrett, and N Koenig participated in the writing of the manuscript. W J Gauderman, H Vieux, K Beilman, D Thomas, and F Lurmann participated in the analysis of the data. All named authors took part in the interpretation of results, and approved the final version of the manuscript.

Figure 5: Percent predicted lung function at age 18 years versus residential distance from a freeway. The horizontal line at 100% corresponds to the reference group, children living >1500 m from a freeway.

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Exhibit for Comment 2437 (continued)

Articles

Conflict of interest statement
We declare that we have no conflict of interest.

Acknowledgments

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Exhibit for Comment 2437 (continued)

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PUBLIC COMMENTS FROM THE MOUNTAIN VIEW CORRIDOR DRAFT
ENVIRONMENTAL STATEMENTS

NOVEMBER 14, 2007

HUNTER HIGH SCHOOL
4200 South 5600 West
West Valley City, Utah 84120

Comment 2441

Response
Section in
Chapter 35
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35.2.3A

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E X H I B I T S

No. 1 Sign-in Sheet from Participants

* * *

SHARON MORGAN, CSR, RPR, CRR
Depoma\Merit Reporting (801) 328-1188

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WILLIAM CORCKLE
Salt Lake City, Utah

I feel strongly that the public has already expressed their desire for the legislature to spend their tax dollars on TRAX and not on highways. We have enough highways and pollution and congestion now. TRAX would alleviate much of this and, as I say, the public has already expressed the desire to spend their tax dollars on TRAX and it shouldn't be spent on anything else.

* * *

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Comment 2443 (continued)

Response
Section in
Chapter 35
↳

35.3A

1 alternative is something that doesn't encourage the
 2 use of more and more cars, doesn't exacerbate sprawl,
 3 and ultimately considers the community it's supposed
 4 to be helping as opposed to just looking at dollar
 5 signs and what is more cost.
 6 Smart growth is what I think we should really
 7 be looking toward, not something that we have tried
 8 and tried in the past. If roads really worked, why is
 9 L.A. so bad? And that's really the biggest question
 10 in my mind.
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Comment 2444

Response
Section in
Chapter 35
↳

35.12.4A

35.2.3A

1 **JOSH HAUSSLER**
 2 Sandy, Utah
 3
 4 The Mountain View corridor that is being built
 5 is going through multiple neighborhoods and school
 6 yards causing massive problems. There's been evidence
 7 showing that this creates more pollution, more
 8 emissions, which is unhealthy for our children and
 9 those people who are unfortunate enough to live around
 10 this area, and they are using this to push back other
 11 forms of transit, which would create cleaner transit,
 12 like light rail, which would create -- which is much
 13 cleaner, less emissions, allows for a more communal
 14 atmosphere, gets us out in the open, seeing our
 15 neighbors and seeing what is going on within the world
 16 around us and which will allow us to have better forms
 17 of economic growth, more healthy individual kind of
 18 local growth as opposed to just the freeway stops with
 19 big businesses and constant giant boxes with giant
 20 parking lots.
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7

Comment 2449

Comment 2449 (continued)

Response
Section in
Chapter 35
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Response
Section in
Chapter 35
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35.2.4K

35.6.1B

35.2.4B

RICHARD H. CRANE
West Valley City, Utah

I'm very concerned. There's three or four concerns. One concern is if they build it on 5600 West the way they are talking, 58 the way they are talking, it's going to leave us one street. The way it was figured the last time was it would leave us with one street. We have no access to 35th or no access to 5600 on a light. We have no way of getting out of our subdivision without a light helping us. And they promised us a light when they built above us.

They started that road out toward 5600 above my house out toward 5600 and didn't finish it. They were supposed to finish it before they did above us. That was a long time ago.

That's one thing. Another thing is you go over here where they are talking on 5800 and there's two gas lines. They are talking about gas lines. They are talking about dropping pressure. And I don't care what Kearns River says. I have had experience -- through reading and studying, I have had experience of a couple of times where big trucks going across the ground creates a vibration down through the ground.

Now, there's already a standard vibration

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under the ground because our water lines bore through and they break. So we have to replace the water line. So there's standard vibration there all the time. If there's a little bit of a crack in that gas line, and especially if they increase the pressure, that will be that much worse. There's a power line up above. That power line has an influx, what they call magnetic influx. That influx circles the power lines all the time. If that gas line leaks, it will get up into that magnetic influx, and that will set it off.

And wherever it is -- if it's down where I'm at, I don't know whether it would damage me. I'm one street away to where it will be. It would blow half of the houses out and would take out our elementary school. If it happened up here, it would take out the football field and possibly part of this school. Up above it it would take out part of the elementary school.

Now, that's a big concern, and it's happened a couple of times. I've read about it where the gas lines have leaked underneath there. They built up a gas leak that came out, went in the back of the ignition on the automobile and set it off. Of course, they are gone. They are dead. That's one of them.

Another thing is the pollution from big

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Comment 2449 (continued)

Response
Section in
Chapter 35
↳

35.12.4A

1 trucks that is going up and down this road. The
2 problem with that is we have got little kids playing
3 out on the playground right next to it, over here.
4 You have the football kids playing football out here
5 exerting themselves playing football and baseball. We
6 have little kids up here in this elementary school up
7 here that will also be out playing at different times
8 of the day.

9 Those big trucks -- and the air is going to
10 be totally putrid for those kids. They're going to
11 inhale that into their lungs and they are going to
12 have problems. We're going to have kids that are
13 going to have asthmatic problems. We're going to have
14 kids later on in life that will probably have cancer
15 problems. I know what I'm talking about when you get
16 talking about lungs and that.

35.2.1B

17 Another thing that gets me is it seems like
18 they feel like this situation here is a way to do
19 things and that, but yet when you go down to Provo,
20 down by Provo -- which I don't live there, but the
21 west side of the lake, I've always felt like this road
22 when it gets down to that part should go on the west
23 side of the lake.

24 And the reason I'm saying this is because
25 it's out where the ground is free. We've got a few

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Comment 2449 (continued)

Response
Section in
Chapter 35
↳

1 homes there now. In fact, they are building like heck
2 down there now, but we've got a few homes there, but
3 the rest of the way it's gold. They could go down
4 as -- there's a canyon there that goes right up past
5 Mona. They could take that right through that canyon,
6 go right up past Mona Lake and right on the freeway up
7 there. What they are doing now is they take that
8 thing onto that road down there by Lehi.

9 I've been down -- well, we don't travel very
10 often, but you go down there -- and the past four
11 times I've been down, three times, there's been wrecks
12 that has held me up for well over an hour to two, two
13 and a half hours that I've been held up there because
14 somebody has had a wreck on that.

15 They add that to it, they add this to it, and
16 it's going to be worse than ever. Your politicians
17 down there in Provo and that, as well as I think some
18 with our politicians here too, but they say, oh, we
19 don't want to get them out that far. We don't want to
20 get them out that far away from the businesses. These
21 businesses need that business.

22 These guys that are going to be traveling
23 that thing are people that want to go through. They
24 don't want to be messing around with that thing. If
25 they need gas, they will pull off and get gas. If

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Comment 2449 (continued)

Response
Section in
Chapter 35
↳

1 they're hungry, they'll pull off and eat something.
2 The people that go in to shop aren't people
3 that are traveling from here to California. They are
4 the people from down in southern Utah and get off the
5 freeway and come over to do their shopping. That way
6 would we have all the trucks on that road. They could
7 go. They could be gone and -- you know, they are the
8 ones that want to have a free shot at it. They don't
9 want to have to stop here. That costs a lot of money
10 to run those diesels in and out like that, stop, slow
11 down, and wrecks, where they could just go straight on
12 through.

13 They'll stop at a truck stop. They know
14 where the truck stops are. They'll stop and fuel up
15 and get back and they are gone. I feel like with all
16 this that I have said, I want to know who's going to
17 be held responsible if that gas line does start
18 leaking and it blows all to heck and we get people
19 hurt and killed. Who in the heck are we going to hold
20 responsible for that situation?

21 Plus they are taking out our best street.
22 They are taking out some of our best homes in our
23 subdivision. We're an older subdivision, yes, but
24 there's some nice homes there and it would take out
25 some of our best homes. I know that don't matter.

SHARON MORGAN, CSR, RPR, CRR
Depoma\Merit Reporting (801) 328-1188

35.6.3A

Comment 2449 (continued)

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1 That's neither here nor there, but these other issues
2 are issues that they need to really look at. And
3 Kearns River can say what they want to about the
4 safety of that highway. They are full of crap.

5 Our water lines are even buried with sand and
6 that, and some of them still break when you add
7 constant vibration. And that's just regular
8 automobiles and regular vibration in the ground.
9 There's always a vibration in the ground no matter
10 where you are. You get trucks going on that freeway,
11 those big trucks going on that freeway, and you're
12 going to get a heck of a harder vibration than what is
13 in that subdivision. And the chance of having an
14 accident is very high. One accident is too many.

15 * * *

SHARON MORGAN, CSR, RPR, CRR
Depoma\Merit Reporting (801) 328-1188

C E R T I F I C A T E

STATE OF UTAH)
):ss
COUNTY OF SALT LAKE)

THIS IS TO CERTIFY that the statements of the above-named people were taken before me, Sharon Morgan, Certified Shorthand Reporter and Notary Public in and for the State of Utah, residing in Salt Lake City.

That the statements of said people were by me reported in Stenotype, and thereafter caused to be transcribed into typewriting, and that a full, true, and correct transcription of said statements so taken and transcribed is set forth in the foregoing pages, numbered from 2 to 24, inclusive.

I further certify that I am not of kin or otherwise associated with any of the parties to said cause of action, and that I am not interested in the event thereof.

WITNESS MY HAND at Salt Lake City, Utah, this 24th day of November, 2007.

Sharon Morgan, CSR, RPR, CRR
Utah License #109907-7801

SHARON MORGAN, CSR, RPR, CRR
DepomaxMerit Reporting (801) 328-1188

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UDOT PUBLIC HEARING
NOVEMBER 15, 2007
LEHI, UTAH

CHARLES T. GILBERT, R.P.R.

Comment 2455

Comment 2455 (continued)

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MARC HEILSSON.
My name is Marc Heilsson. I am speaking individually, my organization is the Sierra Club. We will submit formal comment on behalf of my organization.

I have already gone on record yesterday in the Salt Lake County section on points applicable to that 5800 West alignment. But today I would like to supplement that with some comment pertaining to Utah County. Starting with that the southern freeway should be dropped from consideration because it is not permitted under Section 404 of the Clean Water Act. It grossly fails to avoid wetlands, wetlands of high functional value of the Utah Lake ecosystem, which is part of a larger hemispheric migration route for several breeds of waterfowl, shore birds and marine birds.

My second point, that the Lehi citizens' city alternative should be fully considered as a viable alternative, for it meets purpose and need of the project, but also is more community and environmentally

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35.2.6C

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friendly, for it will not promote large sprawling developments, and it will promote better mixed use development which will slow the growth of vehicle miles traveled.

Secondly, in Utah County although Salt Lake County has a 5600 West transition component, Utah County fails to have any transit as part of the Mountain View Corridor environmental impact statement, whereas the Lehi proposal integrates transit along 10th South to feed the American Fork commuter rail station where the communities of Saratoga Springs and rapidly growing Eagle Mountain could have a peak-hour transit access that would link them into the commuter rail station along 10th South which will give people in the fast northwestern corner of Utah County another transportation option other than automobiles which, again, will improve air quality and provide people more choices and slow the growth of automobile use.

I think that's it.

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Comment 2457

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JON BARCLAY.

I would like to say that we need to get this built, any of the options. I would prefer the southern freeway option, but I can see the benefits of the 2100 North option. I understand nobody wants it in their backyard, but it's got to be somewhere. And we need to do it as soon as possible. We should not hold it up because people's personal preferences, they don't want it on the 2100 North route. I would like to see transit as a built-in alternative, and urge that transit be brought in to Utah County as well as just the freeway.

That's it.

CHARLES T. GILBERT, R.P.R.

CHRIS DEBRUIN.

I just want to first of all voice my support for the 21st South Highway alignment, and just to give some comments on the Lehi proposal.

Being a resident of Eagle Mountain it would absolutely not serve our needs. I do work in, you know, South Salt Lake County, so I could see the advantage of commuting to Salt Lake. But it absolutely would not help going south to Provo, Orem or the American Fork area.

And then my last comment would be that I would like to see us not make the same mistake we have made in, you know, Salt Lake County with the last east/west transportation corridors. They use the arterial proposal that Lehi is proposing, and it is gridlock. I just moved from West Valley and, you know, I can sit on 35th, 47th, 41st, 54th South for a half-hour, 20 minutes -- or half-hour to an hour in rush hour traffic.

So, yeah. That's pretty much all I have.

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35.2.7C

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Comment 2458

Comment 2459

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STANTON ROSEMON.

I'm a property owner in both Saratoga Springs and Lehi City. I am for the 2100 North corridor proposal, primarily because of its speed. Other proposals have had years to prepare, however time to prepare those proposals have been taking too long. We need to move quickly and decisively. It would be a benefit to the area as a whole.

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LINCOLN WAKAMATSU.

We just want to go on record that we are opposed to the 2100 North Freeway proposal. Both my wife and I believe that the best approach would be to proceed with a 4800 North connector and also the southern freeway connector to be more viable alternatives than the 21st North. We believe that that, along with the Mountain View Corridor Redwood Road improvements would do more to alleviate traffic problems and create better access for the residents of Saratoga Springs and Eagle Mountain than a single 21st North corridor would.

When you look at the traffic from Eagle Mountain, Saratoga Springs, the vast majority of traffic goes to Salt Lake. So therefore the Mountain View Corridor Redwood Road 4800 North proposal would be of more benefit for that. Those remaining residents that go south to the Orem/Provo areas would benefit from the southern freeway sector access. In other words, the 21st North wouldn't be much of a benefit to either one.

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From an economic environmental conservation standpoint, when you think about it the people travelling north would waste a lot more fuel having to go on the 21st North Freeway, because it could take them so much farther even than they really need to go. Once they got to I-15 they would then merge with a northbound I-15 traffic coming up from the Orem/Provo area which would then make delays, more wasted fuel, more wasted time, plus increase all that traffic accidents increase.

By the same token, the people who want to go south I don't believe would benefit by going several miles north out of their way to get to the I-15 to go south. They would find more fuel cost and pollution, and again the bottleneck traffic once they hit I-15.

Another perspective to look at is having a large freeway on 2100 North would essentially isolate a small section of Lehi from the rest of the main city of Lehi. It would make those residents feel isolated, it would be more difficult for them to have access to the rest of the city.

That's about it, I guess.

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35.2.7A

35.2.7A

35.2.6A

CAROL SEMMENS.

I oppose the 2100 North Freeway option because I believe it will create more problems with traffic than it would solve. To back that up, I hate -- to back that statement up, I drive south on I-15 every day since I work in downtown Salt Lake. And right when you come over the Point of the Mountain the traffic bunches up really bad right now, and I feel that if they build a freeway there it's going to make it worse. I don't think it's really going to solve the traffic problems that they're trying to alleviate through Lehi.

Also, I support the south freeway alternative. I don't know if that's the right name, but it goes through Saratoga Springs now. Looking at the map, it looks like a really great road. It will get a lot of people across to I-15 that go down to Provo or points south in Utah County. So I think that will alleviate a lot of traffic going through Lehi.

And I also support the arterial at 2100 North. I think that will be really beneficial for a

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lot of people. And since they're going to revamp the I-15 access from 2100 North, I think that's going to be really good.

I think that's it.

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MARISSA COHEN.

Well, first of all we are not against the freeway, we are against just the 2100 North alternative. We think that is just a bad idea. It doesn't make sense that people aren't going to want to go west or east to go north or south, like, they have to go out of their way. It seems like it was just kind of a last-minute decision to just have some options because the other two didn't work. They didn't really put a lot of thought into it. It's going to impact a lot of people in the area. It's a growing area where there is a lot of young families that have invested everything in these new houses, and now they're going to lose a lot of that money when the property values go down. There is a lot of children that live right there, young children that are going to have to live with all that pollution and have all these negative health effects.

It will impact the city negatively, it's going to take away a lot of important commercial areas that will bring future tax revenue to the city and the people.

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Comment 2461 (continued)

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Let's see, what else? It splits up Lehi, and I think it makes it unsafe for the people that do have to live in the part that is shut off. If there was any type of emergency situation it would be a lot harder for emergency vehicles, like fire trucks and ambulances, cops, to get there if there is ever any traffic there. It's going to take a lot longer. And people can -- when time is important, and emergency like medical situations, people might, I don't know, die or something before they can get to them. Especially when it's, like, during rush hour or something they will not be able to get there.

And I don't know, it's going to -- I don't think it's going to solve any of the traffic issues, it's just going to move it from where it is now and concentrate it all in one part and bring all this traffic down from Salt Lake County, dump it into Utah County in an area that's already suffering from traffic problems.

I just think that 4800 North is better. There is -- it's not as -- what's the word? There is not as many traffic problems as there is right now, and I think that it will flow better there. And it just makes more sense. It's shorter, it will cut down traffic time, or travel time, and people will use that

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more than they would the other ones. The arterial will help too. It will split up the traffic instead of concentrate it all in one big area.

That's it.

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Comment 2462 (continued)

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PAUL COHEN.

Okay. I think the 2100 North alternative is a bad idea. I believe that it will not fix the problems that currently exist with traffic. I like the arterial routes that Lehi City has proposed, the 2100 North and the other ones. I think that if they can move the freeway to 4800 North that would be a better idea. I think the impact environmentally of 4800 North Freeway would be less, that the traffic flow would be better.

For the 2100 North alternative, I believe that the economic impact to the city of Lehi would be great. I believe that the pollution would also be very bad for those children and families who live there. I believe that the tax revenues that the city of Lehi could gain from having an arterial route there rather than the freeway would also greatly impact the economy of Lehi. The flow of traffic with the 2100 North alternative would be, it seems, kind of backwards to me. You would have to go east and then you would have to turn around, almost do a U-turn to head north or to

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head south.

It would be a greater risk for asthma for the children that would live close by the freeway also.

I think it would make Lehi unsafe splitting the city in half. It would be a big issue if there was some sort of problems for ambulances, emergency personnel to get from one side to the other with only one access road to go underneath the freeway.

It would increase the noise in the area which would also be a property de-valuer[sic], if that's a word. (Laughter.) A property devaluer[sic]. The future homes that are planned to be built will not be, couldn't be built. And also there would be impacted homes that are already currently in that area that would be torn and businesses that would be disrupted and moved somewhere else or completely out of business.

I have been told that if the 4800 North Freeway went in that there would be less gas used overall rather than the 2100 North because of the backtracking that would have to take place. There is a shorter distance at the 4800 North, that span there is shorter. I think that that would help decrease the amount of money needed to construct it and would also just make for better flow of traffic, as I said earlier. Okay. Thank you.

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JIM BROWN.

Okay. Well, my comment has to do with creating businesses in the area. And I feel Lehi doesn't have a lot of areas for business. And if they were to build a freeway through 2100 North, and even though it would have access roads it wouldn't create, you know, it wouldn't be like State Street for businesses. And I think Lehi needs to create more roads where businesses can exist to succeed as a city. So if there is some way to balance, you know, creating the way to get from east to west but also have new roads for businesses.

That's basically my comment.

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CINDY BROWN.

I guess before tonight I didn't know a future school was going to be going in at 2100 North. We just bought a house near 2100 North, and it concerns me to put a freeway in where our future kids possibly would be going to school, basically. I don't really want my kids to be out playing near a freeway.

