Section 7

General Public

Responses

Section 7

Responses to General Public Comments

This section contains the responses to substantive comments submitted by the general public. Comments are presented herein sequentially by comment number. Table 1 in Section 1, *Introduction to Volume 2*, provides a list of the individual commenters and the number assigned to each commenter. Commenters are presented in the table alphabetically by last name, except where no last name was provided.

General Public

Comment Number GP-9-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-9-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-9-3

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume for a discussion of the ability of this alternative to meet the future transportation demand in the North Corridor.

Comment Number GP-10-1

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-16-1

Response UDOT has assisted UTA in developing efficient infrastructure for the commuter rail project, specifically in integrating the Legacy Parkway project with mass transit. See Section 3.4.2, *Modified Build Alternatives A, B, C, and D/E*, of the Supplemental EIS for a discussion of the infrastructure improvements and funding provided by UDOT for the commuter rail project.

Comment Number GP-17-1

Response Environmental impacts related to the proposed action are disclosed in Chapter 4, *Supplemental Environmental Analysis*, of the Supplemental EIS. Effects on growth trends are presented in Section 4.1, *Land Use*. See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-18-1

Response See Master Response 1 in Section 2 of this response to comments volume. An analysis of a “transit first” scenario is presented in Section 2.4, *Sequencing of the*

Shared Solution. It is agreed that thousands of birds use the habitat provided by the GSLE. An analysis of wildlife impacts, including those on migratory birds, is presented in Section 4.13, *Wildlife*, of the Supplemental EIS. Substantial expansion of mass transit is included as part of the Shared Solution for addressing mobility needs in the North Corridor in 2020.

Comment Number GP-26-1

Response The lead agencies analyzed the impact of the proposed action on fuel consumption. See Section 4.19, *Energy*, of the Supplemental EIS.

Comment Number GP-31-2

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-34-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-35-1

Response Mass transit is a crucial component of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-38-1

Response See Master Response 1 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number GP-39-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-39-2

Response Analysis of the proposed action's effects related to land use and growth trends is presented in Section 4.1, *Land Use*, of the Supplemental EIS. Air quality analysis is presented in Section 4.8, *Air Quality*. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT planning for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-42-1

Response See the response to comment GP-975-1.

Comment Number GP-43-1

Response See Master Responses 3 and 4 in Section 2 of this response to comments volume. See also the response to comment PT-12-1.

Comment Number GP-44-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-46-1

Response It is noted that the commenter prefers the alignments that are west of the D&RG railroad tracks in Centerville. Alternatives A, B, C, and E, as presented in the Supplemental EIS, are all located on alignments west of the D&RG railroad tracks between I-215 and Parrish Lane. North of Parrish Lane in the Centerville area, Alternatives B and C are west of the tracks. See Figure 3-2 of the Supplemental EIS.

Comment Number GP-53-1

Response Substantial expansion of mass transit is included as part of the Shared Solution for addressing transportation needs in the North Corridor. See the response to comment PT-12-1.

Comment Number GP-56-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-57-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-59-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-62-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-65-1

Response In response to the requests received, the public comment period was extended from February 1 to March 4, 2005. On March 1 it was extended again, to March 21, 2005.

Comment Number GP-66-1

Response In response to the requests received, the public comment period was extended from February 1 to March 4, 2005. On March 1 it was extended again, to March 21, 2005.

Comment Number GP-67-1

Response In response to the requests received, the public comment period was extended from February 1, 2005, to March 4, 2005; on March 1 it was extended again, to March 21, 2005.

Comment Number GP-67-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-68-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-72-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-73-1

Response See the response to comment GP-924-1.

Comment Number GP-74-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-75-1

Response The sequencing of the transportation improvements proposed for the Shared Solution is discussed in Section 2.4, *Sequencing*, of the Supplemental EIS. The need for an alternate route is discussed in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-76-1

Response See the response to comment GP-924-1.

Comment Number GP-77-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-78-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume for a discussion of the ability of this alternative to meet the future transportation demand in the North Corridor.

Comment Number GP-78-2

Response UDOT, the project proponent, still proposes to construct a trail within the Legacy Parkway right-of-way. The trail system has been designed to help meet multi-modal transportation needs and to add amenities and recreation opportunities to the area. The trail provides additional capacity for alternate modes (walking and bicycling); this additional capacity contributes to the proposed action's ability to address transportation needs. Alternative locations (outside the Legacy Parkway right-of-way) for the trail were not addressed in the Supplemental EIS because the trail is an integral part of Legacy Parkway. For additional information about the location of the Legacy Parkway trail, see Section 3.3.4, *Alternatives without Trail Component or Separate Trail Facility*, of the Supplemental EIS.

Comment Number GP-79-1

Response Regarding the right-of-way width, see the response to comment GP-303-1. The option of constructing Legacy Parkway within the D&RG Railroad regional corridor was evaluated and presented in Sections 2.2, *Denver & Rio Grande Corridor Evaluation*, 3.2.1, *Criteria for Evaluating Additional Alternatives*, and 3.2.2, *Results of Additional Alternatives Analysis*, of the Supplemental EIS. The D&RG alternative would require substantial residential and business relocations, would have severe impacts on community cohesion, and would have substantial noise and visual impacts on adjacent neighborhoods. Based on the analysis presented in the D&RG technical memorandum and summarized in Section 2.2, *Denver & Rio Grande Corridor Evaluation*, of the Supplemental EIS, the D&RG regional corridor was eliminated from further consideration in the Supplemental EIS as a reasonable or practicable alternative. See Section 2.2.4, *Conclusions*, for a discussion of practicability considerations used in evaluating D&RG regional corridor alignment alternatives, and Section 3.2.1, *Criteria for Evaluating Additional Alternatives*, of the Supplemental EIS for a discussion of the reasonableness and feasibility screening criteria used to evaluate alternatives.