Like my husband also said, I'm concerned about the businesses near 2100 North. There's really not any businesses. There's industry and things like painting stores, but there's no supermarkets, or restaurants, and basic, you know, establishments like that. And I think a freeway would just shuffle people in and out, but not necessarily accommodate businesses in an arterial route, or what they're referring it to. It would be an easy way to put some nice strip malls in and basically put some businesses in there with a school and have it be a neighborhood community and not a way to pass through and get to the freeway, basically.

I don't know, I just want my neighborhood not

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to be a transit community, I want it to be a neighborhood.

So, thanks for having this public comment. I appreciate you taking our public opinion into consideration. Because I don't want it, you know, I don't want other people to be affected by it, and I don't want me to be affected by it.

So I don't really know the end solution, you know, but, I don't know. I'm just rambling.

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MARK SULLIVAN.

My name is Mark Sullivan. I'm a resident of Lehi. I'm very interested in the consideration of the 4800 North proposal. I would hope that it would be evaluated on the basis of, first, cost; second, environmental impact of the shorter distance between I-15 and the mountain west corridor at 4800 North; also, based on the criteria of the total traffic throughput with the Lehi City plan for 2100 North as a boulevard and a 4800 North Freeway.

So three things. The cost, the environmental impact of the shorter distance being driven, and the total throughput with the two corridors, the boulevard at 2100 North and the freeway at 4800 North.

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NELSON VILLEGAS.

GENIFER BACHER.

I have two concerns: The first one is all the studies we have seen about the population growth is from 2003 to 2006. And given this three year period where we have been seeing a significant growth of housing in Utah County, this is going to probably change now because of the economic problems that we have been having with the market and the housing. So are there going to be new studies done based on new projections or new houses getting built around north Utah County?

Okay. Okay. Well, I like the idea of the south freeway alternative, because I travel to Provo to go to work. And to me I think that would be a direct shortcut in some way to get there. I feel that by putting that corridor down there, the alternative, that some people will travel there and the traffic will ease up in some manner during the heights of traffic on Main Street, and then I might be more inclined to take Main Street because that's more direct for me.

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The other issue will be if there has been a, like, a social study comparing to other cities relative to the same size as Lehi by putting a freeway on 2100 North, what will be the crime rate issue around?

I'm concerned, extremely, about all three of the proposals just because we live in Harvest Hills and plan on having a family soon, and we plan on living there for awhile, quite awhile, and raising our family. And I don't know how comfortable I feel knowing that a main interchange is going to be placed right behind our back door, 1500 feet from our back door.

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Because the house prices will go down low, I mean, they will be lower, and because of the low housing income houses around, then I think we are going to be getting people that are not desirable because of the nature of what happens. And I wonder if, you know, they have done some studies about those things. All right.

We are worried about the quality of our neighborhood going down, because the housing price will almost likely drop and more businesses are going to be brought in, which I'm not opposed to having new

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businesses brought in because I feel that it will help our tax base go down significantly. But on the other hand, I think in the same manner we are compromising the future integrity of our children, the safety of our children, and our family and our homes.

And security will be a major concern for the future.

But I do understand that something needs to be done. It's very frustrating having travel, you know, taking so long. It takes me a half-hour, sometimes 20 minutes on Main Street, and then about 30, 40 minutes on the freeway sometimes, if bad traffic is occurring. So hopefully that will alleviate it.

But I have concerns for people that are being relocated, because it's a significant inconvenience on their part. And if it was me, I don't know how I would feel if somebody was saying, hey, we will buy you out, but you have to relocate everything and we will give you somewhat, but not so fair a settlement. And I think people that have lived in their homes for 30 years or so and they're being forced to move because they want to put a freeway through, I would be pretty ticked off because I would have a lot of sentimental value that's involved in there. I think for farmers there and their whole livelihood is going to be

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affected, you know? And animals relocated, peace and harmony among that area is going to be gone.

And I think part of Lehi is going to be compromised for what they know now, and it's not going to be a little cowboy town anymore.

I think it could change the dynamics. I don't know, I just think it's going to bring a lot of congestion. And still I'm thinking this is a good plan for now, but what's going to happen later? And are we going to have the land by that time to accommodate something else that's going to, you know, further help us somehow?

That's just my view.

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MICHAEL BACHER.

Well, okay. My name is Mike Bacher. As far as I can tell it looks like these are some well thought out plans for the freeway, all three of them. I think looking ahead to the future, I think perhaps the one that interests me the most and looks like it could be the most useful would be the 2100 North Freeway alternative. And the reason why I like that is because it has a freeway going into Salt Lake and also a freeway going to I-15, and I know that that's really needed right now out where we live because the traffic on, is it SR 73? and going into Lehi, is really bad, so to have 2100 North alternative would be very beneficial.

We live in Harvest Hills, and I am very concerned about the fact that this freeway will come up and around where we live, and the noise impact and the building impact in our neighborhood. I'm very concerned about what that will do to our community and what it will do with home values and noise. Light pollution, you know, with the street lights, and stuff

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like that.

But I am kind of concerned that, you know, that they might be kind of boxing us in as a subdivision. And the noise is the biggest concern of mine.

But, you know, this area is really growing out there and I think they have to address the growth out there. And a freeway like the 2100 North alternative is probably our best solution. If they can address the needs of, you know, Harvest Hills, and try to minimize the impact of Harvest Hills and all the surrounding areas in Lehi, and those surrounding areas, I think that would be the best solution. Also, it seems to be one of the more affordable solutions and impacts less wetlands and businesses and homes. So to me the 2100 North Freeway is the best alternative.

So. Okay.

CHARLES T. GILBERT, R.P.R.

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35.13A

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STATE OF UTAH }
 } ss.
COUNTY OF SALT LAKE }

I, CHARLES T. GILBERT, Registered Professional Reporter and Notary Public for the State of Utah, certify:

That the foregoing deposition of THEWIT was taken before me pursuant to Notice at the time and place therein set forth, at which time the witness was put under oath by me;

That the testimony of the witness and all objections made at the time of the examination were recorded stenographically by me and were thereafter transcribed under my direction;

I FURTHER CERTIFY that I am neither counsel for nor related to any party to said action nor in anywise interested in the outcome thereof

IN WITNESS WHEREOF, I have subscribed my name and affixed my seal this 19th day of November, 2007.

CHARLES T. GILBERT, RPR
Notary Public in and for the
County of Salt Lake, State of Utah

My Commission Expires:
April 25, 2008

CHARLES T. GILBERT, R.P.R.

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PUBLIC HEARING
PUBLIC OPINIONS
THURSDAY, NOVEMBER 15, 2007

WILLOW CREEK MIDDLE SCHOOL
2275 West 300 North
Lehi, Utah

* * *

Letitia L. Meredith
-Registered Professional Reporter-
Certified Shorthand Reporter

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P U B L I C O P I N I O N S

JARED MASON: My personal opinion is that the southern freeway alternative is the best one in terms of allowing the residents of Eagle Mountain and Saratoga Springs to get where they need to go. In my opinion, really our mainly goal here is to allow us to get to the major population centers of the rest of the valley which would be Salt Lake and Provo. So we need an easy way to get from here out west, north and south. The widening of Redwood Road plus the Mountain View Corridor plus Bangerter Highway, all of those greatly facilitate us getting north. But right now there's no way for us to go south.

So putting the 2100 North alternative in as the preferred alternative works, but that means we all have to go north to head west to then go south to the major population center. That being said, I understand the east/west connector may take care of that alternative because the east/west connector is a separate project that should be done somewhere between Lehi Main Street and 1500 South. Assuming that actually comes to fruition, then the 2100 North probably is the best alternative.

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CARL MELLOR: I first want to mention that I was here when UDOT split Lehi and they built I-15 45 years ago, and certainly, you know, they claimed then that they'd only take out 40 homes. 40 homes is a lot of homes that they did take out, and it's taken years, you know, to just orient ourselves to the factors it was upper Lehi and lower Lehi. And now UDOT wants to go west from I-15 and it'll cut another -- isolate a large section of people that live on the north side of the freeway, and they won't have easy access back into Lehi.

The main reason that I'm basically for the 4800 North freeway concept is that starting out by Camp Williams, north of Camp Williams, it leads from the new route coming from Salt Lake. It provides an east route directly -- from that new freeway directly to I-15 and directly into the huge area that the six -- the large hotel and the complex that's going to be built right in here.

So people who will go from the west end of Salt Lake valley don't have to go down into Lehi and back over to the freeway and then back. It's kind of dumb when we know this huge complex, one of the largest complexes in the state of Utah, is going to be built right here. And there's no sense in running

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1 these people into Lehi and back through I-15 to get
 2 to the exit to go into the place there. And then
 3 this does not impact -- there are very few homes in
 4 this area. The 4800 North Freeway concept there are
 5 very few homes from the corridor that comes from Salt
 6 Lake over to I-15. And, you know, so the cost of it
 7 is much cheaper. The impact it has on people is much
 8 more convenient, and we need to look at ultimately
 9 where people want to go.

10 And I think that UDOT is very much -- you
 11 know, this concept should have been -- should be
 12 promoted in a public hearing other than just a
 13 handout and there's no place where they really
 14 featured the efficiency of this concept, but I have
 15 been in Lehi long enough to know what happens when
 16 you put a freeway-type corridor through a major part
 17 of the city. Thank you.

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 2 MICHAEL CORBETT: I think my biggest concern is
 3 community impact. In the study -- I guess it's
 4 6.6.4.2 -- there's a statement that says there will
 5 be no substantial effect on the general social
 6 environment, but having lived in Lehi almost
 7 20 years, I see the social impact of I-15 as it is.
 8 Lehi is a divided city, and I think there's
 9 definitely a difference between one side of the
 10 freeway to the other. And I would hate to see the
 11 city divided again.

12 You know, it's kind of an "across the
 13 tracks" kind of a feeling with some people at least.
 14 I teach at a junior high, and there's definitely
 15 groups -- it creates groups of people that are
 16 artificial groups that I don't think need to exist.
 17 And certainly if 4800 North is a viable concept at
 18 all, I think that it would be much better because
 19 it's not going to divide the city.

20 I think one of the things the study says is
 21 that, you know, there's not very much people involved
 22 because there's not very much -- you know, there's
 23 not a lot of buildings and so forth there. But
 24 that's where Lehi is going to grow. That's where the
 25 houses of the future are going to be, and they are

Comment 2471 (continued)

Response
Section in
Chapter 35
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1 going to feel divided and away from the rest of the Page 6
2 city, I think. So I hope UDOT will take a serious
3 look at the 4800 North alternative. I wish it was in
4 this study right here, unfortunately.
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Response
Section in
Chapter 35
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35.2.9C

35.2.13A

Comment 2472

1 DANIEL BURTON: My name is Daniel Burton. I Page 7
2 live out in Eagle mountain, and I'm concerned about
3 some of these alternatives, especially the Lehi
4 alternative. They keep trying to push the road
5 further and further north, and the further north you
6 put the road, the less it solves any problems because
7 the problem that -- the problem we're having is
8 getting people to go to Orem and Provo to the south.
9 People going north can already get north going up to
10 Bangerter, and so we don't -- the east/west corridor,
11 further north you put it, the less value it is.
12 The further south it is, the more it will
13 make sense, the more it will solve the problems that
14 are currently the problem with the traffic going
15 through Lehi. And so I really think this southern
16 freeway is the best route. The 2100 North would be
17 better than the other proposals if the south freeway
18 doesn't work, but still the 2100 North freeway option
19 puts it so far north that people going from Orem and
20 Provo are still going to end up having to -- they are
21 not going to want to go that far north and then turn
22 around and go back south. So it's so far out of the
23 way, it reduces its usefulness. The further south
24 that freeway alternative is the better it's going to
25 solve the problems that we're currently having, and I

Comment 2472 (continued)

Response
Section in
Chapter 35



1 guess that's the comment I wanted to make. Page 8
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Comment 2473

Response
Section in
Chapter 35



35.2.9A

1 RENITA REVILL: My name is Renita Revill. I've Page 9
2 lived in Lehi 33 years and just recently moved down
3 into the lower part of Lehi, which is actually
4 Saratoga Springs, from the north area. And one of
5 the main things I miss is freeway access. But I live
6 right next to the southern -- where they are going to
7 bring down the southern corridor, and I know that
8 that has to be built, but I would really appreciate
9 it if UDOT would take a look at this 4800 North
10 alternative because on 2100 North there's just a lot
11 of homes already there. That intersection -- there's
12 just an area there that -- I would appreciate it if
13 it weren't disturbed, and I know that's my opinion,
14 but I would just like to see them look more closely
15 at the 4800 North concept.
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Comment 2474

Comment 2474 (continued)

Response
Section in
Chapter 35
↳
35.2.9A

Page 10

1 VEDA JOAN SKOUSEN: We actually favor the 4800
2 North corridor. I think a corridor is necessary, an
3 east/west. We've got to have that because the
4 congestion is so bad on Main Street in Lehi. Anybody
5 who's been there knows how bad that is, but since
6 there will be a big development going on across from
7 Thanksgiving Point, by Travers Mountain, the big
8 hotel and lake and everything, they are going to need
9 something, some connector there, and it makes more
10 sense to put that in now than to do the -- because
11 they'll have to do this anyway with the development.
12 Why not do it?
13 I think 4800 North -- and I know there will
14 also be a one south that will be necessary too. They
15 are both necessary. This dissects fewer neighbors.
16 It separates less of Lehi. It divides our city less
17 than the 2100 North. The 2100 North impacts
18 neighborhoods. So far this doesn't impact very much
19 in the way of neighborhoods. It goes through fields
20 and so forth. It doesn't go through a subdivision
21 like 2100 North does. So for me personally 4800
22 North makes more sense. It's a shorter distance.
23 It's not as long as 2100 North, so it's going to be
24 cheaper and cheaper because you're not having to buy
25 houses, so that would be my feeling here, but we're

Response
Section in
Chapter 35
↳

Page 11

1 also worried there will need to be something further
2 south as well. That's just life when you've got
3 developments on the other side of the lake.
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Comment 2475

Comment 2475 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.2.7A

35.30A

35.2.9A

35.2.7A

Page 12

1 STEPHEN HOLBROOK: My name is Stephen Holbrook.
2 I live in Lehi. This proposed 2100 North freeway
3 goes through my farm land that is just west of the
4 Jordan River, so I will be highly impacted with
5 whichever decision or whichever road is decided to be
6 built there. Of course, I will be more impacted if
7 it becomes a freeway according to the drawings that I
8 have seen. Up to 650 feet wide will impact me
9 tremendously.
10 Also, for the height of the freeway to be
11 50 feet will impact me tremendously because the land
12 next to the freeway will be decreased in value as
13 being able to be developed because it's my strong
14 feeling that people will not want to live that close
15 to a road that's that high or that is that big and
16 that wide or that is moving that amount of traffic as
17 a freeway would.
18 I strongly support Lehi's proposal for the
19 4800 North option. I have studied it. I feel it is
20 a much better route, less impact on people, less
21 impact on the environment. I feel that the freeway
22 through my farm will cause at least a third of a mile
23 air pollution concern on each side of the road which
24 would be a concern for people who would want to buy
25 or own a home that close to the freeway, that that

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1 would affect not only their health but also the
2 economic land values that would be affected to me by
3 that.
4 I am very disappointed in the system and
5 within UDOT that nobody has contacted me as a
6 landowner that will give up approximately 50 acres of
7 land for this roadway, that I haven't been talked to
8 or notified or asked my opinion of things. I've only
9 learned of them through these public meetings like
10 today. I feel that it would have been nicer to have
11 somebody come to me upfront and explain that you
12 don't know exactly what's going to happen "but here
13 is the corridor. It's going through you. We would
14 like to get your input as a landowner and talk to us
15 about how it would impact you or how we could
16 minimize the impact upon you and your livelihood and
17 the next generation of livelihood that is already
18 come back to be on the farm." I just feel that we
19 have been totally neglected where perhaps cities have
20 been talked to, communities have been talked to.
21 They know a little bit as what's happening.
22 I oppose the 2100 North road for reasons I
23 have given as well as on a community basis because I
24 do live in the town of Lehi, that it will split Lehi
25 as it currently is as it will expand, that this road

Comment 2475 (continued)

Response
Section in
Chapter 35
↳

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1 will go through the middle of Lehi City. It will
 2 divide it. It will make emergency services much
 3 harder, much more expensive for the city to service
 4 people.

5 I know that the proposed freeway is in
 6 contradiction to the master plan of proposed roads
 7 that Lehi City established many years ago and were
 8 planning on building and having at certain places
 9 with certain sizes involved, and that it's just
 10 really -- so in my final summary, it really isn't who
 11 is right or who is wrong, but it is what is right for
 12 the citizens that will be affected by living close to
 13 the road and for those that will be using it and for
 14 the effect that it has on people's livelihood and on
 15 destroying farm land and affecting land values.

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Comment 2476

Response
Section in
Chapter 35
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Page 15

1 ZACHARY A. CHENEY: I am opposed to the 2100
 2 North freeway option. I feel that Lehi, with the
 3 4800 North concept, has proposed the best solution
 4 and a solution that will have the least amount of
 5 impact on local property values and the commercial
 6 areas bordering the freeway in the 2100 North area.

7 I don't believe that the 2100 North option solves the
 8 commute problem for people living in Saratoga and
 9 Eagle Mountain areas including the areas around there
 10 that are rapidly growing because I believe that
 11 having wider accesses like available in the arterials
 12 alternative, you know, would be a great option over a
 13 full freeway because it seems to have less impact on
 14 some of the residential areas and it helps with the
 15 flow of traffic for people commuting south from Eagle
 16 Mountain and Saratoga.

17 But I just wanted to take the opportunity
 18 to put my strong opinion in that the 4800 North is
 19 the best option that I think UDOT should thoroughly
 20 review that option before they moved forward with
 21 2100 South freeway option. I think I'll leave it at
 22 that.

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35.2.9A

35.2.13A

Comment 2477

Comment 2477 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.12.1A

35.2.7A

35.2.7A

Page 16

1 RELDON BARNES: Two comments, two questions on
 2 that 2100 North where they are going to cut just west
 3 of the tracks between Jordan River between 20 and 30
 4 foot. You know where the railroad tracks is? You
 5 come off I15, go west on 2100, the railroad tracks.
 6 You're going to cut in there 20 to 30 feet to make a
 7 cut to go underneath that railroad tracks. Okay.
 8 One point I want to make is there you have inversions
 9 in the morning every morning. That pollution is
 10 going to sit down in there. What's going to move it
 11 out? And when this wind comes out of the north, it's
 12 going push everything south over them homes. If it
 13 comes out of the south, it's going to push it up over
 14 all them homes on the north side.
 15 That's my question is what kind of air
 16 quality are they going to have down in that hole
 17 where nothing is going to move in and out if they are
 18 going that deep because every morning you have
 19 inversion? In wintertime you have bad inversions
 20 when the gunk gets so thick you can cut it. So
 21 that's my question. Did anybody ever think about the
 22 air quality there?
 23 Another question, I've lived here all my
 24 life, and I've seen bad winters down through there.
 25 They are making a 25-foot cut or whatever it is,

Page 17

1 usually where you have snow coming across the
 2 highway, you build it up so the snow -- the wind
 3 blows it across. They got room for a snow fence
 4 right against them houses. The houses are going to
 5 be right next to the right-of-way. If you get a bad
 6 winter blizzard in there, it's going to fill that up
 7 and how are they going to move it out of there unless
 8 they bucket it out?
 9 How are they going to get the snow out of
 10 there? It will blow in there and pile up. He will
 11 dump it right into everything and come right to that
 12 hole and dump it right in, going that much of a cut.
 13 I talked to quite a few people out there, and nobody
 14 hasn't even thought about it, I don't think. They
 15 try to blow me off on the air pollution, that it will
 16 move it. But I was over this nerve gas over here
 17 where all that good stuff is. I dealt a lot with air
 18 pollution or inversions and stuff. People think if
 19 you got a wind it's going to take it down and kill
 20 people down wind. That's your best time because it's
 21 going to disburse it all.
 22 But inversions, they have them every
 23 morning. All over the country you have inversion
 24 first thing in the morning. And I live on 1500 North
 25 right up here, and I can get up in the morning and

Comment 2477 (continued)

Response
Section in
Chapter 35
↳

1 sit on my steps with all that traffic going down Page 18
2 there and the pollution is bad. It's not down the
3 hole. So that's my two main comments. I got more
4 but I'll save them for another time. That's the two
5 major ones I think will have more impact than the
6 other things I'm thinking about.
7 But is it cost effective to put this major
8 thing through? Because they tell me -- right now I
9 went to the meeting, they can't even tell me how much
10 right-of-way they need, anywhere from 300 to
11 500 feet. Last time that's what they told me.
12 Depends on the cut because they don't know how much
13 the cut is going to be. The deeper the cut, the more
14 right-of-way they got to have because they got to
15 slope it. Okay.
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Response
Section in
Chapter 35
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35.2.7A

35.2.9A

Comment 2478

1 PAUL NEAL: My name is Paul Neal. I'm really Page 19
2 anxious that this 2100 North not be a freeway. I can
3 see where that is going to stymie the commercial
4 development of that area and kind of divide the city
5 and impact the residents particularly in that area.
6 I just feel that the 4800 North for that connector
7 for the freeway would be so much better and to have a
8 boulevard down in the 2100 North. That's my desire.
9 I've heard that cost is an issue, and I was
10 talking to someone and I don't know -- I understand
11 that the cost things are still being compared, but
12 the fact that up here you're a third of the distance
13 and most of it is federal land, I can't see how the
14 cost could be more up on the 4800 North than it would
15 be down on the 2100 north where you have to take all
16 these houses and acquire three times as much
17 property.
18 So from what I'm seeing, it looks like
19 economically it would be better. And I think this
20 would be an excellent way to get the southern -- the
21 people who want to take the southern route through
22 and would have so much better impact on our city than
23 trying to put that freeway through there and take out
24 many homes, a church, and just impact this whole
25 area. So that's pretty much my feelings about it.

Comment 2478 (continued)

Comment 2479

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35.2.1D

35.2.8A

35.2.1G

35.2.9A

Page 20

1 Of course, I think we do need a boulevard
2 on the south. My desire was to see a boulevard on
3 the 10th South area. I think that we definitely need
4 something down there and that would be an excellent
5 way to help that. So that's pretty much how I feel
6 about it. I'd like to eventually see something taken
7 across the lake. My daughter lived in Saratoga and
8 to get out there it takes forever. I think we really
9 need to do something about them. I'd like to see
10 something connecting Eagle Mountain and bring it on
11 across the lake there. I'd love to see that.
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Page 21

1 BRENT WARE: I'm Brent Ware. After looking at
2 the freeways, I like the arterial concept. Lehi has
3 also proposed a freeway that would cross closer to
4 the Porter Rockwell Center, and I like that. I would
5 like UDOT to consider that. I think eventually all
6 three of those roads would need to be expanded into a
7 full freeway eventually. And the 2100 South option,
8 while it should go through, is more of an average of
9 the two roads that are needed, you know, one going
10 around the top of Utah Lake and one coming down from
11 the point of the mountain to get to Salt Lake.
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Comment 2480

Comment 2480 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.2.7A

Page 22

1 HEATHER ROMAN: My name is Heather Roman, and my
 2 family and I moved to this part of Lehi to avoid the
 3 kind of congestion, pollution, and noise and crime
 4 that we have experienced in other areas of this
 5 state. And when we purchased our home, we were under
 6 the impression that Alpine School District would be
 7 building right behind our property. This corridor
 8 would very much negatively affect our home and
 9 community in the following ways: First of all, it's
 10 not going to make it safe for our children even to
 11 play right outside our front door or to cross 2300
 12 West leading to 2100 North.

13 The children -- there's no -- they have no
 14 noise barrier. Nothing is set up for that kind of
 15 traffic or that kind of noise. The noise would
 16 adversely affect our home constantly as the corridor
 17 would be approximately 500 yards away. We also have
 18 people in the family who adversely suffer from asthma
 19 and allergies and this would -- the traffic and the
 20 pollution would contribute to those health issues.

21 Financially we're disappointed as this
 22 would decrease the value of our home and our property
 23 and devalue our neighborhood. The school may be
 24 built behind our property, but they also may change
 25 their minds and not build there and this would not

Page 23

1 accommodate the needs of our family since we have
 2 five children.

3 We're concerned about taking away the
 4 beauty of the area because our children play in these
 5 areas where this corridor would be built. The Jordan
 6 River, you know, would be -- runs crisscross along
 7 that area to the corridor. Also, it would also
 8 adversely affect, you know, the birds to the
 9 neighboring area. These are just our biggest
 10 concerns. There are, of course, many others.

11 But I lived in Taylorsville off of 4700
 12 South close to that freeway, and I am familiar with
 13 also an increase in crime rate because people are
 14 able to have more access to the area and get right
 15 back on the freeway, and I didn't like it there and
 16 we will probably end up moving as this corridor comes
 17 into this area.

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Comment 2481

Comment 2481 (continued)

Response
Section in
Chapter 35

35.2.7A

Page 24

1 ROBERT CRAIG: I oppose the corridor connecting
2 the two right where it's located currently proposed
3 because we just purchased our home two years ago with
4 the intent and understanding there was a school going
5 to be built behind us, and the school with the
6 neighborhood, the quiet surroundings that we
7 anticipated as a homeowner was one of the main
8 reasons that caused us to buy where we purchased.
9 Unfortunately, with the building of an
10 interstate behind my home puts in jeopardy the school
11 which in turn puts in jeopardy the use of the
12 property behind our house which could potentially
13 down the road be turned into commercial or other less
14 desirable use. So there's a concern there as well as
15 the noise at this point, you know, late evening --
16 the night and evenings. I can enjoy my evenings now
17 where now with an interstate back there, total noise
18 elimination will not be -- even if they lower it,
19 they can't lower the noise totally, so there will be
20 still be additional noise pollution behind my home 24
21 hours a day.
22 And so again the concern for reduced
23 property values and the negative impact of noise and
24 area pollution and litter potentially is a great
25 concern that wasn't the intent in which we purchased

Response
Section in
Chapter 35

35.2.7E

Page 25

1 the property in that area. And so one of the biggest
2 concerns is my own peace and enjoyment of the area as
3 well as the concern of future property value impact
4 with where I live being the closest home south of the
5 proposed interstate. Yeah. Mine would be the
6 closest. So I guess that's the summary of my
7 concerns. But not all I'm sure.
8 One additional concern that I have is the
9 2300 West connection that will substantially increase
10 the traffic on that road because that's the only
11 interchange in this area that would allow you to
12 connect to the interstate, so it will cause more
13 traffic drawn from the central area east of Redwood,
14 west of State Street and will all be drawn -- that
15 are south of the proposed interstate will all be
16 drawn to 2300 North which would substantial increase
17 the traffic for that road which creates concern of,
18 again, noise and the concern of traffic lights and
19 additional lights at night compared to what there
20 would normally be without that.
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Comment 2482

Comment 2482 (continued)

Response
Section in
Chapter 35

Response
Section in
Chapter 35

35.2.7A

35.2.7A

35.2.7E

35.13A

Page 26

1 TREVOR CLIFTON: My first concern is for the
2 families of the area where the people have
3 discouraged a school being there for the safety of
4 the children or the exposure of the children to the
5 noise and pollution. Yet the families in that same
6 area -- and I'm talking about 2300 West and 1775
7 North is where the neighborhood is -- the families in
8 the area make up just as many children as they could
9 possibly put into a school and are equally exposed.
10 So if they would be concerned for a school being
11 located there, they ought to be concerned for the
12 families that are already located there as their
13 numbers are similar yet also they live there 24 hours
14 a day instead of just during the school time.
15 I have concern for the property value of
16 the area where some say that it would only drop
17 because of panic. It's also true that people don't
18 look for their dream house located right next to the
19 freeway, so selling would be more difficult than the
20 climb in value that we have had right now. I am
21 concerned for the increased traffic that it would
22 bring along, 2300 being the only access into the
23 neighborhood north of that area which is just
24 southwest of Thanksgiving Point and that would bring
25 all that traffic right next to our homes, drawing it

Page 27

1 there instead of the other ways that are now
2 accessible and also that being on an off-ramp would
3 also increase that traffic to that area.
4 I have a concern for the school if they
5 decide to not build on the property north of 1775
6 North and west of 2300 West, then the property could
7 become commercially zoned for stores and whatnot that
8 are much less desirable than the school that was
9 originally planned for that area, and what we are
10 currently bordering school property could become
11 property of something commercial or an unknown.
12 The noise and pollution running up and down
13 the freeway would be 24 hours because it's a freeway
14 and a road used for access as opposed to the Lehi
15 City proposal of it being more of a boulevard where
16 it is used to have access to local, small commercial
17 facilities along a boulevard which would only be open
18 during certain hours and therefore we would only have
19 traffic during certain hours.
20 I have a concern for the noise and
21 pollution that would be created from the 25-foot
22 below-grade road that has to climb up to a 65-foot
23 above-grade interchange. And that interchange over
24 there on I-15, in that climb, vehicles, trucks, and
25 whatever would have to accelerate and use more fuel,

Comment 2482 (continued)

Response
Section in
Chapter 35

35.2.7A

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1 more exhaust as well as more noise in order to get up
 2 such an incline and therefore the noise would not be
 3 muffled by a 25-foot below grade. It would be
 4 accented by that climb.

5 And my concern is also for the Jordan River
 6 Bike Trial that I currently enjoy for riding along
 7 the river. Going from Olympic Park up to the
 8 windmills and back down is an enjoyable relaxing ride
 9 for me, and crossing a freeway is not part of my
 10 enjoyable relaxing ride, and they didn't give me a
 11 good answer of what they would do for the bike trial
 12 other than provide a bridge for it. But that bridge
 13 seemed to be more for the 2100 North going over the
 14 river, not necessarily a bridge for the bike trial.
 15 So that's my final concern.

16 I obviously am strongly oppose the 2100
 17 North alternative, and I do likely Lehi's proposed
 18 option that is much further north and a shorter pass,
 19 the 4800 North freeway.

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21 (Taking of these public hearing opinions was
 22 concluded at 8:20 p.m.)

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Page 29

C E R T I F I C A T E

1 STATE OF UTAH)
 2)
 3 COUNTY OF UTAH)

4 THIS IS TO CERTIFY that the foregoing
 5 statements were taken before me, Letitia L. Meredith,
 6 Registered Professional Reporter and Notary Public in
 7 and for the State of Utah and State of California.

8 That the statements was reported by me in
 9 Stenotype, and thereafter transcribed by computer
 10 under my supervision, and that a full, true, and
 11 correct transcription is set forth in the foregoing
 12 pages.

13 I further certify that I am not of kin or
 14 otherwise associated with any of the parties to
 15 said cause of action, and that I am not interested
 16 in the event thereof.

17 WITNESS MY HAND and official seal at
 18 Spanish Fork, Utah, this ___ day of _____,
 19 2007.

20
 21 My commission expires: Letitia L. Meredith, CSR/RPR
 22 February 9, 2009
 23
 24
 25

Comment 2483

Page 1

UDOT PUBLIC HEARING
NOVEMBER 17, 2007
COPPER HILLS HIGH SCHOOL
WEST JORDAN, UTAH

CHARLES T. GILBERT, R.P.R.

Response
Section in
Chapter 35
↳

35.2.8A

35.2.1B

Page 2

NORMAN RIGGS.

The arterials in Utah County is the best off the freeway providing three east/west connectors rather than just one. The southern alternative is too far north of the Lake. Put it as close to the Lake as possible. Wetlands preservation should take the back seat for moving traffic.

The big loop west of the Redwood/Lehi crossroad is wrong. The corridor should continue south as close to the west side road as possible. When I say 'west side', west side of the Lake. In fact, the corridor should be designed to continue west of the Lake on south to Santaquin and/or Mona, and reconnect with I-15 there, thus enabling pass-through traffic to avoid the already congested Utah Valley system. The north start of the corridor should take place north of the airport, not requiring pass-through traffic to use I-80 and I-215 to the get to the corridor. And those roads are already too heavily trafficked.

That's it.

CHARLES T. GILBERT, R.P.R.

Comment 2484

Comment 2485

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Response
Section in
Chapter 35
↳

35.2.2A

35.1.1A

35.31C

35.2.10A

Page 3

NOEL A. KLAWE.

My name is Noel Klawe. I live in South Jordan in Daybreak. I am not impressed with the Mountain View Corridor -- -- the funding, the route, and from the environmental impact that I think it's going to cause, and not including -- well, I think Lehi would just produce more congestion. California, New York, New Jersey. Perfect examples. Hopefully they'll figure out something that will appeal to everybody, that will work for everybody.

That's all.

CHARLES T. GILBERT, R.P.R.

Page 4

LAYNE F. WILSON.

My take on the highway is we need some, we need more than the Mountain View Corridor, we need east-and-west-going corridors, preferably 6200 South. There needs to be another east/west freeway. There is no freeways that are going to help us if we aren't able to get to them. So that would be one impact, or one thing that would help quite a bit.

Another one would be to synchronize traffic lights of the three agencies in Salt Lake City. Salt Lake City Corporation, Salt Lake County, and the State of Utah. And there has been problems for years and years of the agencies talking to each other and getting the traffic lights coordinated. There is a lot of times that the intersection sits idle when no one is using the traffic light for the intersection.

Let's see, what else was I going to say? Toll roads, no, no, no. We do not want them. I was back East in Pennsylvania and they charge you a quarter to back out of your driveway everywhere you go. And it's double taxation. So, that's my soapbox on that.

CHARLES T. GILBERT, R.P.R.

Comment 2485 (continued)

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Chapter 35



35.2.3D

Page 5

SR 201 needs to be widened.

Let's see, Bangarter needs to be made into a full freeway.

Let's see, I-80 I think is okay, except for the Stansbury area, and that they need some help out there. I guess you guys will be working with Tooele on that.

Let's see. Public transportation. One thing that would help alleviate problems with the public transportation system, would be making it more accessible to people. The transportation system needs to be built kind of like they built BART, you know, in the Bay area, where it doesn't obstruct traffic. We ought to build it like that, because there's a lot of -- it's just plain dangerous where they have got it right now.

Let's see. Environmental impacts. It's going to be an ugly project any way you look at it, but we have to do what's best for everybody. Basically they just need to make traffic more efficient.

A lot of the problem is, you know, inefficient traffic signals is going to create delays. It's also going to create road rage, which is going to create safety problems. So making the traffic -- see, like, for example, if I go down to Las Vegas, I drive

CHARLES T. GILBERT, R.P.R.

Comment 2485 (continued)

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Page 6

up and down Nellis Boulevard through town, I can get through town with the traffic lights. Here I'm stopping all of the time going west.

My personal opinion about traffic is, if we can put a man on the moon, we ought to be able to make the traffic lights more efficient. So that's pretty much my thoughts on it.

They need to make it so people can travel east and west, especially us people that live in the middle of the valley. Those are the people that it's going to affect the most. The people living in the Daybreak area or downtown Salt Lake to Magna, it's not going to impact them too much, but for us that are middle of the valley we need a freeway there.

Also, with the traffic lights, you know, if the power goes out and I can get through an intersection faster when the power is out than when the power is on, there is a problem. That's not a good thing.

Like I said, the toll roads, you know, I don't see any -- I have seen the problems it causes back East and I just don't want it here.

Thanks.

CHARLES T. GILBERT, R.P.R.

Comment 2486

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↳

35.1.1A

Page 7

LINDE RANSELL.

Okay. My concerns are the environmental concerns of animals and the paths that the animals take to get from east to west. I think they have done some good studies, I think they have addressed all issues. I have done my own studies and I think that they have done a good job. I'm happy with the results and how they're addressing that.

My other concern is for people travelling east and west. I think we need to concentrate on roads going not just into town, downtown Salt Lake, but to the businesses south of 5600 South, between Point of the Mountain and 5600 South. We need to address the routes of travel and the amount of people and the growth in that area. I would like to see something said or done more and addressed to getting people to those locations, not just downtown.

That's all.

CHARLES T. GILBERT, R.P.R.

Comment 2487

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↳

35.13A

35.6.1A

35.2.1A

Page 8

HILLARY SORENSEN.

Well, so, one of the things, our house is very close to where, like, it swings in by the neighborhood, so it's just kind of too bad it couldn't have been a little farther away, because we are concerned about the noise and the pollution that would be so close to a neighborhood and residential area.

And the park. There is a park. Lots of young, it's a young neighborhood, so there's lots of children.

One of the things, too, also, Bacchus, is actually -- I don't know where it runs, but it's not too far away from where they're proposing the road to be, so it's just curious as to why they didn't choose to expand on that road more, because that probably wouldn't have affected many -- it's already there, already built, it probably wouldn't have affected homes that have to be demolished, or whatever.

Bacchus Highway was a big one.

I think that's it.

CHARLES T. GILBERT, R.P.R.

STATE OF UTAH }
 } ss.
COUNTY OF SALT LAKE }

I, CHARLES T. GILBERT, Registered
Professional Reporter and Notary Public for the State
of Utah, certify:

That the foregoing deposition of THEWIT
was taken before me pursuant to Notice at the time and
place therein set forth, at which time the witness was
put under oath by me;

That the testimony of the witness and
all objections made at the time of the examination were
recorded stenographically by me and were thereafter
transcribed under my direction;

I FURTHER CERTIFY that I am neither
counsel for nor related to any party to said action nor
in anywise interested in the outcome thereof

IN WITNESS WHEREOF, I have subscribed my
name and affixed my seal this 19th day of November,
2007.

CHARLES T. GILBERT, RPR
Notary Public in and for the
County of Salt Lake, State of Utah

My Commission Expires:
April 25, 2008

CHARLES T. GILBERT, R.P.R.

This space is intentionally blank.

Comment 2488

Comment 2489

Response Section in Chapter 35

Response Section in Chapter 35

35.2.7C

35.6.3A

35.9A
35.13A

Print View Page 1 of 1

From: "Peter Staks" <peter@wardleycompanies.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 8, 2007 10:10 AM
 Subject: 2100 North (Lehi) freeway connector

To UDOT:

As a landowner with substantial holdings in Saratoga Springs, we would like to register our support for the 2100 north connector alternative that UDOT has selected.

Among the many choices and reviewed corridors, this connector provides a solution that most observers should be able to support, while meeting the travel needs of the public.

One request: please expedite it's construction - it is sorely needed.

Peter Staks
 Saratoga Springs Development
 P.O. Box 35
 Lehi, Ut. 84042

801-293-9674

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8li2&Item.drn=164z1z7...> 11/12/2007

Novell WebAccess Page 1 of 1

Mail Message N

Reply Read Later

Mail Properties

From: "Chris Morton" <cmorton@certport.com> Monday - November 5, 2007 4:49 PM
 To: <mountainview@utah.gov>
 Subject: MOUNTAIN VIEW CORRIDOR DRAFT
 Attachments: Mime.822 (6544 bytes) [View] [Save As]

I am the owner of a home on 11800 South and approximately 5600 West. As you are no doubt aware, the proposed freeway and trax lines would run in my back yard.