The D&RG line is still in active use by the railroad in the southern portion of the North Corridor to 400 North in West Bountiful and is therefore is not available for use as a trail. The use of that corridor would likely require relocation of the railway, an action that would have wetlands impacts similar to those resulting from placing the Legacy Parkway right-of-way in that location. North of this location, UTA has applied for funds from WFRC to convert the railway grade to a trail. Consequently, the D&RG corridor is not available for a trail associated with Legacy Parkway, but a trail may be constructed there in the future.

Comment Number GP-80-1

Response UTA has recently published an EIS regarding the proposed commuter rail in the North Corridor. This Supplemental EIS concerns only Legacy Parkway and does not address the choices between light rail and commuter rail in Davis County; however, Chapter 3, *Alternatives*, of this Supplemental EIS does demonstrate that expansion of transit *alone* (all modes) cannot meet future transportation demands in the North Corridor. With regard to the sequencing of the elements of the Shared Solution, see the response to comment GP-75-1.

Comment Number GP-81-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-83-2

Response See the response to comment GP-301-3.

Comment Number GP-85-1

Response It is noted that the commenter has concerns about the proximity to I-15 of the portion of the alignment through Centerville. It is true that the north/south transportation facilities in the North Corridor (D&RG Railroad, Union Pacific Railroad, I-15, and planned commuter rail and Legacy Parkway) are concentrated in a narrow area. That is because existing development and the Wasatch Range are immediately to the east, and Great Salt Lake and other sensitive natural resources

are to the west. These geographic features limit the area in which a new transportation facility could be sited.

Comment Number GP-86-1

Response See the response to comment GP-924-1.

Comment Number GP-87-1

Response See the response to comment GP-212-2.

Comment Number GP-89-1

Response The roadway elevation is designed to be above the Corps of Engineers Floodplain at 4,217 feet. This elevation was determined on the basis of flooding in the early 1980s and should be sufficiently high to minimize the effects of similar flooding.

Comment Number GP-99-1

Response See the response to comment GP-924-1.

Comment Number GP-102-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-105-1

Response It is agreed that substantial expansion of mass transit, including commuter rail, and expansion of the existing I-15 are important components of the Shared Solution for addressing mobility needs in the North Corridor in 2020. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-106-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. As described in Chapter 3, *Alternatives*, the Supplemental EIS evaluated a reasonable range of alternatives. Converting I-15 to a double-decker highway was eliminated from detailed evaluation because of unreasonable costs and operational concerns, as discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. See the response to comment GP-301-3 regarding toll feasibility

Rail solutions are emphasized as part of the Shared Solution. However, as discussed in Master Responses 3 and 4 in Section 2 of this response to comments volume, without the proposed action, all modes of transit, including rail—even when combined with enhanced arterials, increased capacity on I-15, transportation demand management, and intelligent transportation systems—have insufficient capacity to meet the anticipated future travel demand in the North Corridor.

Routing interstate truck traffic in the North Corridor to routes farther west (the "west desert") would raise operational and logistical concerns and would not remove a sufficient volume of traffic from the North Corridor to change the need for Legacy Parkway.

Comment Number GP-109-1

Response As stated in Section 3.2.2, *Results of Additional Alternatives Evaluation*, in the Supplemental EIS, a Legacy Parkway alternative with more than four lanes was eliminated from further consideration due to additional costs, environmental impacts, and limited benefits in travel conditions on I-15.

Comment Number GP-111-1

Response The option of constructing Legacy Parkway within the D&RG Railroad corridor was evaluated and presented in Section 2.2, *Denver & Rio Grande Corridor Evaluation*, and Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. The D&RG alternative would require substantial residential and business relocations, would have severe impacts on community cohesion, and would have substantial noise and visual impacts on adjacent neighborhoods. It was, accordingly, determined to be impracticable and unreasonable.

Comment Number GP-113-1

Response The need for an alternate route to address through-corridor traffic volumes, to limit the diversion of regional traffic onto local streets when I-15 is congested, to provide adequate north-south capacity as part of the Department of Defense Strategic Highway Network, and during the planned reconstruction of I-15 can be found in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-115-1

Response Trailhead locations and access to the Legacy Parkway trail will be further evaluated during final design of Legacy Parkway.

Comment Number GP-117-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-126-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-128-1

Response Section 404 of the CWA regulates the discharge of dredged or fill material to waters of the United States, including wetlands. To determine whether a site is a wetland, the Corps of Engineers uses a three-parameter test as described in the 1987 Corps of Engineers Wetlands Delineation Manual. Areas exhibiting wetland characteristics that are sustained solely by application of irrigation water are not regulated under Section 404 of the CWA. The only sure way to prove irrigation is sustaining a wet area is to discontinue the use of irrigation water and evaluate the results. When irrigation cannot be turned off to test whether the area reverts back to a non-wetlands state, the Corps will assume the wet area is supported by natural hydrology.

Wetlands within the Legacy Parkway study area were mapped in 1998 and 1999; their locations were reassessed in November 2003 as part of the Supplemental EIS

process. The Corps verified the location of all jurisdictional wetlands in March 2004.

Comment Number GP-129-1

Response A description of the UBET Alternative was not officially submitted until March 21, 2005, two and a half months after the public hearing and open house. Prior to its submission, the UBET Alternative was previously presented as a concept only. Details were insufficient to support a characterization of the specific UBET Alternative or to provide the basis for meaningful commentary or analysis on that alternative. To examine alternatives approximating the UBET Alternative, the Draft Supplemental EIS examined the Parkway Facility Adjacent to Redwood Road Alternative and the Redwood Road Arterial Alternative (see Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS). Both these alternatives were rejected for the reasons stated in Section 3.2.2. Presumably, the UBET Alternative was not submitted until March 21 because its design components were not communicated until that time. Accordingly, any official presentation on the UBET Alternative would have been premature and inappropriate at the time of the public hearing and open house. The UBET Alternative has been subsequently evaluated, and the results are presented in Chapter 3, *Alternatives*, of the Final Supplemental EIS. See Master Responses 5 and 6.