I have been in communication with several individuals since the project was first announced and although everyone has been very kind and helpful, to date, I can't get any specifics. My obvious concern is what this is going to do to my home, in regards to the proximity of the freeway, the noise, the view, the property values, etc. I do know that I bought my home specifically for the view I have, and I doubt very much that a freeway in my back yard is going to help any.

As I'm sure you understand, it's very difficult to know what to think when we have no idea what the impact is going to be. Can you please point me to the answers to any of my questions?

Sincerely,

https://email.udot.utah.gov/gw/webacc?action=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

Comment 2490

Comment 2490 (continued)

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PB CommentSens

ENVIRONMENTAL
IMPACT STATEMENT

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

Stakeholder #2966 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 05/24/2006

Title: Mr.

First Name: Rod

Last Name: Wolfley

Business or Organization:

Professional Title:

Address: 47 Hunters Haven

Apt./Suite No.:

City: Saratoga Springs

County: Utah

State: UT

Zip Code: 84043

Home Telephone: 801-766-3190

Work Telephone:

Cell Phone:

Email:

Fax Number:

Stakeholder Type: Resident

Add to Mailing List:

Add to Email List:

Submission #2322 Detail

Record Status: Action Not Required

Record Creation Date: 11/30/2007

Submission Date: 11/17/2007

Record Created By: MVC Admin

Submission Method: Toll Free Line

FOIA Request: No

FOIA Referral Date:

FOIA Response Date:

GRAMA Request: No

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=6575&displayID=2322 12/5/2007

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Chapter 35



35.2.7C

PB CommentSense Page 2 of 2

GRAMA Referral Date:

GRAMA Response Date:

File Attachment:

Submission Content/Notes: Hi, my name is Rod Wolfley. My telephone number is 801-766-3190, again, 801-766-3190. I live in the Saratoga Springs, Saratoga Springs Subdivision on Hunter's Haven. I am for the 2100 North alternative and against the Lehi bridge proposal. Uh, so, that is my vote. I'd like to see the 2100 North alternative be put into place. Uh, I believe that the bridge proposal won't do anything to help the traffic from people in Saratoga Springs, especially those of us down here in the Saratoga Springs heading south to Provo and anyway, that's my vote: for 2100 North against the Lehi bridge proposal. Thank you.

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=6575&displayID=2322 12/5/2007

Comment 2491

Comment 2492

Response Section in Chapter 35

Response Section in Chapter 35

35.2.10C

35.2.4A

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: Matt Sadler <msadler100@yahoo.com> Monday - November 5, 2007 4:56 PM
 To: <mountainview@utah.gov>
 Subject: Mountain View Corridor - Against Toll Road
 Attachments: Mime.822 (3709 bytes) [\[View\]](#) [\[Save As\]](#)

UDOT:

My only comment regarding the Mountain View Corridor is that it should not be a toll road. Our tax money was used to build every other road with no tolls charged. It is absolutely unfair to put a toll road on the west side unless you retroactively make other roads such as I-215 a toll road. If it was a toll road I am sure that commuters including myself would find alternate routes to avoid the toll and the private owners would never get a return.

Thanks for logging my comment.

Matt Sadler

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

https://email.udot.utah.gov/gw/webacc?acton=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: "Jeff McKenzie" <mckenziefam@mstar2.net> Monday - November 5, 2007 8:39 PM
 To: <mountainview@utah.gov>
 Subject: Mountain View Corridor Freeway Alignment -- Comments
 Attachments: Mime.822 (3305 bytes) [\[View\]](#) [\[Save As\]](#)

This freeway is needed now and by the time it is completed, will be a necessity.

The 5800 West alternative appears to be the more centrally located alignment.

Thank you for the opportunity to comment.

Jeff and Karen McKenzie
4573 W Nancy Drive (about 3610 S)
West Valley, Utah 84120-3052

801-969-9091

https://email.udot.utah.gov/gw/webacc?acton=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

Comment 2493

Response Section in Chapter 35
 35.31C

We want to hear what you have to say.

Please review the Mountain View Corridor Draft Environmental Impact Statement online or at a library near you and provide your comments by returning this form to the address shown on the reverse side. Comments on the DEIS may also be submitted through Jan. 24, 2008 via the project website: www.udot.utah.gov/mountainview, e-mail: mountainview@utah.gov or phone: 1.800.596.2556

CONTACT INFORMATION:
 Name: Steve P. McNeil
 Organization (if applicable): _____
 Mailing Address: 5775 Old Orchard
 City: Alv State: UT Zip: 84028
 Email: _____ Phone: 801-963-2196

Check all that apply:
 Add me to the project mailing list
 Add me to the project mailing list
 I already receive project emails

FEEDBACK LOCATIONS

ESKIN'S LOCATIONS	Bygoneside Library	Paul Library	Herbert Library	Lodi Library	FEEDBACK LOCATIONS
Salt Lake City Administration Center	1571 W. 100th N, Salt Lake City	4875 S. 210th W, Laytonville	10805 S. Redwood Rd., Brentwood	12311 Center St., Lodi	Salt Lake County (DEIS CD 3040)
2141 East 5, Salt Lake City	4700 E. 100th, West Valley City	5125 S. 25th W, Ferris	13185 S. 2600 N., Brentwood	5131 W. Home Meadows Dr., Lodi	5415 S. Redwood Rd., Laytonville
2. Mineral Research Library	Adopted Library	West Jordan Library	Ardenwood Park Library	Eight Mountain Library	Utah County (DEIS Field Copy)
2815 150th St., Salt Lake City	8370 W. 2500 S., Magna	1770 W. 1900 S., West Jordan	451 100 E., American Fork	1880 E. Thurgood Dr., Eagle Mountain	541 W. 120th N., American Fork
		South Jordan Library	Resident Center Library		
		1800 S. Redwood Rd., South Jordan	317 Center St., Provo and Center		

COMMENT **

Steve has been very helpful. we have made our best in any other meeting - I'd be proud to go a mile or two to get out all the problems that come up - it is very necessary.

Steve McNeil

Steve McNeil

▶ To read this comment from head to Mountain View Corridor, please click on a first-class stamp and take to the nearest Post Office or mail drop. Thank you for your comments.

Comment 2494

Response Section in Chapter 35

35.2.5A

Print View Page 1 of 1

From: "WESLEY REBECCA HUTCHINS" <TheHutchins5@msn.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 6, 2007 10:15 AM
 Subject: Mountain View Corridor West Jordan

We have studied your online maps of the proposed placement of the Mountain View Corridor in West Jordan. We live in an area that will be affected by this freeway. We live at 6751 S. Adventure Way (5750 W.) and have been watching this issue closely. I know at one time it was being considered to put the freeway down the power line corridor in this area, which would have put it right in my backyard and would have required the removal of many homes. We are VERY MUCH IN FAVOR of UDOT's current preferred alternative that would take the Mountain View Corridor to 7200 West in this area. This would minimize the impact in my community while still providing critical transportation solutions in this area. Thank you for your time and attention to this important matter.

Wesley and Rebecca Hutchins
 801-963-2196

<https://email.udot.utah.gov/gw/webacc?User.context=dk2ot6Oicim6on1Jq7&Item.drm=152z1z79...> 11/16/2007

Comment 2495

Comment 2496

Response Section in Chapter 35
↳

Print View

Page 1 of 1

From: "Ron Peck" <RonPeck@peckormsby.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - November 6, 2007 1:46 PM
 Subject: Utah Co options

35.2.6A
 35.2.13A
 35.2.9A

I have attended most of the public hearings and have kept up to speed though out the process. The best option is the Southern Freeway to I-15 with the Arterials because it does allow traffic to move south directly and provide East-West movement for others to get north on I-15 if needed. The 2100 North Freeway does not help for traffic west of Lehi that is heading south. Most will still try to get through Lehi side streets rather than go the additional north distance to go south. I strongly recommend the Lehi City 4800 north option if the South Freeway is denied by the environmentalist. If the South option is not workable then 4800 North is less expensive, does not divide Lehi with a second freeway and disturbs less homes. Please give it a fair review. Thanks

Ron L. Peck

P: 801.766.1700

F: 801.766.1715

<https://email.udot.utah.gov/gw/webacc?User.context=dk2ot6Ojcim6on1Jq7&Item.dr=155z1z79...> 11/16/2007

Response Section in Chapter 35
↳

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From: "JOLENE STEPHENS" <stephens424@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 25, 2007 4:11 PM
 Subject: A freeway in my backyard

35.6.3A
 35.19A
 35.13A
 35.2.11A
 35.9A

I would like to know what you are planning to do to help those of us left with this freeway in our backyard. We bought an extra large lot and paid extra money for this lot. Just to hear you are cutting away about 20 feet to put a dirt hill on it to support the new freeway. The man at Hunter High we talked to over the summer said " Well we won't pay you for that amount of property but your grandkids can play on the hill". WHAT! would he let his kids or grandkids play on a hill on the side of a freeway? Well not us and if you take property even a small amount you should have to pay for it just like we did. Also in your first articles on this web site you stated you would work with people to buy them out and relocate them if they did not want to live with the freeway in their back yards. I notice you have since removed that portion of the article. Where do we stand on this. We bought this large lot because we have a lot of family gatherings here. Such as Halloween party we have planned with 49 people. games, etc. Don't leave us stranded think about this problem as if it were you with this freeway going in. Also we love this area and its great views. We will no longer have the mountain views with this freeway. How high will this freeway be? Are you installing sound walls? Where, above us on the freeway or behind our homes? You say we can comment but we went to the meeting at the West Valley fitness center on Saturday morning. The men overseeing the meeting said that 5800 West was already chosen as the route. That funding had already been approved for 2100 south to 3500 south. That construction would begin as early as next year and could take up to 10 years. WOW you try putting your life on hold that long.... Waiting to see what happens what the state finally decides. How fast or slow this process may be etc... Not much thought has gone into this project as far as the people in and around this freeway are concerned. In our opinion faster is better don't make everyone wait so long to know what is going on. Be up front and give us information as you receive it not as you see fit. We are the ones who will be left with this freeway in the end. Also if our property value plummets who makes up

<https://email.udot.utah.gov/gw/webacc?User.context=htaor4Lcbio4eoeOm6&Item.dr=101z7z79...> 11/5/2007

Comment 2496 (continued)

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that difference?

Jody, West Valley City

<https://email.udot.utah.gov/gw/webacc?User.context=htaor4Lcbio4eoeOm6&Item.drm=101z7z79...> 11/5/2007

Comment 2497

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35.2.9A

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From: "Scott Plummer" <scottplum@gmail.com>
To: <mountainview@utah.gov>
Date: Thursday - November 8, 2007 9:31 AM
Subject: Mountainview Corridor

Sirs:

The plan proposed by the City of Lehi is the simplest, least expensive, and least intrusive on people, property, and the environment, plus it is more amenable to mass transit than the routes proposed by UDOT.

Scott Plummer
Spanish Fork, Utah

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drm=163z1z7...> 11/12/2007

Comment 2498

Comment 2499

Response
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Chapter 35

Response
Section in
Chapter 35

35.2.9A

35.2.7A

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Mail Message N

Mail Properties

From: "Karen" <mike_karen_josh@hotmail.com> Monday - November 5, 2007 4:54 PM
 To: <mountainview@utah.gov>
 Subject: No freeway on 2100 North in Lehi
 Attachments: Mime.822 (5386 bytes) [\[View\]](#) [\[Save As\]](#)

We would like to voice our opinion and say that we DO NOT WANT A FREEWAY at 2100 North in LEHI. We are in favor of Lehi City's plan which allows for Boulevards through Lehi, and a free way on the Utah County/Salt Lake County border.

Please don't destroy our neighborhood!

Thank you!

Mike, Karen and Josh Russell

2430 W. 2200 N.
Lehi, UT 84043

https://email.udot.utah.gov/gw/webacc?acton=Item_Read&User.context=dk2ot6Ojciim6on1J47&... 11/16/2007

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From: "taylor johnson" <taylor1111@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 7, 2007 2:21 PM
 Subject: 2100 north Freeway

I am strongly against the 2100 north freeway proposed. The alternative that Lehi City has initiated would be a better fir for our overall community. I will do as much as i can as a citizen of Lehi city to make this happen. PLEASE DO NOT build a freeway through 2100 north. PLEASE LISTEN to Lehi city and their proposal.

Concerned neighbor,

Taylor Johnson

<https://email.udot.utah.gov/gw/webacc?User.context=eucku2Ojagp1oheJie&Item.dr=160z1z79...> 11/16/2007

Comment 2500

Comment 2501

Response
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↳

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From: Kevin Upp <kupperupp@hotmail.com>
<ksumison@utah.gov>, <mountainview@utah.gov>, <blockhart@utah.gov>,
<mmadsen@utahsenate.org>, <cbramble@utahsenate.org>, <srwebmail@utah.gov>,
To: <jdougall@utah.gov>, <hstephenson@utahsenate.org>,
<jvalentine@utahsenate.org>, <mdayton@utahsenate.org>
Date: Tuesday - November 6, 2007 9:44 AM
Subject: Mountainview Corridor

To Representatives, Senators, and Udot Officials,

I am writing this email in reference to the Mountainview Corridor. I would hope that as committee members, representative's and or any other officials that you would strongly re-evaluate the option for a 2100 North freeway connector in Lehi UT. I was just reading over the impact statement and continue to ask myself why this route is even being considered. After a considerable amount of research I believe that the home impact, people impact and any other impact is going to be reduced significantly by putting the connector at 4800 N.

I would really appreciate as my representatives that I will receive feed-back in regards to the issue listed above and the justification which is given for the 2100 N. connector. It is my hope that everyone involved is concerned with making the right decision not necessarily the easiest or least resisted decision.

Thank You,

Kevin Upp
Lehi Ut,

Windows Live Hotmail and Microsoft Office Outlook – together at last. Get it now.
<http://office.microsoft.com/en-us/outlook/HA102225181033.aspx?pid=CL100626971033>

<https://email.udot.utah.gov/gw/webacc?User.context=dk2ot6Ojcim6on1Jq7&Item.drm=150z1z79...> 11/16/2007

35.2.9A

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Print View Page 1 of 1

From: "Chris James" <JamesCR@zsc.com>
To: <mountainview@utah.gov>
Date: Thursday - October 18, 2007 9:59 AM
Subject: Opposition to 2100 North and Arterials Alternatives

I am writing to express my strong opposition to both the 2100 North Freeway and Arterials alternatives for the mountain view corridor. I support Lehi City's 4800 North alternative and believe it would best serve the needs of all citizens. Please include the 4800 North alternative in your environmental impact study. I believe the connection to I-15 should be made at an area like 4800 North that will have the least impact on existing communities.

Chris R. James
801-419-7557
2142 North 2270 West
Lehi, UT 84043

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drm=70z18z79...> 11/2/2007

35.2.9A

Comment 2502

Comment 2503

Response Section in Chapter 35

Response Section in Chapter 35

ReInquiry from Alisa Kramer.txt
 html mail templateFrom: Constituent Affairs [constituentservices@utah.gov]
 Sent: Friday, October 19, 2007 9:00 AM
 To: Diane Josie
 Subject: Re:Inquiry from Alisa Kramer
 Below is an inquiry which was received by the Governor's Office of Constituent Affairs on 10/19/2007. Please respond directly to the constituent and reply to this email with a copy of your response by 11/2/2007.

Alisa Kramer
 1803 North 1200 West
 Lehi UT 84043
 Cell Phone: (801)979-9065
 Email Address:catfysh13@yahoo.com

SUBJECT:
 I am a resident of Lehi and am very concerned about the proposed Mountain View Corridor by UDOT. In their plan homes in my neighborhood as well as a church and park will be destroyed in order to make a freeway. Obviously, this is not really great for the neighborhood. Lehi City has come up with an alternative plan but as of yet UDOT has been unwilling to consider this proposal. I support the Lehi City proposal as does everyone else I have talked to about this (neighbors, friends) and am feeling frustrated as no one can give me an answer as to what is going to happen with our neighborhood. I will have to sell my home if the proposed freeway is built. My husband and I moved here because we loved the area and hoped to raise our boys here. However, if there is going to be a freeway through our neighborhood we will have to move and unfortunately our house will be worth nothing if UDOT builds this road. Please let me know if there is anything you can do to help with this situation or at least your opinion on this. It is truly frustrating to have UDOT ignoring the concerns of residents of Lehi, hopefully you will not.
 Thanks,
 Alisa Kramer

35.2.7A

35.2.9A

Print View

Page 1 of 1

From: Brett Johnson <brettj68@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Monday - October 22, 2007 10:27 AM
 Subject: Mountain View Corridor in Utah County.

To whom it may concern,

35.2.7A

I just bought a home in a new development just north 2100 North. I have numerous neighbors that have put their homes up for sell sense 2100 North is now the preferred alternative. This is killing the value of our community. I know the real estate has slowed over the last year but more and more homes are sitting on the market for months. This has a correlation with the Mountain View Corridor.

35.2.7E

I prefer to have a 4-6 lane road go on 2100 North if the freeway has an exit at 2300 west. If the committee decides to put a freeway on 2100 North, please do not put an exit at 2300 West. I do not want more people driving through my neighborhood to get to Thanksgiving Point Golf Course than there already is. You could put an over/under pass on 2300 west and a "frontage road" on the North side (that way their is still access to the LDS Church, the Point Meadows Subdivision, and that Cranberry Farms Subdivision) that goes to an exit to I-15, Lehi Main Street, and the Thanksgiving Point/I-15 frontage road on one side and The Mountain View Corridor and Redwood Road on the other. Also. please put up a sound walk. I feel that there is not enough traffic at 2300 West to justify a exit right there.

I have also heard talk of a 4800 North Freeway. Is that an option?

Please consider my thought and opinions. I believe that something needs to be done, but we need to work towards a solution that everyone can live with.

Respectfully,

Brett Johnson

Climb to the top of the charts! Play Star Shuffle: the word scramble challenge with star power.
http://club.live.com/star_shuffle.aspx?cid=starshuffle_wfmailtextink_oct

Comment 2504

Response Section in Chapter 35



35.6.3A

Novell WebAccess Page 1 of 1

Mail Message N

Reply

 Read Later

Mail Properties

From: "Packer, Brian (KUCC)" <packerb@kennecott.com> Sunday - November 4, 2007 10:47 AM
 To: <mountainview@utah.gov>
 Subject: How will my home be impacted.
 Attachments: Mime.822 (4359 bytes) [\[View\]](#) [\[Save As\]](#)

Hi, my name is Brian Packer and I live on 3806 Marsha Dr. I understand that you can tell me how my home will be impacted by the Mountain View Corridor. I read an article that left a number to call to find out this information, but as you know it did not. Your response would be appreciated. We are in the planning phase of what to expect due to the impact of the Mountain View Corridor. We would like to get on with our lives without the worry. Prior Proper Planning is the key to a successful implementation.

Thanks

Brian W. Packer

https://email.udot.utah.gov/gw/webacc?acti=Item_Read&User.context=dk2ot6Ojcm6on1J47&... 11/16/2007

Comment 2505

Response Section in Chapter 35



35.6.3A

35.2.12A

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From: Eldon Griffiths <egriffiths@ambertech.com>
 To: Dian McGuire <DMCGUIRE@utah.gov>
 CC: Eldon Griffiths <egriffiths@wirelessbeehive.com>, TeriAnne Newell <TNEWELL@utah.gov>, Pat Griffiths <pgriffiths@ambertech.com>, <craigfox@utah.gov>, <mountainview@utah.gov>
 Date: Tuesday - November 13, 2007 10:30 PM
 Subject: Re: House Purchase

Dian,
 When you called last week you said you were attending a meeting about funding and that you would get back with me in a couple of days. Can you help us?

I found out today that the state bought a home on Darle Ave which is north of my home but south of 3500 so. Please help me understand why we're having such difficulty getting you to buy our home or even pay attention to us. We've sent medical documentation (to Craig Fox) supporting the reason we had to move from there and because of UDOT's public declaration that my home is a likely candidate for demolition, to make way for the mtn view corridor, I can't get anyone interested in buying my home. In every public UDOT meeting we attended a statement was made that hardship cases would be taken care of.

When you called last week you said you thought you were talking with me but in actuality you were not. A quick glance at our record (I'm assuming you have one on us) would have cleared up any misunderstanding. I feel we have been ignored and made to suffer because of UDOT's lack of interest in my case.

It is not my intention to appear bitter. I know you have a lot going on but we need some relief. I can't continue supporting two homes, mortgages, property taxes and insurance policies.

Thank you for any help you may be able to provide.

Eldon Griffiths
 801-865-6750

Eldon Griffiths wrote:
 > Dian,
 > When you requested contact information and told us you had approval to

<https://email.udot.utah.gov/gw/webacc?User.context=lrup4Smegm6ke9Au6&Item.drn=227z196...> 11/29/2007

Comment 2505 (continued)

Response Section in Chapter 35

Print View Page 2 of 3

> purchase our home I thought we might hear from someone before now.
 > Please help us.
 >
 > Thanks
 >
 > Eldon Griffiths
 > 801-865-6750
 >
 > Eldon Griffiths wrote:
 >> Dian,
 >> Can you please tell us what our status is. As I mentioned below we
 >> are feeling the strain/burden of trying to maintain two mortgages. We
 >> haven't had much luck with selling the house and those that expressed
 >> an interest were put off when they found out about the highway.
 >>
 >> Your help will be greatly appreciated.
 >>
 >> Eldon Griffiths
 >>
 >> Craig Fox wrote:
 >>> Eldon: I am sorry for the delay.
 >>>
 >>> I have been reassigned so your new contact person is Dian McGuire at 633-6370 or
 DMcGuire@utah.gov. Dian will explain the funding situation and talk about your situation.
 >>> cf
 >>>
 >>>>> <egriffiths@ambertech.com> 9/17/2007 8:23 PM >>>>>
 >>>>>
 >>> Craig,
 >>> You mentioned that you would know by Sept 20th if funding were available. We hope it is!
 We are becoming desperate to sell. It is difficult to maintain two mortgages, utilities and
 insurances.
 >>> I showed the house to a very interested couple this evening. When they asked about the
 mt view corridore and if our home was affected I told them it was affected by one of the
 proposed routes. They said they didn't want to get involved with that and left.
 >>> We hope and pray that you can give us some good news.
 >>>
 >>> Eldon
 >>>
 >>> -----Original Message-----
 >>>
 >>> From: "Craig Fox" <craigfox@utah.gov>
 >>> Subj: Re: House Purchase
 >>> Date: Thu Aug 2, 2007 9:08 am
 >>> Size: 2K
 >>> To: <egriffiths@ambertech.com>

<https://email.udot.utah.gov/gw/webacc?User.context=lrup4Smegn6ke9Au6&Item.drn=227z196...> 11/29/2007

Comment 2505 (continued)

Response Section in Chapter 35

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>>>
 >>> Thank you. I'll pass along information as I get it. cf
 >>>
 >>>
 >>>
 >>>
 >>>
 >>>
 >>
 >

<https://email.udot.utah.gov/gw/webacc?User.context=lrup4Smegn6ke9Au6&Item.drn=227z196...> 11/29/2007

Comment 2506

Comment 2507

Response Section in Chapter 35



35.2.7A

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From: Udot Public Relations
 To: Mountainview, Mountainview
 Date: Friday - November 9, 2007 5:07 PM
 Subject: 071109.L, 2100 North Lehi


>>> <udotweb@utah.gov> 11/9/2007 4:13 PM >>>
 Name:: Don Payne
 City and State of Residence:: Lehi, UT 84043
 Phone:: 801-766-5594
 E-mail:: dpayne@digis.net
 Comments/Questions:: 2100 North Lehi. We realize a connector is needed. We just don't think 2100 North is the best place to put it. There are too many other consequences. It has negative impact on neighborhoods, destroys wildlife habitat, and damages the fragile ecosystem along the Jordan river.
 What is your overall impression of the Utah Department of Transportation?: Fair

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=181z1z7...> 11/12/2007

Response Section in Chapter 35



PB CommentSense Page 1 of 2



PB CommentSens

ENVIRONMENTAL
IMPACT STATEMENT

[Admin](#) | [Submission View](#) | [Submission Detail](#) [Logout](#)

Stakeholder #5295 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 09/28/2007

Title:

First Name: Krista Noel & Laurence L.
Last Name: Furr II
Business or Organization:
Professional Title:
Address: 2291 Pointe Meadow Drive
Apt./Suite No.:
City: Lehi
County: Utah
State: UT
Zip Code: 84043
Home Telephone: 801.867.0833
Work Telephone:
Cell Phone:
Email: kristafurr@gmail.com; furr@mpifx.com
Fax Number:
Stakeholder Type: Property Owner, Resident
Add to Mailing List: Yes
Add to Email List: Yes

Submission #1359 Detail

Record Status: Action Completed
Record Creation Date: 10/17/2007
Submission Date: 10/17/2007
Record Created By: Website
Submission Method: Website
FOIA Request: No
FOIA Referral Date:
FOIA Response Date:
GRAMA Request: No

http://pcms.companys39.com/manage_submission/edit_submission.asp?rid=5573&displayID=1359 11/2/2007

Comment 2507 (continued)

Comment 2508


Response
Section in
Chapter 35

35.2.7A

PB CommentSense Page 2 of 2

GRAMA Referral Date:
GRAMA Response Date:
File Attachment:

Submission
Content/Notes: Please go with Lehi City's proposal. As a homeowner in northern Lehi, my property value will plummet if this UDOT's proposal goes through. From what I can tell, Lehi's proposal is better in every way than what UDOT has proposed. Is this not a win-win situation???



[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=5573&displavID=1359 11/2/2007

Response
Section in
Chapter 35

35.2.7A

35.2.9A

Print View Page 1 of 1

From: "Larry Furr" <lfurr@mpifix.com>
To: <mountainview@utah.gov>
Date: Wednesday - October 17, 2007 9:51 PM
Subject: Mountain View Corridor

To Whom It May Concern:

I am writing as a concerned citizen of North Lehi. A freeway on 2100 North is not the best solution. There are many families and children whose homes and lives will be greatly hurt if a freeway is built on 2100 North. Lehi City has provided an alternative to the 2100 North route. This alternative would be better in every way. It costs less, less homes would be destroyed, it would carry more traffic and the environmental impact is less significant. I appreciate all of the work that UDOT does and sincerely hope that they will consider Lehi's proposal.

Sincerely,

Krista Noel Furr

801-812-0292

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drn=66z3z79...> 11/2/2007

Comment 2509

Comment 2510

Response
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Chapter 35



35.31A

Print View Page 1 of 1

From: "Osier, Jon (KLC)" <Jon.Osier@Kennecott.com>
 To: <mountainview@utah.gov>
 Date: Friday - October 19, 2007 3:07 PM
 Subject: RE: Mountain View Corridor EIS

Cyndi,

Are the any hard copies available to purchase?

Regards,

Jon Osier

-----Original Message-----
 From: mountainview@utah.gov [mailto:mountainview@utah.gov]
 Sent: Friday, October 19, 2007 3:03 PM
 To: Osier, Jon (KLC)
 Subject: Re: Mountain View Corridor EIS

Mr. Osier:

Unfortunately, the FedEx in Taylorsville did not accept a copy for public use. However, the FedEx Kinkos in American Fork has a copy and tomorrow, Office Max located at 7037 S. Plaza Ct. in West Jordan will have a copy.

You can also view the DEIS at local libraries.

Sincerely,

Cyndi Keller
 Public Involvement
 MVC EIS

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=81z1z131...> 11/2/2007

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Chapter 35



35.31D

Print View Page 1 of 1

From: allen child <friendlyman58@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 18, 2007 6:26 AM
 Subject: Halt new developments in proposed areas

I think new building developments in Lehi/Saratoga Springs should be halted in proposed mountain view corridor areas until all plans are approved or rejected.
 Why?
 So tax payers don't have to pay more for buying out new developments and land just to build these corridors.
 Tax payers would only have to buy the land.

Do You Yahoo!?
 Tired of spam? Yahoo! Mail has the best spam protection around
<http://mail.yahoo.com>

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=67z1z79...> 11/2/2007

Comment 2511

Comment 2512

Response Section in Chapter 35

Response Section in Chapter 35

Print View Page 1 of 1

From: Heidi James <heidiljames@mac.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 18, 2007 2:48 PM
 Subject: Opposition to 2100 North and Arterials Alternatives

To Whom It May Concern:

35.2.7D As a resident of the Cranberry Farms subdivision, I am strongly
 35.2.8B opposed to both the 2100 North Freeway and Arterials alternatives for
 35.2.9A the mountain view corridor. It would be detrimental to our
 neighborhood, and ultimately the city of Lehi. We are already in
 close vicinity to I-15 and the railroad. Adding another thoroughfare
 would only add to the amount of noise and air pollution we already
 experience. The city of Lehi, and the Cranberry Farms subdivision,
 would be better served with the proposed 4800 North alternative.

Heidi James

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=72z16z79...> 11/2/2007

Print View Page 1 of 2

From: "Michael Johnson" <mjohnson@zacks.com>
 To: <mountainview@utah.gov>
 CC: <regionalrep@zacks.com>
 Date: Wednesday - October 17, 2007 7:15 PM
 Subject: Feedback on Mountain View corridor

As a resident of Saratoga Springs I've been watching progress on the Mountain View Corridor rather closely.

Its my opinion after looking at the available options that:

35.2.6A 1) the Southern Freeway option is clearly the best for dealing with current
 issues as well as growth anticipated further West in years to come.

35.2.13A 2) The other Utah County options seem a band-aid at best for residents
 further west - both now and in the future. They help residents of west Lehi
 and north Saratoga Springs somewhat - but ignore the vast population
 potential for Eagle Mountain and southern Saratoga Springs. The 2100 North
 option by itself would be a disaster because it does not take into account
 traffic from South Saratoga Springs.

35.2.6A 3) A choice of something other than the Southern Freeway option will likely
 mean result in a disaster to traffic through Saratoga Springs and would
 likley require a messier and more expensive Southern Freeway out of
 necessity in less than 10 years.

4) I personally prefer the Southern Freeway represented in 2-11.2 but would
 also encourage you to look at creating a smaller connecting highway down
 2100 north for West Lehi residents (which is about what it's good for).

Best Regards,
 Mike

Michael Johnson, MBA
 Regional Vice President, Utah/Nevada
 Zacks Investment Management, Inc.
 Direct: 801-349-2753
 Toll Free: 888-600-2783 x 9476
 HYPERLINK "mailto:mjohnson@zacks.com"mjohnson@zacks.com

<https://email.udot.utah.gov/gw/webacc?User.context=htaor4Lcbio4eoeOm6&Item.dm=63z10z79...> 11/5/2007

Comment 2512 (continued)

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HYPERLINK "<http://www.zackswmg.com/>"www.zackswmg.com

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No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.488 / Virus Database: 269.14.12/1073 - Release Date: 10/16/2007 8:22 AM

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Comment 2513

Response Section in Chapter 35
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35.2.10A

Novell WebAccess Page 1 of 1

Mail Message N

✕ Reply ↩ Read Later 📧 📧 📧 📧 📧 📧

Mail Properties

From: <adam@ustiger.com> Thursday - October 18, 2007 3:00 PM
To: <mountainview@utah.gov>
Subject: Corridor comments-Adam Leffler
Attachments: Mime.822 (2072 bytes) [View] [Save As]

At this time, I am only addressing 2 issues: 1) the corridor needs to be built and; 2) it needs to be toll free. Choice of routes and construction should take into consideration human, environmental and business impact in that order. As a small business owner and member of the Chamber of Commerce, resident of West Valley City, and proponent of public transportation where appropriate...I see a real need for this road but without a toll. Please consider my comments and I'll see you at the upcoming hearings.

Sincerely,
Adam Leffler

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Comment 2514

Comment 2515

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From: John Peterson
To: mountainview@utah.gov
Date: Thursday - October 18, 2007 11:31 AM
Subject: Comments on Mountain View Corridor

35.1.1G

My comments are simple, don't build it. We already know what a sprawling urban area connected by an ever-expanding network of roads looks like: Los Angeles. If you want the Wasatch Front to become another Southern California, then keep building roads. Even so, it will still have to stop at some point when there is no more land, but then it will be too late. Why not stop now?

35.2.3A

What we need is a lot more mass transit. No one ever said, "gee I wish we hadn't built that subway." The current light rail plans are a good start, but we need a lot more.

Thank you for your consideration of my comments sincerely,

John Peterson
1367 Park St.
Salt Lake City, Utah 84105

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drm=71z17z79...> 11/2/2007

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From: "Michael Simpson" <SIMPSONI@uvsc.edu>
To: <mountainview@utah.gov>
Date: Thursday - October 18, 2007 3:12 PM
Subject: Southern Freeway with 2100 N Arterial

35.2.6A
35.2.1F

I think the corridor should be the Southern Freeway as this would help with congestion north and south of highway 73. To make the Southern Freeway option even more useful add an arterial road at 2100 N to connect the corridor to I-15.

Michael Simpson
4057 S Kokomo Ct.
Saratoga Springs, UT 84045

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drm=74z14z79...> 11/2/2007

Comment 2516

Comment 2517

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From: "Robert C. Taylor" <rctaylor@networld.com>
To: <mountainview@utah.gov>
Date: Wednesday - October 17, 2007 8:55 PM
Subject: Long range planing

35.31B

I find it hard to understand why this corridor wasn't built twenty years ago before housing and businesses were constructed on the selected route. Why do we wait until traffic demands construction? It appears that we have another 215 loop, or legacy fiasco resulting in triple costs. I-80 should have been widened years ago and an 6-8 lane freeway built from Tremonton to Nephi (West of the lake). Perhaps its just that I don't understand how long range planning commissions operate, or if we even have one. One thing is for sure, if we have one maybe it's time for some fresh thinking.

<https://email.udot.utah.gov/gw/webacc?User.context=htaor4Lcbio4eoeOm6&Item.drm=65z8z79&...> 11/5/2007

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From: "Richard Thomas" <rthomasut@earthlink.net>
To: <mountainview@utah.gov>
Date: Wednesday - October 17, 2007 7:30 PM
Subject: Mountain View Corridor

35.2.4A

Please proceed with the plans of running this new road down 5800 W as there is no potential for growth down this corridor. With the powerlines and natural gas line already in place any new construction is out of the question. It makes sense then to go this route. Please DO NOT run this road down 7200 W as it will displace many more residents and interfere with existing business much more.

Thanks,
Richard Thomas

<https://email.udot.utah.gov/gw/webacc?User.context=htaor4Lcbio4eoeOm6&Item.drm=64z9z79&...> 11/5/2007

Comment 2518

Comment 2519

Response Section in Chapter 35
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35.2.10A

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From: "Mark Thorne" <Mark@thorne-cpa.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 18, 2007 4:03 PM
 Subject: Mountain View Corridor TOLL FREE

I am eager for the Mountain View Corridor to get started; it is something the county has needed for some time. I grew up in West Valley, have lived in Taylorsville and now live in Riverton. To continue to grow and develop the West Side residentially and especially commercially this infrastructure is desperately needed. I also believe that this should be toll free, what happened to the sales tax hike we just gave ourselves to help pay for this? Oh yeah, that all went to UTA. I am not an economist but it makes sense to me that the increased commercial and residential growth would help pay for the freeway, add in the portion of the .25% of sales tax we supposedly voted for this and we should be there. The future additional property, sales and income tax generated by the growth would benefit the entire state not just the west side. If I recall correctly most of your sales tax goes to the state and UTA, only 1 percent goes to the cities. Bottom Line, the west side is booming. That growth benefits the entire state. If there's a toll more people will stay on I-15. Let's get it going and do it toll free. (And, this should not be a surprise, don't get us to vote in a sales tax increase for "infrastructure" and then give it all to UTA).

Mark Thorne

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dr=75z13z79...> 11/2/2007

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35.2.3A

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From: "Chad Wasden" <chad.wasden@gmail.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 18, 2007 9:06 AM
 Subject: Comments

No more freeways with out public transit options. It is your patriotic duty to free us from our automobiles, free us from the yolk of forign oil, and free us from poison skies. We need transit OPTIONS. What happens when oil becomes too expensive for the daily commute, will we allow our economy to grind to a halt because we have no other way to access our jobs and local buisnesses? Clearly transit is so important we must have a plan B, if not also a plan C. Have we not yet learned of the drawbacks of accomodating automobils only? We must have the modern transit view of moving PEOPLE instead of cars.

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dr=69z19z79...> 11/2/2007

Comment 2520

Comment 2521

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35.2.4A

35.2.10A

35.2.10C

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From: "BRADLEY WOODBURY" <bradwoodbury@msn.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 18, 2007 7:56 AM
 Subject: 5800 W. proposed route

I live in Herriman and would very much prefer the 5800 West route. A route along the 7200 west proposed route would seem useless since most of the population lives east of 7200 West. Most people including myself would not drive West to catch the mountain view highway. I would continue to take Bangerter Highway. Bangerter Highway actually would not be such a bad highway if they got rid of all the lights and made into a bonfide freeway. It was a mistake not to make Bangerter into an interchange in the first place. Since that probably won't happen (it would be too simple for government) a highway like mountain view is badly needed to alleviate the traffic pressure on all roads on the west side.
 Brad Woodbury

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=68z20z79...> 11/2/2007

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From: "Jerry R. Dewey" <JRDewey@afstores.com>
 To: <mountainview@utah.gov>
 Date: Friday - October 19, 2007 1:01 PM
 Subject: Comments on Mountain View Corridor

Not only do I represent one of the largest users of highways in Utah, commercially speaking, but I am also a taxpayer and voter living in Daybreak, one of the affected areas of the proposed corridor. I speak to you here as a citizen, not as a representative of my company.

The notion of tolling what is well-known to be needed infrastructure for required residential and continued economic development in any area is simply nonsense. I can quote you specific examples in this country and others of the unintended consequences, both environmentally and economically, of road tolling. Additionally, we have no business placing a mortgage, if you will, on required infrastructure. If that is necessary, use the bonding process. How do you justify politically no tolls on the Legacy corridor, and then propose tolling on the Mountain View Corridor?

Tolling works well for "convenience" or "boutique" roads or bypass highways, not for required infrastructure. Placing a toll on that which is required to continue to fuel our state's economic engine is simply a bad idea. It has a proven direct effect on limiting economic development in tolled areas as well as creating terrible unintended consequences including safety issues in non-tolled neighborhoods and streets.

This past week, estimates were in the news media of a state budget surplus anywhere from \$250-400 million dollars. What do you think is going through voters' minds when they hear this statistic, they just voted in a sales tax increase for transportation, there is squabbling going on between UTA and the county (and I assume the state legislature) and then someone says let's toll a needed highway, and by the way we told a little white lie when we presented our priorities? It tells the voters "NO ONE IS IN CHARGE" and in screams "INCOMPETENCE".

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Comment 2521 (continued)

Comment 2521 (continued)

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I can tell you from working in Washington, D.C., other large commercial highway users are starting to band together and if the practice continues to spread, whereby federal highway dollars continue to be used for or used a replacement for state funds used, to construct highways where commercial trucks are banned, lawsuits in federal courts are going to be filed to stop this practice. I know of two national companies that are investigating this now. Taxes received from the fuel and use taxes for commercial vehicles provide huge amounts of money towards building necessary infrastructure. Required infrastructure highways must remain open to ALL taxpayers, including commercial vehicles.