Comment Number GP-129-2

Response The primary purpose of the proposed action is to provide additional capacity through the North Corridor, ensuring that I-15 and local arterial roads operate at an acceptable level of service during the peak period. The North Corridor accommodates a large percentage of interstate and interregional through travel, dispersed travel within the Salt Lake region, and a small percentage of commuter travel to downtown Salt Lake City (8–9 percent estimated by the WFRC model). Legacy Parkway has not been promoted as a commuter link to downtown Salt Lake City. However, many commuters and other travelers have destinations other than downtown Salt Lake City and may, accordingly, benefit from the availability of Legacy Parkway.

Comment Number GP-129-3

Response To exclude specific vehicle types from Legacy Parkway would require special legislative action. As stated in Section 1.1.3, *Purpose of Legacy Parkway Project*, of the Final Supplemental EIS, the primary purpose of the proposed action is to help meet the current and projected travel demand in the North Corridor through 2020 by providing additional transportation capacity. Also, there is a need to provide a single, continuous north-south alternate route to I-15 through this corridor.

A parkway is a special type of limited-access highway, typically providing vegetated medians and side slopes that create a general feeling of openness. Legacy Parkway would provide an open vegetated median between the north- and southbound lanes, as well as vegetated side slopes and a trail. Compared to highways with concrete median barriers, Legacy Parkway would provide a more open feeling, much like that provided by a traditional parkway-type facility.

Comment Number GP-129-4

Response The purpose of the Legacy Parkway Trail is to provide an alternate route and recreational opportunities for pedestrians, equestrians, and bicyclists (see Section 1.3.2, *Trails*, in the Supplemental EIS). Emissions are discussed in detail in Section 4.8, *Air Quality*, of the Supplemental EIS. The issue of air quality impacts on wildlife was examined in Section 4.13.3.4, *Air Quality*, of the Supplemental EIS.

Comment Number GP-129-5

Response There is no proposed or authorized plan for the Bear River Pipeline, so there is no plan to place it within Legacy Parkway's right-of-way. However, under state law, utilities are allowed within UDOT rights-of-way. Any proposal to put such a pipeline or any other utilities in Legacy Parkway right-of-way would be evaluated to ensure compliance with all applicable regulations.

Comment Number GP-129-6

Response There is a possibility that Legacy Parkway could be extended in the future. However, NEPA does not require that all potential future expansions of a proposed action be considered in the same NEPA document. Rather, under FHWA regulations (23 CFR 771.111[f]), a highway project may be considered independently of other highway projects when it meets the following criteria.

- Connects "logical termini" and is of sufficient length to address the environmental matters on a broad scope.
- Has "independent utility" or "independent significance" (i.e., is usable and is a reasonable expenditure of public funds even if no additional transportation improvements in the area are made).
- Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Because the Legacy Parkway project satisfies these criteria, it has been evaluated as an independent project. Further, although very preliminary planning has begun on potential future extensions of Legacy Parkway, specifics about such a project or projects are not yet known. If the planning process reached the point of an actual proposal for future expansion, such expansion would be subject to a separate environmental study under NEPA.

Comment Number GP-131-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-133-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-135-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-135-2

Response The public hearing was held to enable federal decision makers to obtain comments from the public concerning project-related issues. The format of the hearing did not allow discussion between the public and the hearing officers. On the other hand, the open house, which was held simultaneously in the building adjacent to the

hearing room, was specifically designed to allow the public to have a one-on-one dialog with the technical staff assisting the federal lead agencies in conducting the detailed studies to which the commenter refers.

The sequencing analysis was conducted in response to the court's specific direction to include such an analysis. The results of this analysis are reported in Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS. Two of the four sequencing scenarios evaluated assumed that mass transit would be the first project constructed, one scenario assumed that mass transit and Legacy Parkway would be constructed concurrently, and one scenario assumed that mass transit would be constructed after Legacy Parkway.

The Supplemental EIS does reexamine impacts on wetlands and wildlife. Because the wildlife analysis is more robust than that conducted for the original EIS, there is more supplemental information on wildlife impacts. This analysis was conducted in part to respond to the circuit court's decision. The wetland analysis was also revisited, and certain adjustments were made to reflect more accurate information. These modifications are included in the Supplemental EIS.

Expansion of Redwood Road was evaluated to see if it would function as an alternative to Legacy Parkway in the Shared Solution by meeting the need to move people and goods through 2020. In addition, the Final Supplemental EIS looks carefully at the alternative recommended by UBET to see if it would meet the need for the proposed action. The results of this analysis are reported in Section 3.1, *Summary of Alternatives Presented in Final EIS*, of the Final Supplemental EIS. The conclusion of this analysis is that this alternative would not reduce congestion on I-15 sufficiently to qualify it as a reasonable alternative.

While cost is certainly a consideration, an alternative that costs less than Legacy Parkway is only relevant if the alternative would satisfy the need to meet future travel demand. Moreover, as part of the review of the UBET Alternative, the lead agencies reviewed the cost provided by UBET for its recommended alternative. The analysis of the UBET Alternative has been included in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Final Supplemental EIS.

Comment Number GP-135-3

Response See Master Response 4 in Section 2 of this response to comments volume. See the responses to comments GP-75-1 and GP-274-1.

Comment Number GP-136-1

Response Non-highway alternatives to the proposed action are evaluated in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS. As explained in that section, it was determined that none of the non-highway alternatives provided enough capacity alone to meet the anticipated transportation demand in 2020. In addition, as described in Section 3.2.2, *Results of Additional Alternatives Evaluation*, even with full implementation of arterial road improvements, transportation management strategies, and an expanded mass transit scenario, I-15 would still operate at LOS F, which does not meet the purpose and need of the proposed action.

As explained in Section 4.1, *Land Use*, of the Supplemental EIS, local land use plans and regional land use planning studies for the project study area are the primary tools used to determine zoning ordinances and planned growth within a given region. In the Supplemental EIS, the federal lead agencies utilized local land

use plans and regional land use planning studies to assess impacts on growth associated with the proposed action (see Section 4.1.3.3, *Impacts on Growth within and beyond the North Corridor*, in the Supplemental EIS). Population control and revision of tax policy are not reasonable alternatives for analysis in the Supplemental EIS. See Master Response 2 in Section 2 of this response to comments volume.

Comment Number GP-138-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-140-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-142-1

Response An analysis of impacts on wildlife and wildlife habitat is provided in Section 4.13, *Wildlife*, of the Supplemental EIS. Although the proposed action would have direct and indirect impacts and contribute to cumulative impacts on wildlife species and their habitats, it would not affect the long-term viability of any wildlife species in the GSLE. Regarding the potential for the proposed highway to flood due to its proximity to the FEMA floodplain boundary, as described in Section 4.14.3.1, *Floodplains Management*, of the Supplemental EIS, all the proposed build alternatives have been designed to allow passage of 100-year flood flows at stream crossings and a 100-year floodwater elevation in Great Salt Lake. These design considerations minimize the likelihood that the proposed highway would be inundated by floodwaters.

Comment Number GP-143-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-145-1

Response Section 4.20.3, *Environmental Consequences and Mitigation Measures*, of the Supplemental EIS discusses the environmental impacts associated with potential borrow sources for the proposed action.

Comment Number GP-145-2

Response The Legacy Nature Preserve was acquired under state laws that allow UDOT to use condemnation authority for transportation purposes, including mitigation impacts of transportation projects. This is why the Draft Supplemental EIS explained that without a transportation purpose, UDOT lacks authority to acquire the Legacy Nature Preserve. The federal lead agencies are unable to respond to the suggestion that the Utah State Legislature should enact legislation that would retain the Legacy Nature Preserve as open space. See the response to comment NG-7-15.

Comment Number GP-145-3

Response It is agreed that substantial expansion of public transit should be, and is, an important part of the Shared Solution for addressing mobility needs in the North Corridor. Planning by UTA and UDOT for the commuter rail project is well under way; construction began on the commuter rail project in July 2005.

Comment Number GP-146-1

Response See the responses to comments GP-975-1 and PT-54-1.

Comment Number GP-147-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-743-1.

Comment Number GP-148-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-150-1

Response Section 4.12.3.4, *Mitigation Measures*, of the Draft Supplemental EIS, describes the measures proposed to mitigate impacts on wetlands associated with implementation of the build alternatives. The mitigation has not been reduced since publication of the Final EIS, even though the impacts of the proposed action have been reduced.

Supplemental tables have been added to Section 4.12.3, *Environmental Consequences and Mitigation Measures*, of the Final Supplemental EIS to illustrate how the wetland functions lost under Alternative E would be compensated for in the Legacy Nature Preserve.

Comment Number GP-150-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-151-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-151-2

Response It is agreed that substantial expansion of mass transit, including commuter rail, is an important part of the overall solution for addressing mobility needs in the North Corridor in 2020. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-152-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-156-1

Response The Davis County Shorelands Master Plan was one of the regional land use planning studies reviewed in conjunction with the land use analysis. This planning document and the issues it addresses are discussed in Section 4.1.2.3, *Regional Land Use Planning Studies*, of the Supplemental EIS.

Comment Number GP-157-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-159-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-160-1

Response The date of the public hearing and open house was based on the availability of official representatives from FHWA, the Corps, and UDOT, all of whom were needed to present information and to receive public comments. The date chosen was not ideal for several reasons (it was a Friday, which generally is not a good day for holding public meetings; it was also only a week past the traditional Holiday season); but it was the only date in January on which representatives from all three agencies were available. Looking for additional dates that were mutually acceptable would have pushed the meeting into February or March, and it was felt that it would be in the best interest of all involved to proceed with the January 7 date. For this same reason, it was decided to hold only one meeting, which is all that NEPA regulations require.

Great care was taken to structure the public hearing in such a way that no advantage was given to either side of the discussion in terms of speaking order and arrangements. Speaker cards were numbered and then spread out among different registration desks so that it would be more difficult for like-minded individuals to dominate the speaking platform. Nevertheless, it should be noted that project proponents significantly outnumbered project opponents throughout the public hearing, particularly during the first hour or so to which the commenter alludes.

Comment Number GP-161-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-171-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-172-1

Response With regard to transit, see the response to comment PT-12-1. With regard to impacts on wetlands, see the response to comment GP-274-1. With regard to the UBET Alternative, see Master Responses 5 and 6 in Section 2 of this response to comments volume. With regard to sprawl, see Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-173-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-174-1

Response Dogs would be permitted on the trail system; specific trail amenities would be determined at a later date.

Comment Number GP-175-1

Response A wide range of alternatives, including those noted in the comment, were considered and are discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. The Shared Solution provides a combination

of improvements including improvements to I-15, construction of a new roadway facility, and implementation of maximum future transit initiatives. The model includes existing UTA operating plans, programmed transit projects, and other transit projects included in the WFRC long range plan through Phase 2. The Supplemental EIS analysis supports the conclusion that feasible improvements without Legacy Parkway would not provide sufficient capacity to delay the need for the overall Shared Solution, which includes Legacy Parkway.

Comment Number GP-176-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-177-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-179-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-180-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-181-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-182-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-183-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-184-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-185-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-186-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-187-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-188-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-189-1
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-190-1

Response See the response to comment GP-313-2. Section 1.3.2, *Trails*, and Section 4.7.3.2, *Proposed Facilities*, of the Supplemental EIS discuss the proposed Legacy Parkway Trail and the corresponding design elements. Potential trail links such as those discussed in the comment are shown in Figure 4.6-1. Boardwalks have not been proposed for the Legacy Parkway Trail due to their high cost.

Comment Number GP-191-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-192-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume for a discussion of how this alternative would affect travel conditions and would address the future transportation demand in the North Corridor.

Comment Number GP-194-1

Response Constructing a facility along the east side of the Wasatch Front would not be reasonable because it would either have to encroach on the National Forest or traverse heavily developed areas. Neither option would likely be approved because the proposed action would have substantially less impact. In addition, such an option would likely be located too far from I-15 to provide sufficient congestion relief on that highway, thereby failing to meet the primary project purpose.