So here are some recommendations:

-Our governor is a great leader, but not many voters know he does not control UTA. The issue of congestion, environmental pollution and related economic development fallout are so important to voters and our future, they rest at the governor's doorstep. His direct leadership is needed here. He is the chief executive officer of this state and is expected to tackle the tough issues.

35.1.1B -We must pass a bill in the legislature requiring the management of UTA to come under the state DOT and the governor appoints the director independently of DOT recommendation.

-The director by statute must report directly to the Governor. His salary must be directly related to the increase each month in numbers of people riding the UTA system, thereby bringing them off the highways in their cars. Whatever it takes.

35.2.3A -We will never be able to afford to build highways fast enough to maintain our economic and residential growth unless and until we have created an alternative to personal vehicle usage along the Wasatch Front.

-The current reporting structure of UTA creates a situation where boards and officials simply do not have the political will, accountability, nor incentive to make happen what is needed.

-UTA has evidently felt they can "save their way to success", which will never work in trying to take cars off the road and place people in public transportation. Taking cars off the road is the ONLY way to tackle the longer term solution to traffic congestion and subsequent

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polluted air and to stop the mindless exercise of funding all the highways we need because our public transportation system is not carrying their share of the load.

35.2.3A -People will leave their cars in many instances if there is a "reasonable" alternative. Most people that have ridden TRAX like the ride. UTA has not figured out the simple solutions to get people to the Trax facilities and then to their final destinations without the use of their cars. I like riding Trax, but cannot reasonably use it and when I do-it would take me another 90 minutes to use the bus system to get to my office.

35.31C -There are tens of thousand of people in the Herriman, Riverton, and Daybreak areas and more coming daily that would like to use Trax, but they have to drive across the valley to park and ride--therefore creating more congestion on the already crowded east/west corridors.

-I realize rail may not be coming soon to any of these areas, but how about setting up "Park and Ride" lots in Daybreak and Herriman with "Fast Busses" that move directly to and from Trax stations throughout the day in the south valley. The current Fast Bus system does not operate timely unless you work an 8-5 schedule and does not access the south valley Trax stations without bus transfers. If you want to return to the southwest valley by fast bus, you must wait until 4:00 pm to depart downtown, which is not a comprehensive solution. Fast buses need to run from south valley Trax stations to park and ride yards in the southwest portion of the valley throughout the day.

35.1.1B -We must pass a bill in the state legislature that in the 4 "Wasatch Front" counties, an ombudsmen will be appointed by the state DOT office. This person and his staff will have to issue permits to all cities and counties engaged in local street and highway repair/replacement. It will be the DOT's job to schedule such traffic interruption with state, county, and city projects so as to not send detour routes from state roads into city streets that are down to one lane already, as has already happened on the Redwood Road construction in South Jordan this past summer. This office would schedule all proposed traffic interruption between the hours of 6:00am and 7:00pm by any governmental agency. New repair or replacement state contracts would provide misdemeanor criminal penalties in these four counties to contractors for leaving unnecessary cones and traffic impediments in place during these hours unless actual activity is occurring and there is a DOT approved reason for the blockage. The state DOT would also, in the permitting process, report to the governor on suggested state, county and local priorities for funding.

-A complete analysis needs to be made of improving traffic flow by

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=77z11z79...> 11/2/2007

Comment 2521 (continued)

Comment 2521 (continued)

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35.1.1A

35.1.1B

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reducing traffic lights at east/west crossings on the Bangerter Highway. This can be accomplished by providing east/west street elevated overpasses to cross Bangerter and reduce congestion as a result of traffic lights.

-All east/west streets that currently have a traffic light at Bangerter need to be improved in a similar fashion as 7800 So. is currently. Four lane, center turn lane, over pass over Bangerter, from 1300 West to the new Mountain View Corridor.

-Auto license fees must change-for vehicles with engines at or below 2 liters-a \$50.00 per year credit; 2-3.5 liter-no change; 3.5 -5 liter \$150 additional fee; over 5 liter--\$300 additional fee. Vehicles used commercially could file for a refund of this fee on their state income tax return by either providing a federal ID number for their business or attaching a copy of the Schedule C from their federal tax return showing them as a business proprietor. Vehicles with EPA designation as Hybrids pay a nominal license fee and receive a state refund of the sales tax on their purchase of the hybrid via their state tax return. This will provide incentives for commuters to use discretion in what types of vehicles they buy for commuting. The only way to materially reduce air pollution levels along the Wasatch Front is to reduce the amount of fuel burned by motor vehicles. Period.

-The Utah constitution needs to be looked at by legislators. It makes little sense to not allow the use of general fund monies to build new economic infrastructure to keep the economic engine moving forward that feeds the general fund. Reduce taxes, yes, but also allocate the needed funds to keep the economic growth moving to create more funds.

I hope this stimulates some consideration by officials.

Jerry R. Dewey, Vice-President
Government Relations
Associated Food Stores, Inc.
801-556-9981 cell
801-978-8370 office
jrdewey@afstores.com

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drm=77z11z79...> 11/2/2007

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Comment 2522

Comment 2523

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Response Section in Chapter 35

35.31C

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From: "Steve Olsen" <solsen@emcity.org>
 To: <mountainview@utah.gov>
 Date: Friday - October 19, 2007 9:20 AM
 Subject: Announcement of public comment period for the Mountain View Corridor

My mayor has requested that the announcement for the public comment period for the Mountain View Corridor be posted on our city's website. The copy he sent me is very grainy and I was wondering if you could send me the original electronic version to post (Please see attachment).

Thanks

Steven Olsen

Eagle Mountain City

2545 N Sweetwater Road


Eagle Mountain, Utah 84005

(801)420-2334

solsen@emcity.org

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=76z12z79...> 11/2/2007

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ENVIRONMENTAL
IMPACT STATEMENT

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Stakeholder #5341 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 10/21/2007

Title:

First Name:

Last Name:

Business or Organization:

Professional Title:

Address:

Apt./Suite No.:

City:

County:

State: UT

Zip Code:

Home Telephone:

Work Telephone:

Cell Phone:

Email: claudia2430@comcast.net

Fax Number:

Stakeholder Type: Resident, Property Owner

Add to Mailing List: No

Add to Email List: Yes

Submission #1387 Detail

Record Status: Action Completed

Record Creation Date: 10/21/2007

Submission Date: 10/21/2007

Record Created By: Website

Submission Method: Website

FOIA Request: No

FOIA Referral Date:

FOIA Response Date:

GRAMA Request: No

http://pcms.companys39.com/manage_submission/edit_submission.asp?rid=5604&displayID=1387 11/5/2007

Comment 2523 (continued)

Comment 2524

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35.9A
35.6.1A

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GRAMA Referral Date:
GRAMA Response Date:
File Attachment:

Submission Content/Notes:

I think the 7200 West freeway alternative for the Mountain View Corridor is the better option. I believe with the growth projected for areas further west in the future, this will accomodate better for that. This option also doesn't interfere with as many already developed residential areas. There is more open land to build the free way through.

I personally don't agree with the 5800 W freeway alternative because I live in an residential area that lies between 5800 W and 5600 W. My concerns are that my neighborhood will eventually become less appealing to home owners and become more rental homes. This will cause the value of the neighborhood to depreciate. Right now, my neighborhood is a peaceful, nice area to live. Many of the people in my neighborhood are home owners and have families. The 5800 W alternative will actually run right throught he middle of my neighborhood and I feel it will cause a split and disruption to the peacefulness it has at this time. The neighborhood is not very hold, the homes are 15 or so years old, and there are many newer homes going up further out west as we speak. Taking advantage of the more open, free land further west would be best so that it doesn't disrupt many of our already existing residential neighborhoods.

[Redacted]

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35.2.4A

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From: "Greg Hoch" <ghoch@varsitycontractors.com>
To: <mountainview@utah.gov>
Date: Sunday - October 21, 2007 3:51 PM
Subject: Re: Corridor

For reference, I love the idea of the proposed corridor that will run on 5800 West. We currently reside at 8300 S. and 5600 West and we love the idea of this being available. The congestion in West Jordan right now is out of control. I use the U-111 road right now to go to the airport and downtown because it's so bad heading west to east right now on 9000th and 7800 South. Please, please move ahead with this project!

Regards,

Greg Hoch
<mailto:ghoch@varsitycontractors.com> ghoch@varsitycontractors.com

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.drm=85z5z79...> 11/2/2007

Comment 2525

Comment 2526

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From: Rosalind Gillespie <utgillespies@yahoo.com>
To: <mountainview@utah.gov>
Date: Saturday - October 20, 2007 1:26 PM
Subject: mountainview hwy

35.6.3A

I think the people living in this area where they may lose their homes has a right to vote as to where this highway can go. Personally, there are other places to take the road where no one will lose their homes. Have you considered the fact that even though UDOT will pay for the homes that there are people who cannot qualify for a new home and are low income and would not be able to relocate at a fair price? Seems only the rich members here are being considered. If you take out a home, you should also help them qualify for a new home loan. Also, if you buy the home, I hope you will be paying what the Property Tax says it is worth. I need to know where this highway is going to go because I need to remodel my house and I am not going to put alot of money into it if you will be plowing through it. The people here need to know what is going on and when all this will happen and who will stay and who will go. That is only fair.

Rosalind Gillespie
3767 S Marsha Dr
West Valley City, Ut 84128

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=84z6z79...> 11/2/2007

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From: "Steve Kuykendall" <steve@medroninc.com>
To: <mountainview@utah.gov>
Date: Friday - October 19, 2007 3:29 PM
Subject: Mountain View Corridor Options

35.2.6A

Department of Transportation:

I understand you are asking for public comment. I totally support the projected plan to connect through Saratoga Springs and Lehi connecting at Pleasant Grove. It will take several years to complete and already the traffic between Saratoga Springs/ Eagle Mountain and the I-15 is horrible. I have driven from Saratoga Springs to the Bangerter Hwy for two years in order to go to work. In that period of time it has become so congested in Bluffdale that it adds 10-12 minutes going and coming. I have started driving around the lake on back roads to the American Fork exit on I-15 and can save time.

I can only imagine how bad it will be in another 2-5 years. The Lehi plan will offer nothing to people who need to work in Provo. Please do not let this plan be held up.

Please add my support to the current plan and my opposition to the Lehi proposal.

Thank you,

Steve Kuykendall

Director QA/RA

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Comment 2526 (continued)

Comment 2527

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MEDRON Inc.

1518 S. Gladiola Street

Salt Lake City, Utah 84104

(801)974-3010

Residing at 2283 Colt Drive, Saratoga Springs, Utah 84045

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=82z8z79...> 11/2/2007

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From: "Chancy Leath" <chancyleath@hotmail.com>
 To: <mountainview@utah.gov>
 CC: <chancyleath@hotmail.com>
 Date: Friday - October 19, 2007 5:39 PM
 Subject: Mountain View Corridor Comment

To Whom It May Concern;

I currently own a house about 3 blocks East of 5600 West, and I think that the added freeway on the westside of the valley will be much needed. I had the opportunity to experience the backup on 5600 West that was caused by the construction on the CFI at 3500 South and Bangerter Highway, because many people chose to drive 5600 West rather than Bangerter causing the traffic to back up all the way to 3500 South in the northbound lanes to SR 201. If this is any indication of how traffic will be in the future then something definitely needs to be put in place.

35.13A I do have concerns however, mostly in regards to the noise a proposed 8 lane freeway (as it is proposed on the 5800 W. alternative in my area) will cause. In reviewing the website sectional views it states that noise wall placement hasn't been determined. I would assume that one would be put in this area since 5800 W. is currently surrounded by residential areas. I am concerned because currently with the traffic on 5600 W the noise is loud enough during busy parts of the day to be heard at my house (3 blocks away), and is already an inconvenience (I have the great opportunity to have an open park behind my house with no obstruction to the traffic noise of 5600 West). In addition I understand the impact of widening I-215 near Redwood increased the noise in that area tremendously.

35.13B Also, with the proposed transit line on 5600 West, are there any plans for noise reduction walls or other methods along this street, since the roadway will be widened to allow for the transit lines (which will most likely mean that traffic lanes will be moved closer to my location. Also with the increase of growth in West Valley, traffic on 5600 West will still be high for people that live in this area, which will increase traffic related noise on this street as well.

To summarize I fully support this project, but must present my concerns regarding the noise, it has to be taken into consideration the people that will be affected that live in close proximity to this project (not only those in the right of way). I can be contacted at the below email or phone number if needed.

Sincerely
 Chancy Leath
 chancyleath@hotmail.com
 801-891-2965

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=83z7z79...> 11/2/2007

Comment 2528

Comment 2529

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From: "Stewart, Sheldon" <shstewar@advanta.com>
 To: <mountainview@utah.gov>
 Date: Friday - October 19, 2007 2:57 PM
 Subject: Tolls on Mountain View Corridor

35.2.10A

I have read the summary regarding tolls on the Mountain View Corridor. This is taxation in an area where most residents that have a lower median income will not benefit from the use of the road let alone utilize it to the capacity expected. To travel 10 miles on this road the cost to individuals on the west side will be between \$1.10 - \$2,30 or \$264 - \$552 which with the District split will only increase burden and residents and as no alternative we will still utilize Bangerter and I-15 as our primary corridor for North to South transportation.

35.2.10C

I have a proposal that could begin to generate revenue now and that would more likely be utilized and paid for. Take the present east side loop of I-215 and place a toll on this road way from 1-15 to Parleys canyon. This way there is an alternative that still exists for those not willing to pay a toll but will still have higher utilization of this road way. In this manner you can begin generating revenue now and also placing this additional taxation in an area with a higher median income and were individuals will pay the toll to utilize the roadway.

Thank you,
 Sheldon Stewart

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From: Robert Wadman <royas3wadman@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Sunday - October 21, 2007 9:21 PM
 Subject: Comment on the Mountain View corridor

35.2.1A

I am not a fan of the Mountain View corridor as it currently proposed and mapped out; though I recognize the need for a freeway system on the west side of the valley. My comment is simple; but one that I feel strongly should be explored. Why can't the existing US-111 highway (aka Bachus Highway) be expanded to accommodate the expected load for the west side of the valley. This highway is already in place and I suppose would not be as costly to expand into a freeway; then to start from scratch and build the Mountain View Corridor.

Highways/Freeways are much like electric power stations; everyone needs them...but no one wants one in their backyard!! The idea of expanding the existing US-111 into a freeway would serve the community from both perspectives...in that it would handle the required traffic demands due to growth...and would not be as intrusive to residents, since it already exists (and would simply need to be expanded).

Respectfully,
 Robert/Yasmina Wadman
 West Jordan residents

NOTE: If this alternative solution cannot be explored, then I want to voice my opinion in that the section of highway 10100 South to 7000 South be below grade.

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Comment 2530

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35.6.3A

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From: "Arlene Armstrong" <AArmstrong@extraspace.com>
To: <mountainview@utah.gov>
Date: Monday - October 29, 2007 8:59 AM
Subject: Trowbridge Way in Kearns

I cannot find the list of houses to be affected by the mountainview corridor. Can you tell me if Trowbridge Way will be affected and what will happen to those residents if it does?

Thanks,

Arlene Armstrong
Payroll coordinator
801-365-4592

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=107z8z79...> 11/2/2007

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35.6.3A

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From: Crystal Smith <arweneveningstar9@hotmail.com>
To: <mountainview@utah.gov>
Date: Friday - October 26, 2007 2:46 PM
Subject: Mountain Veiw

I would like to know what housing would be effected in the Kearns area? Crystal

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Comment 2532

Comment 2533

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From: "Camillia Judd" <cjudd@garrisontrans.com>
 To: <mountainview@utah.gov>
 Date: Thursday - October 25, 2007 11:00 AM
 Subject: Information Needed

35.6.3A

I currently reside on 3381 South 5870 West in West Valley. I do not have any positive or negative opinions of the Mountain View Corridor.

I just need to know if my house will be in the acquisition or not or how that process is decided.

I'm getting married next year & we were going to re-do our back yard to host the reception. I do not want to put all the time & money into that property if we are just going to be moved out.

With the overwhelming amount of information requested, I'm sure I'm not the only one who's asking questions and hoping for answers. If someone could just give me any help or directed me to where I can obtain that information, it would be greatly appreciated.

Thank you!

Ms. Camillia Judd
 Safety Director
 Garrison Transportation Services, Inc.
 www.garrisontrans.com

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=99z13z79...> 11/2/2007

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From: R R LEVITRE <rlevitre1@msn.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - October 23, 2007 7:36 PM
 Subject: Mountain view corridor

35.31C

Just saw the corridor draft in the West Jordan paper. Looks good - has my vote. Lets get going on it.

Thanks

Randy LeVitre
 4722 West Peak Drive
 West Jordan

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=94z16z79...> 11/2/2007

Comment 2534

Comment 2535

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From: Amy Messersmith <amymessi@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - October 24, 2007 4:52 PM

Dear Mr. Brinckerhoff,

We are writing to voice our concern of UDOTs proposed 2100 North Mountain View Corridor freeway connection and to ask you to consider Lehi's 4800 North proposal instead. Lehi City's 4800 North proposal would save millions of dollars, serve more people, be a shorter route, save commuters time, show consideration for Lehi City and its residents, and much more. We respectfully urge you to consider the facts pointed out by Lehi City's 4800 North proposal and hope you will see how it will serve more people and provide a better solution to meet Utahs needs.

Best Regards,
 Bryce and Amy Messersmith

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35.2.9A

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From: Udot Public Relations
 To: Mountainview, Mountainview
 Date: Thursday - October 25, 2007 12:39 PM
 Subject: 071025.A, MountainView Corridor

>>> Amy Messersmith <amymessi@yahoo.com> 10/24/2007 4:46 PM >>>
 Dear UDOT,

I am writing to voice my concern of UDOTs proposed 2100 North Mountain View Corridor freeway connection and to ask you to consider Lehi's 4800 North proposal instead. Lehi City's 4800 North proposal would save millions of dollars, be a shorter route, save commuters time, show consideration for Lehi City and its residents, and much more. I respectfully urge you to consider the facts pointed out by Lehi City's 4800 North proposal and you will see why it is a much better solution for everyone.

Best Regards,
 Bryce and Amy Messersmith

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35.2.9A

Comment 2536

Comment 2537

Response Section in Chapter 35

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35.2.7C

35.2.9A

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From: "Phil and LeeAnn Bohman" <plbohman@emcity.net>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 11:00 AM
 Subject: 2100 North alternative

Thank you for creating a road to help alleviate some of the traffic troubles we are having in Eagle Mountain and Saratoga Springs.

In our opinion, the only really viable choice for us in Eagle Mountain is the 2100 North option for the corridor. Because we are right between Salt Lake and Orem/Provo, traffic goes both directions, for work and recreational purposes. The 2100 North road would make more sense for Eagle Mountain residents heading south. To have to go all the way to 4800 N seems to me like its defeating the purpose. Travellers would not use the road if they had to backtrack that far to go south, therefore leaving us with the same problem we have now.

Please make 2100 North UDOT's choice!