Comment Number GP-197-1

Response Because Legacy Parkway would provide a more direct route for traffic bound for the airport, the International Center, and westbound I-80, it is likely that truck traffic bound for these destinations would use Legacy Parkway. Truck traffic is forecast to make up 10 to 13 percent of the total daily traffic using Legacy Parkway, but only 2 to 3 percent of peak-hour traffic; this estimate is consistent with I-15 percentages in the North Corridor. UDOT has no specific plans to encourage trucks to use Legacy Parkway.

Comment Number GP-197-2

Response US-89 provides access to the western end of the Eagleridge Drive. I-215 and Legacy Parkway are full-access control roadways; that is, access is only provided at interchanges. Because Eagleridge Drive terminates east of both highways (I-215 and Legacy Parkway), connectivity between it and the highways is not feasible. The US-89 access would be maintained.

Comment Number GP-200-1

Response The 50-foot median without a barrier meets both state (UDOT) and federal (AASHTO) design standards for safety. Several safety studies that support this conclusion are referenced in Chapter 2, *Tenth Circuit Court Ruling Analysis*, of the Supplemental EIS. As discussed in Section 2.1.2.2, *Median Width Evaluation*, of the Supplemental EIS, roadways with a median like that suggested for Legacy Parkway are safer than those with barrier separations. Without a median barrier there is the possibility of crossover accidents, but the safety studies indicate that the likelihood of such accidents is lessened with the presence of a 50-foot median.

Comment Number GP-202-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-209-1

Response NEPA and the CWA require the federal lead agencies to comply with both laws before they can grant their required federal approval/permits for the proposed action. As proposed, UDOT cannot legally construct the proposed action without federal lead agency approval.

Comment Number GP-210-1

Response The commenter received the requested reply to the email.

Comment Number GP-212-1

Response During scoping for both the Final EIS and the Supplemental EIS, trail facilities along Legacy Parkway were discussed and recommended. The pathway is both an alternative means of transportation and a recreational opportunity for pedestrians, equestrians, and bicyclists.

In implementing the proposed action, UDOT seeks to provide a project that is an asset to the community and that incorporates context-sensitive solutions (CSS) into the project design. CSS approaches are endorsed and encouraged by FHWA. CSS principles ensure that multimodal transportation facilities are integrated with community interests. Surrounding communities have expressed a strong desire to have a trail along the Legacy Parkway. The cost of the trail varies for each alternative. See Appendix G, *Updated Cost Estimates*, of the Final Supplemental EIS for trail costs associated with each alternative.

Comment Number GP-212-2

Response The locations of the berm were determined during scoping for the Final EIS. The locations were based on existing and future residential developments to provide visual and acoustic buffers for those areas, in keeping with the parkway model of UDOT's proposal. UDOT consulted with each of the cities to determine the correct placement.

Comment Number GP-216-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-217-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. A wide range of alternatives, including a Redwood Road Arterial Alternative, was considered; these alternatives are discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. The Redwood Road Arterial Alternative was eliminated because it did not result in I-15 operating at LOS D and would consequently not achieve the project purpose and need of providing capacity to relieve existing and projected travel demand in the North Corridor through 2020.

Comment Number GP-222-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-225-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. With regard to impacts on wetlands, see the response to comment GP-474-1.

Comment Number GP-226-1

Response It is agreed that substantial expansion of mass transit is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-227-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-230-1

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-231-1

Response Section 4.13, *Wildlife*, in the Supplemental EIS describes direct, indirect, and cumulative impacts on wildlife species and their habitats that would be associated with implementation of the proposed action. As explained in that section, although the proposed action would have such effects, impacts are not likely to affect the long-term viability of any wildlife species within the GSLE. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-233-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-234-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-235-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-237-1

Response There are no foreseeable plans for expansion beyond two lanes in each direction.

Comment Number GP-238-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-239-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-239-2

Response The status of bald eagles in the project study area and the potential effects of the highway on this species are described in Section 4.13.3.12, *Changes in Lake Level*

and Habitat Availability, of the Supplemental EIS. Management of the Legacy Nature Preserve would include preservation of the existing bald eagle nest there.

Comment Number GP-240-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-243-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-244-1

Response See Master Response 4 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-245-1

Response It is agreed that substantial expansion of mass transit is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-250-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-252-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-254-1

Response UDOT would advocate that its employees work four 10-hour days per week but cannot mandate that its contractors allow this work schedule.

Comment Number GP-257-1

Response The small regional percentage of wildlife habitat that would be affected by the proposed action is shown in Table 4.13-6 and described in Section 4.13.3, *Environmental Consequences and Mitigation Measures*, of the Supplemental EIS.

Comment Number GP-259-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-260-1

Response See the response to comment GP-274-1.

Comment Number GP-261-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-262-1

Response A wide range of alternatives were considered and are discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS, including

those noted in the comment. The Shared Solution provides a combination of improvements including improvements to I-15, construction of a new roadway facility, and implementation of maximum future transit initiatives. The model includes existing UTA operating plans, programmed transit projects, and other transit projects included in the WFRC long range plan through Phase 2. The Supplemental EIS analysis supports the conclusion that feasible improvements without Legacy Parkway will not provide sufficient capacity to delay the need for the overall Shared Solution, which includes Legacy Parkway.

Comment Number GP-263-1

Response With regard to the UBET Alternative, see Master Responses 5 and 6 in Section 2 of this response to comments volume. With regard to wetlands, see the response to comment GP-474-1. With regard to open space, see the response to comment GP-903-1. With regard to air quality, see Master Response 3 in Section 2 of this response to comments volume. With regard to transit, see the response to comment PT-12-1.

Comment Number GP-265-2

Response A full analysis was conducted of the cost of building a roadway within the Denver & Rio Grande right-of-way. This analysis included examination of impacts on existing development, such as community cohesion (Section 2.2.3.1, *Impacts on Existing Development*, of the Supplemental EIS). The full results are presented in Chapter 2, *Denver & Rio Grande Corridor Evaluation*, and Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number GP-266-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-267-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-269-1

Response See the response to comment GP-975-1.

Comment Number GP-269-2

Response See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-269-3

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-270-2

Response ITS and TSM, which include ramp metering, are key components of the Shared Solution in meeting the growing transportation demand in the North Corridor. Law enforcement is a critical component to ensure that these systems operate efficiently and successfully. However, even with these systems in place, anticipated traffic volumes will not be adequately accommodated without construction of Legacy Parkway.

Comment Number GP-271-1

Response Section 2.5, *Wildlife Issues*, of the Supplemental EIS summarizes the additional analyses conducted by the federal lead agencies in response to the court decision relative to the wildlife impact analysis presented in the Final EIS. Section 4.13.3.14, *Mitigation Measures*, of the Supplemental EIS provides a description of mitigation measures to compensate for wildlife impacts that would result from implementation of the proposed action.

Comment Number GP-271-2

Response See Master Responses 3 and 4 in Section 2 of this response to comments volume. See Section 4.1.3, *Environmental Consequences and Mitigation Measures*, of the Supplemental EIS.

Comment Number GP-271-3

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-273-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-274-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. With regard to air emissions, see Master Response 3 in Section 2 of this response to comments volume. Wetlands in the project right-of-way and in the proposed mitigation area (Legacy Nature Preserve) are under threat of loss from ongoing regional development. The Supplemental EIS indicates that development in the study area is continuing at a rate of approximately 700 acres per year and that by the end of the study period, almost the entire area will be developed. The analysis assumed, conservatively, that wetlands in the area would not be directly affected (i.e., filled), but would nonetheless suffer reduced functions from development of nearby and adjacent uplands. The Legacy Nature Preserve mitigates the impacts of the proposed action; moreover, the effects of wetland restoration and enhancement associated with the establishment of the Legacy Nature Preserve would constitute a net increase in many wetland functions compared with the impacts on wetlands associated with the No-Build Alternative. See Section 4.12, *Wetlands*, of the Supplemental EIS.

Comment Number GP-275-1

Response Legislation addressing Local Corridor Preservation Funding and incentives for alternative fuel vehicles are issues beyond the scope of this Supplemental EIS.

Comment Number GP-276-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-276-2

Response The Legacy Nature Preserve is located on parcels adjacent to Legacy Parkway. Legacy Parkway would not be built through the Preserve, although it would be adjacent to parts of the Preserve. Large amounts of oil are not expected to be present in runoff from Legacy Parkway. Section 4.10.3, *Water Quality*, of the Supplemental EIS evaluates the potential impacts of runoff containing oil and other organic compounds.

Comment Number GP-278-2

Response This statement is confirmed by the findings presented in Section 1.2.3, *Definition of the Shared Solution*, and Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-280-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Wetland impacts are discussed in detail in Section 4.12, *Wetlands*, of the Supplemental EIS. The proposed action includes establishment of the 2,098-acre Legacy Nature Preserve, which would protect a substantial amount of wetland habitat from future development.

Comment Number GP-281-1

Response Construction on the Beck Street project has been completed. The commuter rail final EIS has been completed, and the federal lead agencies met with local communities to develop a transit-oriented land use plan in support of the maximum future transit alternative (which included transit components other than just commuter rail) that was developed for the Supplemental EIS.

The Supplemental EIS analyzed how effectively these efforts would meet the projected future demand for travel. The results of the analysis demonstrated that even with all these components completely operational, the congestion on I-15 and local streets in the North Corridor would be unacceptable by 2020. The Corps will eventually decide if the alignment proposed by UDOT avoids and minimizes wetland impacts sufficiently that it can be approved. However, some form of the proposed action will be needed to meet the projected 2020 travel demand and to avoid major congestion on I-15 and local streets in the North Corridor.

Comment Number GP-282-1

Response The ability of wetland ecosystems to remove pollutants from water is discussed in Section D.2, *Wetland Functions*, of Appendix D, *Wetlands Functional Assessment*, of the Supplemental EIS. The vegetated filter strips that would be installed along Legacy Parkway (see Section 4.10, *Water Quality*, of the Supplemental EIS) would use this ability to remove suspended solids and other contaminants from Legacy Parkway runoff.

Comment Number GP-283-1

Response The Supplemental EIS analyzes a wide range of alternatives, including non-highway alternatives, five regional alignment alternatives (including one along the Denver & Rio Grande Railroad corridor), four specific build alternatives, a revised build alternative, arterial alternatives, and a no-build alternative. The federal lead agencies believe that all feasible alternatives to the proposed action have been evaluated in the Supplemental EIS, and that all alternatives that meet the project purpose and need have been carried forward for detailed environmental review in the Supplemental EIS.

As described in the Foreword/Introduction to the Supplemental EIS, in reviewing the project proponent's request for a Section 404 permit modification, the Corps will ensure, among other important standards, that the proposed action is the least environmentally damaging practicable alternative relative to the aquatic ecosystem. The Corps cannot issue a permit application if there is a practicable alternative to

the proposal that has less adverse impact on the aquatic ecosystem, as long as that alternative does not have other significant adverse environmental consequences.

The Corps will make a decision on the request for permit modification and document it in the ROD associated with the Final Supplemental EIS. The ROD will explain how the decision complies with the requirements of CWA Section 404(b)(1) Alternatives Analysis, including any determinations regarding the practicability of alternatives.

Comment Number GP-283-2

Response Mitigating impacts on wetlands is an expensive and difficult undertaking. UDOT has made the commitment to mitigate all wetland impacts associated with implementation of the proposed action and has already acquired the mitigation parcels. The mitigation site contains 778 acres of wetlands. Monitoring and initial mitigation activities have been initiated. Section 4.12, *Wetlands*, of the Final Supplemental EIS has been revised to include a discussion of the adequacy of the Legacy Nature Preserve for mitigating project-related wetland impacts.

Comment Number GP-284-1

Response The impacts of the proposed action on wetlands are presented in Section 4.12, *Wetlands*, of the Supplemental EIS.