Phil and LeeAnn Bohman

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=173z1z7...> 11/12/2007

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From: Chump Daddy <topdawg1709@hotmail.com>
 <ksumsion@utah.gov>, <jdougall@utah.gov>, <blockhart@utah.gob>, <srwebmail@utah.gov>, <mountainview@utah.gov>, <hstephenson@utahsenate.org>, <mmadsen@utahsenate.org>, <jvalentine@utahsenate.org>, <mdayton@utahsenate.org>, <cbramble@utahsenate.org>
 To: <srwebmail@utah.gov>, <mountainview@utah.gov>, <hstephenson@utahsenate.org>, <mmadsen@utahsenate.org>, <jvalentine@utahsenate.org>, <mdayton@utahsenate.org>, <cbramble@utahsenate.org>
 Date: Wednesday - October 24, 2007 4:33 PM
 Subject: Mountain View Corridor Project - Vote for Lehi's proposal

Hello All -

I simply wanted to send an email to thank you for considering Lehi's proposal for the Mountain View corridor project. As a resident of Lehi, I appreciate what they have done and support their proposal over UDOT's.

Thank you.

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http://www.reallivemoms.com?ocid=TXT_TAGHM&loc=us

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Comment 2539

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From: "chipandliz@yahoo.com" <chipandliz@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 8, 2007 12:30 PM
 Subject: comment

35.12.1A
 35.2.11A
 35.2.3A

I would like to agree with many of the comments made about the effect on people's homes. We moved to this area (Riverton/Herriman) from Salt Lake due to better air quality because of health reasons. Now, there will be a freeway just 5 blocks from our home. We would like to know more of the time frame for the actual completion so we can sell before it's here. I just don't think we need another freeway--why can't it be a smaller road, with a lower speed limit with more emphasis on the mass transit piece. I am so tired of the car being king. Why not make it easier for people to get around using mass transit. Being in the Boston area shows that it can be done.

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From: "LeAnn Peterson" <leann@petersonforever.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 3:41 PM
 Subject: 2100 North connector

35.2.7C

I support the connector road at 2100 North in Lehi. I live in Saratoga Springs and recognize an urgent need to have a connector route other than Lehi Main Street. I know other routes have been discussed, but as I understand it, the 2100 North option has the least negative impact on the communities. It just needs to happen sooner rather than later. My friends won't move out here because of the lack of transportation routes.

Thank you,
 LeAnn Peterson
 Saratoga Springs

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=179z1z7...> 11/12/2007

Comment 2540

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From: "Melanie Jex" <jexhome@gmail.com>
To: <mountainview@utah.gov>
Date: Friday - November 9, 2007 9:10 PM
Subject: Input on Utah County section of Mountain View Corridor

35.2.6B

As a resident of Saratoga Springs just off of 800 West and SR-73, I have a vested interest in the decision of which alternative best suits the needs of my neighborhood and city. From my study of the three alternatives, there is only one that I strongly oppose: the Southern Freeway. All three options have a freeway within a mile of my home but the Southern Freeway would run directly in front of my subdivision. More importantly, this option does not seem to have adequate access to the eastern Salt Lake Valley and northern Utah County. We would have easy access to Pleasant Grove and Herriman but Draper and American Fork (which are closer to us as well as being our main shopping and business centers) would still be difficult to access.

35.2.8A

My personal favorite is the Arterials alternative. It provides decent access to areas both in Utah County and Salt Lake. It would be even better if the 2100 North option could still be a freeway instead of an arterial but budget constraints probably don't allow for that.

In all, I think both the 2100 North Freeway and the Arterials alternatives have been well thought out and planned. I think it is phenomenal that you have been able to come up with plans that will ease the horrible congestion in my city while having so little impact on the wetlands and the existing homes. Kudos!

Melanie Jex
Resident
Saratoga Springs

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=184z1z7...> 11/12/2007

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From: "Michelle Lloyd" <lloy271@alpine.k12.ut.us>
To: <mountainview@utah.gov>
Date: Friday - November 9, 2007 9:02 PM
Subject: Opposed to 2100 North connector in Lehi

35.2.7A

I live in Lehi and have lived in Lehi most of my life. I have watched Lehi change from a small town to a much larger community in a few short years. Together with Saratoga Springs and Eagle Mountain, the growth has made it necessary to improve the roads in the area. I am grateful that plans are underway to alleviate some of the traffic problems that have been created by such rapid population growth. I strongly feel that the 2100 connector would divide Lehi with another large freeway. It would lower the property values of the people who own property in the area and many people would lose their homes. The proposed commercial properties in the area would greatly enrich our city and provide some businesses that are also much needed with the growing population. I feel there needs to be some alternative analysis done to see if there is a possibility of building the freeway closer to the point of the mountain. I am very concerned about the negative impacts such as noise and air pollution, interchange congestion and wetlands and wildlife destruction that this will have on a city that I have called home for 37 years. I plead with you to reconsider this decision and look at some alternative options. Thank you, Michelle Lloyd

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=183z1z7...> 11/12/2007

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From: Jill Marchbanks <cjlehi@yahoo.com>
To: <srwebmail@utah.gov>, <mountainview@utah.gov>, <hjohnson@lehicity.com>
Date: Friday - November 9, 2007 4:59 PM
Subject: Opposition to 2100 North connector in Lehi

35.2.7A

To whom it may concern,
I am extremely opposed to UDOT's proposed Mountain View Corridor connector at 2100 North in Lehi. The proposed corridor has nothing but negative effects on the neighborhoods, wildlife habitats, and ecosystem. A better solution is Lehi's proposal of the 4800 connection proposal. Lehi's proposal takes into account the city of Lehi, the commuters who need the connection, the neighborhoods, and the wildlife.
There are better solutions that the 2100 North connector proposal. Please use a solution that would benefit everyone, not hurt everyone like the 2100 North connector proposal would.
Thanks
Jill Marchbanks
Lehi City Resident

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From: Keara Richardson <krichardson70@hotmail.com>
To: <mountainview@utah.gov>
Date: Friday - November 9, 2007 2:59 PM
Subject: Mountain View Corridor

35.2.7C

My husband and I just wanted you to know we would vote for the 2100 North Freeway Alternative. Thanks Keara and Mark Richardson, Eagle Mountain

Help yourself to FREE treats served up daily at the Messenger Café. Stop by today.
http://www.cafemessenger.com/info/info_sweetstuff2.html?ocid=TXT_TAGLM_OctWtagline

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=178z1z7...> 11/12/2007

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From: "Kimarie Overall" <kimarieoverall@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 2:57 PM
 Subject: Mountain View Corridor - NO Freeway!

35.2.3A

It is vital for us to be responsible and forward thinking in making decisions about transportation for the Mountain View Corridor. Constructing a freeway that would encourage more driving and pollution would be a poor choice. TRAX, solar powered from the Salt Flats, and small solar powered busses, that would connect with each other, makes much more sense. Wind power generated electricity is another option. We must stop making decisions based on profits to big companies, and start looking out for the well being of the children and the globe as a whole. Sincerely, Marie P. Overall

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=177z1z7...> 11/12/2007

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From: "DOUG CHIURATO" <DougC07@msn.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 2:37 PM
 Subject: YES on 2100 North in Lehi

35.2.6B

as the preferred roadway for the Mountain View Corridor to I-15.

The Southern alternative should not be used since I believe that the area just North of Utah lake along Saratoga Rd. should be considered as an open space area and wetland preserve.

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=176z1z7...> 11/12/2007

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Comment 2547

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From: <goliann@rapidwave.net>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 2:16 PM
 Subject: mountainview corridor

35.2.7C Being a resident of the Benches at Saratoga Springs I want the 2100 North Connector or further south ones. Going further North as Lehi City wants does not help Saratoga Springs or Eagle Mountain. In fact Lehi's main street would be a parking lot when all the houses out here are sold and people living in them.

Is this a delaying tactic of Lehi? We really need some direct routes on the South too.

Thanks, Ann Kammerman

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drm=175z1z7...> 11/12/2007

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From: "George Mierisch" <georgemierisch@hotmail.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 11:48 AM
 Subject: Mountain View DEIS

35.12.4A I am opposed to this proposed construction of a major west side road corridor for the following reasons:

35.2.3A Students of several schools, which are in close proximity to the proposed super highway, will be placed at great health risks. California studies of similar situations reveal that students close to such highways demonstrate many harmful health problems.

There are many transit alternatives which need to be more thoroughly explored. Buses with alternative fuel technology would represent the least environmental and health hazard impact, as well as the lowest possible cost. At a time when all states should be discouraging private vehicular travel in heavily populated areas, considering declining oil reserves and the resultant harmful pollution effects of continued oil based fuel usage, it makes far more sense not to increase highway construction but rather encourage mass transportation.

It is time to move away from special interest pressures, such as those from real-estate developers, automobile dealers and construction firms, and only consider what is best for the future as it concerns our children, the environment, and alternative fuel and transportation infrastructure development.

35.15.4A Let us not even consider plans for Utah County for the same considerations mentioned for Salt Lake County. Utah County, per square mile, is far more concentrated. Highway construction there has equally harmful impacts on people and the environment. A removal of consideration for the Mountain View alignment through the Utah Lake wetlands is a must.

Superhighway construction in highly developed areas is only short-sighted thinking. We must set our plans for moving people in the most economical and environmentally friendly ways. It is time for sensible change, not the outdated way of thinking and doing.

Sincerely,
 George J. Mierisch
 3165 S 500 E
 Salt Lake City, UT 84106

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drm=174z1z7...> 11/12/2007

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From: "Chancey McNeil" <chance@stanfieldshutter.com>
 To: <mountainview@utah.gov>
 CC: ""Chancey McNeil"" <chance@stanfieldshutter.com>
 Date: Friday - November 9, 2007 10:03 AM
 Subject: Concerned citizen - Saratoga Springs Utah

35.2.7C

I am writing to have my voice heard on the mountain view corridor. I am very interested in the project and want to say that I am for the 2100 North road that will connect to the I-15 on ramp. I am a resident of Saratoga Springs. I love the city and am looking forward to the mountain view corridor coming to the city and community. This will be a great relief to the explosive growth and transportation issues facing the city in the very near future.
 Thank you for your time. I look forward to seeing the transportation needs of Northern Utah county met as we grow together as a community.
 Thanks

Chance McNeil

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=172z1z7...> 11/12/2007

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From: jeremy cummings <jeremywc2002@yahoo.com>
 To: <mountainview@utah.gov>
 Date: Friday - November 9, 2007 9:39 AM
 Subject: MVC

To Whom it May Concern,

The purpose of this correspondence is to express my viewpoint regarding the proposed construction of the Mountain View Corridor. My desire is to let the authorities responsible for the planning and construction of this road that I am extremely opposed to this project.

I am educated in the pros and cons, so to keep this short, my reservations are that 1. Neighborhoods will be broken, 2. Mass transportation has not had enough consideration, 3. It is too close to many schools and the pollution poses a health risk to a high number of children (not only with health, but also safety), 4. Environmental concerns- most importantly, wetland destruction in Utah Valley, and 5. It will create more sprawl.

Thank you for letting me voice my concerns and please note that I am OPPOSED to the creation of the Mountain View Corridor.

Sincerely,

Jeremy Cummings
 518 C Street
 SLC, UT 84103

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From: "gene jones" <genejones7@msn.com>
To: <mountainview@utah.gov>
Date: Friday - November 9, 2007 9:06 AM
Subject: Mountain View Corridor

35.12.1A

35.2.3A

I am very much opposed to the proposed Mountain View Corridor. I have lived in Silicon Valley, California and have witnessed the devastation of the environment there as a result of paving over fields and orchards to build road systems and the strip malls, congestion, environmental devastation, air pollution and other blight that attends such actions. Our air quality in this valley is already seriously unhealthy for all who live here, but especially children and the vulnerable, like me, who suffer from asthma. We have light rail and other alternatives available to us. We need a better solution. We need to protect our quality of life.

Sincerely,

Eugene B Jones
933 S 1200 E
Salt Lake City, UT

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=170z1z7...> 11/12/2007

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From: Duff Dazley <letmeinut@msn.com>
To: <mountainview@utah.gov>
Date: Friday - November 9, 2007 3:51 AM
Subject: toll road

35.2.10A

35.7A

To whom it may concern,

I am vehemently opposed to making a toll road in Mountain View Corridor. Of all the places in the valley to have a toll road this is not one of them. Most of the lower income families live in that area and will not use it. It will be built and only cause more congestion on other roads because people will be trying to avoid the toll. If you want a toll road put it somewhere where people can afford to use it. Personally I don't want to see a toll road anywhere in Salt Lake Valley. If it is too expensive to operate then we obviously have over used our vehicles and getting people to drive less will be the solution. Maybe by raising the price of gasoline.

Thank you for considering my opinion.

Duff Dazley
South Jordan

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=169z1z7...> 11/12/2007

Comment 2552

Comment 2553

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From: "Michael Josephson" <mjosephson@makingmemories.com>
 To: <mountainview@utah.gov>
 Date: Thursday - November 8, 2007 2:04 PM
 Subject: Mountain View Corridor

35.2.10A

To whom it may concern,

35.2.10C

I would like to voice my opinion and concern over having this be a toll road. This would be totally unfair to the residents on the west side of the valley. The impact on this would hurt myself along with several families. The Bangerter Highway isn't a toll road, I-215 isn't a toll road, I-15 isn't a toll road. Legacy Highway isn't a toll road. Don't punish us for living on the west side of the valley. Our taxes are already quite high. The state government keeps getting more money than they need. Instead of refunding money to us it seems to find different uses. I think you could use money such as this to fund this road and others. I am always amazed at how we see all this new construction for roads and once they are finished we see another crew come in and dig up part of the road to add a line or pipe or cable. Planning would save money that could be used for new construction. If all the planning was done as the roads were constructed, we wouldn't need to be having them dug up again. Watching the Legacy Highway construction off of Parrish Lane, I have seen several trucks hauling dirt in and piling it up for an over pass. The last month they have been loading the dirt back up and hauling it away. I know that the dirt settles and they bring extra for settling, but this is more than just settling. It seems as if there is a lot of waste that could be cut out of spending that could pay for this new highway, freeway,..... Corridor.
 To have a large burden of tolling us for a road that is needed for transportation to work would not be a fair choice for you to make. I appreciate you setting up this email address for us to voice our opinion.

Thank you,
 Michael Josephson
 Herriman, Utah
 mjosephson@makingmemories.com

<https://email.udot.utah.gov/gw/webacc?User.context=dv5vp6Nfdov7mn8fi2&Item.drn=166z1z7...> 11/12/2007

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From: "Lanae Miller" <lanaem@utahbroadband.com>
 To: <mountainview@utah.gov>
 Date: Wednesday - November 7, 2007 9:35 PM
 Subject: Southern Freeway Alternative Overview

35.2.6A

I believe this alternative is the best for Western Utah County residents. All residents in the Cedar Valley area, ie: Eagle Mountain, Cedar Fort, Cedar Valley (un-incorporated) and Fairfield as well as Saratoga Springs have only Redwood Rd/Camp Williams and SR73 to travel anywhere. We are feeling the growths pains quit severely now. It is a nightmare traveling through Lehi to get to I-15. This alternative would considerably reduce the traffic congestion through Lehi and allow much quicker access to the Orem/Provo areas as well as to Salt Lake County. Of course this is all assuming that there would be access to the corridor from SR 73.

Thank you for your consideration. Additional information would be appreciated.

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From: <loriweintz@comcast.net>
To: <mountainview@utah.gov>
Date: Wednesday - November 7, 2007 11:01 AM
Subject: Public comment

From: Brian Sadler <briansadler@hotmail.com>
To: <mountainview@utah.gov>
Date: Tuesday - November 6, 2007 7:04 PM
Subject: Comment concerning Mountain View Corridor project --Against Toll Road

35.2.10A

35.2.10C

I would like to say that my main concern with regards to the Mountain View Corridor is that, under no circumstances should it be a toll road. I live in West Jordan, off of 90th South, at about 5100 West. We have an industrial park to the west of us. I have spoken with a couple of tenants at that park (Dannon, Sysco) and they do not intend to use the Mountain View Corridor if it is a toll road. This means the big truck traffic will be inclined to go right down our residential neighborhood, along 90th, rather than using the Corridor. I hope someone on the commission is making certain that the toll road idea is not adopted. Toll roads are not the answer to funding for infrastructure. They slow traffic, gouge the poor, and lead to the use of alternative routes which were overcrowded in the first place, which defeats the purpose of building the Corridor, right?

As offered in your recent project update memo, I am providing a brief comment.

I am looking forward to the mountain view corridor road. It is badly needed on the west side. I just want to ensure it is not set up as a toll road. Our tax money was used to build every other road with no tolls charged. The west side should not be treated any differently. If toll roads are eventually proposed, it should be a proposal for all other similar roads, such as I-215. I am counting on you to ensure the residents on the west side are not treated unfairly.

I would like a response from someone.

Thank You,

Brian Sadler

Thank you,

Lori Weintz
260-1223
5132 W. Rock Ridge Ln.
West Jordan, UT 84088

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http://club.live.com/star_shuffle.aspx?cid=starshuffle_wfmailtextlink_oct

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From: "Linda Walton" <linda@thewaltongroupinc.com>
To: <mountainview@utah.gov>
Date: Tuesday - November 6, 2007 3:19 PM
Subject: Mountain Veiw Corridor Draft

From: <Turtleteri@aol.com>
To: <mountainview@utah.gov>
Date: Tuesday - November 6, 2007 12:27 PM
Subject: (no subject)

35.31A

How do I obtain a draft?

35.2.1A

I live in Herriman and am very against a major road that will cut any City in half or isolate any part of it. Why not U-111? It would open up the very West of the Valley and not cut Cities appart. Thanks for listening.
Teri Halbert E-Mail turtleteri@aol

Linda P. Walton
President, The Walton Group Inc.
801.362.0330 (C)
linda@thewaltongroupinc.com

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<https://email.udot.utah.gov/gw/webacc?User.context=dk2ot6Ojcim6on1Jq7&Item.drm=154z1z79...> 11/16/2007

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35.2.7A

35.2.13A

35.2.7D

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Mail Message N

Mail Properties

From: "George E. Hyde" <Georgeehyde@msn.com> Tuesday - November 6, 2007 7:17 AM
 To: <mountainview@utah.gov>
 Subject: Mountainview Corridor Roadway at 2100 North in Lehi
 Attachments: Mime.822 (5404 bytes) [\[View\]](#) [\[Save As\]](#)

To whom it may concern:

Regardless of the Environmental Impact of the proposed roadway at 2100 North in Lehi it is a bad idea. The most important environment it will impact is the citizenry of Lehi. Dividing the city at 2100 North impacts the residents and businesses so adversely that it is deplorable that it would even be considered.

The human cost of uprooting homes and churches for the convenience of UDOT cannot be measured in dollars alone. It is a sad commentary on our society that we study the effects on wildlife but fail to elevate the impact on friends and neighbors in our community to a level at least as important as the snipe and ground squirrel.

Even the analytical mind of an engineer should see that the proposed 2100 North option inflicts unnecessary pain on a community and specifically those whose homes, church and neighborhoods when an equally viable alternative exists.

Sometimes the cheaper alternative in dollars costs a lot more than its worth.

George E. Hyde
Lehi, Utah

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Mail Message N

Mail Properties

From: Shaun McKnight <mcknoche@juno.com> Monday - November 5, 2007 7:25 PM
 To: <mountainview@utah.gov>
 Subject: 2100 North freeway
 Attachments: Mime.822 (2930 bytes) [\[View\]](#) [\[Save As\]](#)

This freeway option just doesn't make any sense to me. Why would you bring in the freeway so far North when most of Eagle mountain and Saratoga Springs lives South or this. I just think people living in Saratoga will drive North to then go South to Provo to work. It seems like the best option would and should be the road the not only goes farther south to pick up the Saratoga traffic, but also the freeway that goes the closest to Utah lake and drops the traffic into the Orem area.

I think my second choice would be the Alternatives route. This way at least many people can choose which road to take into Provo/Salt Lake. Plus if there was an accident it would give many routes from which to choose.