Comment Number GP-285-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-286-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-287-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-288-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-289-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-290-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-291-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-292-1

Response The federal lead agencies initially evaluated locations for the southern terminus of the proposed action. 5600 West was one of the locations originally considered. The studies completed for the Final EIS indicated that I-215 south of 2200 North in North Salt Lake had sufficient capacity to handle the projected 2020 travel demand that would be accommodated by Legacy Parkway and a reconstructed I-15 through

the North Corridor. Accordingly, there was no justification for extending the southern terminus to 5600 West.

Comment Number GP-293-1

Response It is agreed that substantial expansion of mass transit is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, a substantially expanded mass transit scenario, and the addition of two lanes—I-15 would still operate at LOS F in 2020.

Comment Number GP-296-1

Response Section 1.1.3, *Purpose of Legacy Parkway Project*, of the Supplemental EIS indicates that the primary purpose of the proposed action is to help meet existing and projected travel demand through 2020 in the North Corridor by providing additional north-south transportation capacity. The Supplemental EIS evaluates the future conditions with the No-Build and build alternatives, considering traffic conditions in both Salt Lake and Davis Counties. Figure 3-3 in the Supplemental EIS shows that the Shared Solution is the only feasible alternative that satisfies future travel demand in the North Corridor by providing enough capacity to result in an acceptable LOS on I-15 in 2020.

Comment Number GP-296-2

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-301-3

Response Whether to make Legacy Parkway a toll road is a funding issue. The authority for highway funding decisions lies with the Utah State Legislature, which has decided to use general revenue funds for the highway.

Comment Number GP-302-2

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-302-3

Response See the response to comment GP-301-3.

Comment Number GP-303-1

Response The proposed width is 312 feet. The original proposed width was 328 feet; the reduced width results in a 1-acre reduction in wetland impacts. A full analysis of this width and alternative narrower widths is presented in Section 2.1, *Right-of-Way Issues*, of the Supplemental EIS.

Comment Number GP-303-2

Response The Supplemental EIS transit projections of 5–7 percent for the North Corridor compare closely with actual transit ridership on the existing TRAX south line. Despite this projected transit use, the remaining demand on the highway system in the North Corridor will require more capacity than is planned for I-15, just as the

South Corridor benefits from having both I-15 and I-215 in addition to numerous connected arterials.

Comment Number GP-303-3

Response The Supplemental EIS contains an evaluation of alternatives that involve expanding Redwood Road in lieu of constructing Legacy Parkway. The Redwood Road alternatives did not meet corridor transportation purpose and need. See Section 3.5, *Summary of Alternatives Evaluated*, of the Supplemental EIS.

In response to comments on the Draft Supplemental EIS, the federal lead agencies conducted additional evaluation of alternatives that proposed extending and converting Redwood Road to a boulevard. None of these alternatives met the project purpose and need. See Master Responses 5 and 6 in Section 2 of this response to comment volume.

Comment Number GP-303-4

Response Legacy Parkway differs from Bangerter Highway in facility type, location relative to existing and future development, and context-sensitive design features.

Legacy Parkway is being designed as a four-lane, divided, limited-access freeway, with two internal interchanges (500 South and Parish Lane) and a pedestrian/bicycle and equestrian trail paralleling the highway. Bangerter Highway was designed and constructed as a multi-lane (six- to eight-lane), limited-access arterial, with signalized intersections at all cross streets. Limited-access freeway facilities provide greater efficiency in moving large volumes of traffic by limiting access points to designated interchange locations. For example, Legacy Parkway would have two interior interchanges along its 14-mile length, while Bangerter Highway has a signalized intersection approximately every mile.

Legacy Parkway has been situated to avoid dividing communities. Its location has been selected to balance the needs of the surrounding communities with protection of the natural environment. Legacy Parkway would serve as a barrier between communities and the natural environment. The adjacent cities would be able to develop up to the eastern boundary of Legacy Parkway, while 2,098 acres of land west of Legacy Parkway would be preserved for wildlife management. Bangerter Highway was positioned to allow cities to develop on both sides of the facility.

Legacy Parkway has been designed using context-sensitive design features. The goal is to make Legacy Parkway an asset to the adjacent communities as well as the surrounding natural environment. Assets include a 14-mile pedestrian/equestrian trail, landscaping along Legacy Parkway's entire length (including interchanges), landscaped berms to provide visual screening and acoustical buffering for adjacent communities, and 2,098 acres of wildlife mitigation.

Comment Number GP-303-5

Response UDOT has committed to making the trail user friendly. There would be extensive landscaping, using native trees, grasses, and shrubs, along the trail corridor. There would be a fence to separate motorists from trail users, as well as a fence to separate multi-users from equestrian users.

Comment Number GP-305-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-309-1

Response Chapter 3, *Alternatives*, of the Supplemental EIS presents the analysis of two alternatives that are similar to the UBET Alternative. As indicated in Section 3.2.2, *Results of Additional Alternatives Analysis*, these two alternatives did not meet the purpose and need of the proposed action, as defined in Chapter 1, *Purpose of and Need for Action*. Nevertheless, upon receipt of UBET's and the Sierra Club's proposed alternative, the specifics of that alternative were modeled to determine whether it would meet the purpose and need. See Master Responses 5 and 6 in Section 2 of this response to comments volume for a discussion of the results of that analysis.

With regard to Legacy Parkway as a necessary part of the Shared Solution, see the response to comment GP-975-1.

Comment Number GP-313-2

Response The location of the trail was based, in part, on public input. The trail is located along the east side of the roadway in this area to facilitate access. The Cities of North Salt Lake, Woods Cross, and West Bountiful all have plans to tie into the Legacy Trail. Some of these tie-ins would be trailheads with parking and restroom facilities. If the trail were located on the west side, access would be limited. In addition, if the trail were located on the west side it could have adverse environmental impacts, which would affect the value of the proposed wetland and wildlife mitigation credits from the Corps.