I have heard that the 2100 Freeway is your preferred route and honestly I can't really see why. I think it is the worst option of the three. I think that UDOT knows that the Southern Route is the best too and is just afraid of the environmentalists getting involved. It does seem funny that up until Feb. 2007 2100 North wasn't even an option and now within 10 months it is suddenly the preferred route. How can they have done an environmental study that quickly?

I say NO to 2100 North!

mcknoche

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35.2.13A

35.2.6A

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Mail Message N

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Mail Properties

From: <maico55@aol.com> Monday - November 5, 2007 3:56 PM
 To: <mountainview@utah.gov>
 Subject: Mountain View Corridor
 Attachments: Mime.822 (6667 bytes) [View] [Save As]

To Whom it May Concern:

My husband and I have reviewed a flyer that we received concerning the Mountain View Corridor. As citizens of Saratoga Springs and living on the southern end of the city, we feel that growth has become an issue. The Eagle Mountain growth combined with the Saratoga Springs growth have impacted Main Street in Lehi. It is the most direct route to I-15 but it is certainly not the most time efficient. The UDOT Preferred alignment really does very little to help the situation on Main Street. The Eagle Mountain traffic might go to Camp Williams and across to the freeway but if they want to go South on I-15 they will probably still use Main Street. We have many of the same concerns with the Arterials Alternative. We believe that the Southern Freeway Alternative will probably do the most to move today's traffic and future traffic that will come with future development in western Lehi, Eagle Mountain and Saratoga Springs.

We moved to Utah 10 years ago from California. I was a planning consultant for 15 years and worked in one of the fastest growing communities in the United States in the late 1980's and my husband was a Planning Commissioner in Moreno Valley, CA for 13 years. We know how these new cities can outgrow infrastructure so very quickly. We do feel that the future needs of these fast growing communities needs to be carefully considered before any alternative is selected. As the alternatives are presented, those of us who live south of SR73 will probably continue to access the freeway from Main Street or from the American Fork freeway interchange. Only the southern freeway alternative would aid this area in quick access to the freeway.

Sincerely

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Mail Message N

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From: <LKirstine@aol.com> Monday - November 5, 2007 2:52 PM
 To: <mountainview@utah.gov>
 Subject: Just my opinion
 Attachments: Mime.822 (5669 bytes) [View] [Save As]

I believe the new Freeway Alternative should be as close to Herriman as possible. Some of Herriman's residents have emailed Riverton City and said they are sick of all the road work on Redwood Road and in Riverton.

Riverton roads are bumper to bumper traffic with Herriman traffic trying to get to Herriman through Riverton.

As Herriman is to be expanded with the property annexed from Bluffdale, where is this extra traffic going to go? Riverton roads are already over burdened with Herriman's cars.

Thanks for listening
 Laura Kirstine

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35.2.6A

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Mail Message N

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From: "JUDY HANSEN" <findjudy@msn.com> Sunday - November 4, 2007 8:26 PM
To: <mountainview@utah.gov>
Subject: public comment about Utah County
Attachments: Mime.822 (3474 bytes) [\[View\]](#) [\[Save As\]](#)

I think the Southern Freeway Alternative needs to happen ASAP. Every resident of four cities west of Lehi; Saratoga Springs, Eagle Mountain, Cedar Fort, and White City has to drive through Main street in Lehi as it is the only alternative south. Our businesses are closing up, I don't like shopping in town because of the traffic, nor can I even drive across town anymore without having some driver offer me a curtesy of getting across Main Street. Quite frankly Lehi City officials have made quite a mess of the whole thing. I think the Lehi City officials are out of line and causing more problems than they are solving.

After I-15 was constructed during the 60's my father told me, "The freeway was the best thing that every happened to Lehi." He lived his life sandwiched between the freeway and the U.P. railroad tracks, living all his life there. Where do these City officials get off on making it tough for you to get the congestion off main street.

The north freeway alternatives are OK but quite frankly they are not going to make an impact getting the south bound traffic from those living west of Lehi off main street and that is really the problem that needs the highest priority right now.

I don't have any sympathy for the people and developers that built homes in the area where these roads need to go. The developers as well as the city officials knew the plans for years but still allowed the growth without planning for it. I live next to the freeway now, lived next to it all my life, and quite frankly I just don't see the problems people are imagining it will bring. It obviously will solve more problems than it will create.

Thanks,

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35.2.10C

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 Read Later

Mail Properties

From: "Scott Christensen" <scottchristensen@gmail.com> Sunday - November 4, 2007 1:23 PM
To: <mountainview@utah.gov>
Subject: toll road bad idea
Attachments: Mime.822 (3843 bytes) [\[View\]](#) [\[Save As\]](#)

To whom it may concern:

I have recently been informed of your impractical proposal to make the mountain view corrdier a toll road. I am a resident of Herriman and commute daily to downtown Salt Lake. I am very excited for the Mountain View corrdier as it would improve my commute time. However, I will NOT use it if it is a toll road. If you make this a toll road, then why not make I-215 a toll road? For those of us who live in the southwest part of the valley, the road should not be a toll road because it is necessary.

Thanks,

Scott Christensen

https://email.udot.utah.gov/gw/webacc?acti=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

Comment 2564

Comment 2565

Response Section in Chapter 35

Response Section in Chapter 35

35.2.6A

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: "Dean Simmonds" <dsimmonds@ussynthetic.com> Saturday - November 3, 2007 11:23 PM
 To: <mountainview@utah.gov>
 Subject: Selected route
 Attachments: Mime.822 (5454 bytes) [\[View\]](#) [\[Save As\]](#)

Why is this route on the north side of Lehi main?
 Is there a route on the south side of main?
 Thank you.

Dean Simmonds


Technology Team 1
 US SYNTHETIC CORP.
 1260 SOUTH 1600 WEST
 OREM, UT 84058

Cell (801) 376-5165
 Work (801) 235-9001
 Fax (801) 340-2944 Important: You must dial 801 for fax even if local call.
dsimmonds@ussynthetic.com

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PB CommentSense Page 1 of 2



PB CommentSens

ENVIRONMENTAL
IMPACT STATEMENT

[Admin](#) | [Submission View](#) | [Submission Detail](#) [Logout](#)

Stakeholder #5605 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 11/14/2007

Title:

First Name:

Last Name:

Business or Organization:

Professional Title:

Address:

Apt./Suite No.:

City:

County:

State: UT

Zip Code:

Home Telephone:

Work Telephone:

Cell Phone:

Email: knightsau@comcast.net

Fax Number:

Stakeholder Type: Resident, Commuter

Add to Mailing List: No

Add to Email List: Yes

Submission #1694 Detail

Record Status: Action Completed

Record Creation Date: 11/14/2007

Submission Date: 11/14/2007

Record Created By: Website

Submission Method: Website

FOIA Request: No

FOIA Referral Date:

FOIA Response Date:

GRAMA Request: No

http://pcms.company39.com/manage_submission/edit_submission.asp?rid=5940&displayID=1694 11/27/2007

Comment 2565 (continued)

Comment 2566

Response
Section in
Chapter 35

35.2.7A

PB CommentSense Page 2 of 2

GRAMA Referral Date:
GRAMA Response Date:
File Attachment:


Submission Content/Notes: The mountain view corridor connector at 2100 N in Lehi is a bad idea. I think there are much better alternatives. The other locations would be far less damaging to the community. It doesn't make sense to destroy a brand new development, that adds so much to the city of Lehi. There has to be a better location for the corridor.

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=5940&displavID=1694 11/27/2007

Response
Section in
Chapter 35

PB CommentSense Page 1 of 2



ENVIRONMENTAL
IMPACT STATEMENT

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

Stakeholder #5635 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 11/15/2007

Title: Mrs.

First Name:
Last Name:
Business or Organization:
Professional Title:
Address:
Apt./Suite No.:
City: Lehi
County: Utah
State: UT
Zip Code: 83043

Home Telephone:
Work Telephone:
Call Phone:
Email: manya@bev354.org
Fax Number:
Stakeholder Type: Resident, Property Owner, Commuter
Add to Mailing List: No
Add to Email List: Yes

Submission #1724 Detail

Record Status: Action Completed
Record Creation Date: 11/15/2007
Submission Date: 11/15/2007
Record Created By: Website
Submission Method: Website
FOIA Request: No
FOIA Referral Date:
FOIA Response Date:
GRAMA Request: No

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=5970&displayID=1724 11/27/2007

Comment 2566 (continued)

Comment 2567

Response Section in Chapter 35

35.2.7C

PB CommentSense Page 2 of 2

GRAMA Referral Date:
GRAMA Response Date:
File Attachment:

Submission Content/Notes: I agree with UDOT, build the 2100 north collector in Lehi. It will only cost more to build the longer we wait. 3 businesses and 29 homes relocated is a small price to pay for some adequate diversion roads.

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=5970&displavID=1724 11/27/2007

Response Section in Chapter 35

PB CommentSense Page 1 of 2



ENVIRONMENTAL
IMPACT STATEMENT

[Admin](#) : [Submission View](#) : [Submission Detail](#) [Logout](#)

Stakeholder #5649 Detail [Edit](#) [Change Stakeholder](#)

Record Creation Date: 11/15/2007

Title: Mr.

First Name: Justin

Last Name: Peck

Business or Organization:

Professional Title:

Address: 2996 Tinamous Rd.

Apt./Suite No.:

City: Eagle Mountain

County: Utah

State: UT

Zip Code: 84005

Home Telephone: 801-318-8495

Work Telephone:

Cell Phone:

Email: javajuster@yahoo.com

Fax Number:

Stakeholder Type: Resident, Property Owner, Commuter

Add to Mailing List: No

Add to Email List: No

Submission #2300 Detail

Record Status: Action Not Required

Record Creation Date: 11/30/2007

Submission Date: 11/15/2007

Record Created By: MVC Admin

Submission Method: Toll Free Line

FOIA Request: No

FOIA Referral Date:

FOIA Response Date:

GRAMA Request: No

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=6553&displayID=2300 12/3/2007

Comment 2567 (continued)

Comment 2568

Response
Section in
Chapter 35
↳

35.2.7C

PB CommentSense Page 2 of 2

GRAMA Referral Date:
GRAMA Response Date:
File Attachment:

Submission
Content/Notes: Yes, hello my name is Justin Peck. I grew up a citizen of Lehi and I am currently a citizen of Eagle Mountain, Utah and I did want to take a minute to comment. I have followed this debate for awhile and am grateful that things are moving. Um I have looked at the proposals for the three alternatives and to me, the best one for access to I-15 both in uninterrupted access and um also to relieve the Main Street congestion in Lehi, which is ridiculous, um would be the 2100 North alternative. The one that Lehi I think is pushing and where I grew up, that bridge proposal is simply too far out of the way and would not have the needed impact especially with the growth that we're seeing uh that we could be much further south from that bridge proposal which the corridor, or sorry the 2100 North alternative would address and those cities being Eagle Mountain and Saratoga Springs and then of course the people up on the hill, uh I forget the name of that community but just north of a, of a 73. Anyway, please consider this in your decision making process. Again, I do believe the 2100 North alternative is is the best one that I've seen. Uh, my name is Justin Peck. [Um] You can reach me on my phone uh at 801-318-8495. You could also email me at javajuster@yahoo.com. If I can be of uh any assistance or what not but thank you fro opening this line and thank you for listening to my comments. Bye-bye.

[Redacted]

Admin : [Submission View](#) : [Submission Detail](#) Logout

http://pcms.companv39.com/manage_submission/edit_submission.asp?rid=6553&displavID=2300 12/3/2007

Response
Section in
Chapter 35
↳

35.2.7C

Print View Page 1 of 1

From: "Kevin Hiatt" <Kevin.Hiatt@ultradent.com>
To: <mountainview@utah.gov>
Date: Tuesday - October 23, 2007 9:32 AM
Subject: Public Comment

I live in Eagle Mountain and also live with the increasing traffic every day. We need roads that address one of the few areas for growth in the SLC, Utah County areas. Let's not sacrifice this new opportunity for Utah's growth and economy for a few annoyed people in Lehi. Let's do what is best for the State of Utah and the future of Utah by building roads and highways that best serve the people.

Thanks,

Kevin

553-4207

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Comment 2569

Comment 2569 (continued)

Response Section in Chapter 35

Response Section in Chapter 35

35.31C

Print View Page 1 of 3

From: "Hiatt, Jeanne" <jhiatt@kcc.com>
 To: <mountainview@utah.gov>
 Date: Tuesday - October 23, 2007 10:51 AM
 Subject: FW: Public Comment

I agree with my husband's comment below. We are "The Last Frontier" in our area. We need to improve roads to promote and encourage business/tax base growth.

Jeanne Hiatt, EMT
 Health Services
 KC Ballard Medical
 801-523-5373
 801-523-5384 Fax

"The greatest battle of life is fought within the silent chambers of your own soul"..... David O. McKay

From: Kevin Hiatt [mailto:Kevin.Hiatt@ultradent.com]
 Sent: Tuesday, October 23, 2007 10:43 AM
 To: Hiatt, Jeanne
 Subject: FW: Public Comment

<https://email.udot.utah.gov/gw/webacc?User.context=fodqu6Kcfrs2gm3Mq3&Item.dm=93z17z79...> 11/2/2007

Print View Page 2 of 3

They want us to E-mail them our comments.

From: Kevin Hiatt
 Sent: Tuesday, October 23, 2007 9:32 AM
 To: mountainview@utah.gov
 Subject: Public Comment

I live in Eagle Mountain and also live with the increasing traffic every day. We need roads that address one of the few areas for growth in the SLC, Utah County areas. Let's not sacrifice this new opportunity for Utah's growth and economy for a few annoyed people in Lehi. Let's do what is best for the State of Utah and the future of Utah by building roads and highways that best serve the people.

Thanks,
 Kevin
 553-4207

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Comment 2569 (continued)

Response
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Chapter 35
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Comment 2570

Response
Section in
Chapter 35
↳

35.31C
35.2.7C

Dec. 6, 2007

**To: UDOT/MOUNTAIN VIEW CORRIDOR/PARSONS
BRINCKERHOFF,**

We, the residents of Eagle Mountain would like to share our input and support for the 2100 North Freeway Alternative route.

- We would like to see Redwood Road from Bangerter Highway to Center Street in Saratoga Springs widened.
- A freeway running south along the west side of Redwood Road to the north end of Saratoga Springs.
- 2100 North Freeway will provide relief of traffic congestion for Eagle Mountain residents.
- Minimize the negative effects of big trucks in local streets.

Please accept our support for the 2100 North Freeway, this will be the best solution to alleviate congestion at the crossroads(Redwood and SR 73) in Saratoga Springs. It will provide a quick, easy access route to our homes in Eagle Mountain.

Thank you,
Eagle Mountain Residents
Shyanne Jensen 789-8926

Comment 2571

Comment 2572

Response Section in Chapter 35
↳

Response Section in Chapter 35
↳

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: Evan Lambson <elambson@hotmail.com> Monday - November 5, 2007 11:24 AM
 To: <mountainview@utah.gov>
 Subject: Mtn View
 Attachments: Mime.822 (3755 bytes) [\[View\]](#) [\[Save As\]](#)

-Please make 1-2 interchange stops in Herriman. We are filling out fast and need the access.

-Riverton has hogged all the Business money and is essentially stealing from Herriman. Please do not make the extra ordinary extent on to Bangeter as extream Rivertons Applegarth proposes.

-Toll roads will not work on the west side. No to toll roads. I will not only not use them but will actively protest them excuslively on the west side. Heavey handed East side legislator put you all up to this now your in the middle of it. I hate Curtis!

Evan Lambson
elambson@hotmail.com

Peek-a-boo FREE Tricks & Treats for You! [Get 'em!](#)

https://email.udot.utah.gov/gw/webacc?acti on=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

35.2.1E
35.2.1N
35.2.10A

Novell WebAccess Page 1 of 1

Mail Message N

Mail Properties

From: Ryan Teeplees <ryan@pfxglobal.com> Monday - November 5, 2007 4:46 PM
 To: <mountainview@utah.gov>
 Subject: 2100 preferred? Are you serious???
 Attachments: Mime.822 (2546 bytes) [\[View\]](#) [\[Save As\]](#)

The fact that 2100 N is the preferred alternative immediately leads me to believe the commission is completely incompetent.

The entire southern half of Lehi is growing, and southern Saratoga Springs is already making Main Street Lehi, and 700 South, Lehi horrible congested. While the 1000 S. route will help a little, the fact is, there will, in the next 5 years, be another 20-25K people in the southern parts of Lehi and Saratoga Springs, and daily, at least half of them will want to go southbound on I-15. If there's not a freeway running along 1900 S., this entire project is a total and complete failure.

And in 5 years the same old idiots in Lehi fighting that route now will be bitching (or dead) about the fact that there isn't an east-west freeway (or at least, arterial) in southern Lehi.

Nice job ignoring the future.

https://email.udot.utah.gov/gw/webacc?acti on=Item_Read&User.context=dk2ot6Ojcm6on1Jq7&... 11/16/2007

35.2.7D
35.2.6A

Comment 2573

Response
Section in
Chapter 35



35.2.7A

Comment #: 11-1408
Date: 10/28/2007
Source: Website
Name: , Anonymous
Location: , UT

Comment:
I am in favor of the 7200 West option because it can take advantage of the new growth that will be happening in the Magna area.

Comment 2574

Response
Section in
Chapter 35



35.31C

Comment #: 11-1431
Date: 10/31/2007
Source: Website
Name: , Anonymous
Location: , UT

Comment:
The UDOT Preferred - 5800 West Freeway Alternative is "preferred" by the UDOT and has been "preferred" from the beginning. When have our opinions as residents, property owners, commuters, etc. in Utah been considered on this issue anyway?

Comment 2575

Comment 2576

Response
Section in
Chapter 35
↳

Response
Section in
Chapter 35
↳

35.2.6A
35.2.10A

35.2.6A

Comment #: 11-1432
Date: 10/31/2007
Source: Website
Name: , Anonymous
Location: , UT

Comment:
I support the Southern Freeway alternative. I don't like the other options, because if we're going to build a road to facilitate travel, it seems to make more sense to make it a freeway than just another arterial road. I also am definitely against making it a toll road.

Comment #: 11-1441
Date: 11/2/2007
Source: Website
Name: , Anonymous
Location: , UT

Comment:
I live in Eagle Mountain and am excited to see any and all solutions. We need to build the MVC to extend all the way to I-15 in Utah county, not just to SR 73. That would be the same as only building half of I-215 in Salt Lake County. The growth is here and will only continue. If we only build half the freeway we will just have to build the rest later at a greater cost. Also make sure there are east/west connector roads too.

Comment 2577

Response
Section in
Chapter 35



35.6.3A

Comment #: 190-3054
Date: 11/1/2007
Source: Personal Contact
Name: Dickamore, Bruce
Location: , UT

Comment:
I would like information regarding my client's property, please set up a meeting for me to attend.

Comment 2578

Response
Section in
Chapter 35



35.6.3A

Comment #: 5998-2625
Date: 11/15/2007
Source: Personal Contact
Name: Peterson, Rodney
Location: Lehi, UT

Comment:
Requested map of property with proximity of freeway shown.

Comment 2579

Response
Section in
Chapter 35



35.2.7A

Comment #: 6875-3073
Date: 1/3/2008
Source: Toll Free Line
Name: , Anonymous
Location: , UT

Comment:
Hi, I am calling in behalf of the corridor, the 21 N in Lehi. I'm, I am apposed to the 21 N connector, um, the proposal is a very um a negative um it will be a negative impact on the neighborhoods and it will destroy the wildlife and the habitat and and a and the property values will decrease and the part about the 29 homes that will be relocated. I can go on and on, but I am very much apposed. Thank you.

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