Comment Number GP-315-1

Response Bridging the wetlands is prohibitively expensive. Several regional alternatives (Antelope Island, Tran-Bay, and Farmington Bay) were evaluated in both the Final EIS and the Supplemental EIS. Chapter 3, *Alternatives*, of the Supplemental EIS discusses the costs and impacts associated with an alternative located farther west than the proposed action.

Comment Number GP-318-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-320-1

Response A meeting with the BYU students was held on February 25, 2005, at the Legacy Parkway Office to answer questions about the proposed action.

Comment Number GP-322-1

Response This comment pertains to a possible future North Legacy Project north of Farmington. The North Legacy Project is in the planning stage, and a formal EIS would likely be required in the future to consider specific alignments and associated impacts.

Comment Number GP-323-1

Response It is noted that the commenter is opposed to Alternative B due to neighborhood impacts.

Comment Number GP-325-2

Response The sequencing analysis evaluated the effects of constructing mass transit before constructing Legacy Parkway. The results of this analysis are reported in Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS. While the sequencing analysis did not delay the construction of Legacy Parkway for any specific amount of time, two specific aspects of the analysis reflect how transit would function between the time mass transit would become operational and the time Legacy Parkway would be completed.

First, the federal lead agencies developed a very aggressive mass transit system for the North Corridor. This is identified as the *maximum reasonable future transit* and is described in detail in Section 2.3, *Integration of Legacy Parkway with Mass Transit*, of the Supplemental EIS. The lead agencies assumed implementation of this system in a 3-year period, in contrast with the normal 30-year period identified in WFRC's long range transportation plan. Second, the lead agencies projected how mass transit would function during the 3 years that Legacy Parkway was assumed to be under construction. Even with the aggressive implementation schedule, mass transit would not eliminate the need for Legacy Parkway because I-15 would be operating under LOS F conditions during the 3-year period. The LOS component of the sequencing analysis has been added to Section 2.4, *Sequencing of the Shared Solution*, of the Final Supplemental EIS for easy reference.

This analysis demonstrates that, even with a fully developed mass transit alternative, construction of Legacy Parkway is needed as soon as possible to prevent extreme congestion from occurring on I-15.

Comment Number GP-325-3

Response The Supplemental EIS describes existing land uses in the community. It is beyond the scope of the Supplemental EIS to advocate particular changes to local land use policies, such as promoting infill development.

Comment Number GP-328-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-328-2

Response The projection for commuter rail usage is based on coordination with the WFRC and on results from the WFRC travel demand model (version 3.2), which was released February 2004. The model includes existing UTA operating plans, programmed transit projects, and other transit projects included in the WFRC long range plan through Phase 2.

Comment Number GP-329-1

Response It is agreed that substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario, without additional highway capacity, I-15 would operate at LOS F in 2020.

Comment Number GP-330-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-331-1

Response Some of the concerns raised in the comment (e.g., controlling population growth) are not reasonable alternatives. Land use—and hence control of sprawl—is a local government responsibility and also beyond the Constitutional authorities of federal transportation and regulatory agencies.

Carpooling is indirectly encouraged by providing HOV lanes for cars with two or more people in them. These lanes allow carpools to travel more quickly to and from work. Because Legacy Parkway would only have two travel lanes in each direction, it is not reasonable operating practice to designate one of these as an HOV lane. However, the I-15 project that has been completed in Salt Lake includes HOV lanes, and the initial plans for the future reconstruction of I-15 in the North Corridor also include them.

I-15 in Salt Lake County is the only freeway facility in the region for which a vehicle occupancy survey has been completed. Averaged over the a.m. and p.m. peak periods, single-occupant vehicles comprised 80 percent of the vehicles on I-15. (Source: raw data from Dr. P. T. Martin, D. Lahon, and A. Stevanovic. 2004 *High Occupancy Vehicles Lanes Evaluation II*, University of Utah, Utah Traffic Lab. July. Prepared for the Utah Department of Transportation Research and Development Division). See also Master Responses 5, 6, and 7.

Comment Number GP-332-1

Response Section 4.9, *Noise*, of the Supplemental EIS discusses noise impacts associated with the proposed action. Specifically, Table 4.9-2 discloses the noise impacts and the change from existing conditions associated with each alternative.

Comment Number GP-332-2

Response See Master Response 1 in Section 2 of this response to comments volume. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-333-1

Response To facilitate access, the trail is located on the east side of the roadway in North Salt Lake, Woods Cross, and West Bountiful. UDOT has worked with the Cities of North Salt Lake, Woods Cross, and West Bountiful to develop plans for trailheads and access to the trail. The trail is on the west side of the alignment in Centerville and Farmington. Through Centerville and Farmington, access to the west is not restricted by the Legacy Nature Preserve, as is the case further south. Existing roads and other development on the west side through those communities will help facilitate trail access.

Comment Number GP-334-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-336-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-337-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-340-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-341-1

Response Land use and zoning decisions for the area around the proposed action are not part of the project description, but are rather the responsibility of the local jurisdictions. See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-342-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-343-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number GP-344-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-344-2

Response Alternatives to the proposed action are evaluated on the basis of a number of factors, such as cost, logistics, and existing technology, as well as on a broad range of environmental factors and the alternatives' ability to meet the project purpose and need. See Section 2.2.4, *Conclusions*, for a discussion of practicability considerations used in evaluating alignment alternatives in the D&RG regional corridor, and Section 3.2.1, *Criteria for Evaluating Additional Alternatives*, for a discussion of the reasonableness and feasibility screening criteria used to evaluate alternatives.

Comment Number GP-345-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-346-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-347-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-348-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-348-2

Response The transit usage estimates in the Supplemental EIS use state-of-the-practice travel forecasting models specifically developed by WFRC for the purpose and reviewed and accepted by FTA. The transit forecasts are consistent with transit use in existing Salt Lake rail corridors and comparable commute patterns in other cities. North Corridor transit forecasts are consistent with existing TRAX south line ridership transit shares, as well as with transit use in comparable corridors in Denver, San Diego, and Portland. See Master Response 7 in Section 2 of this response to comments volume.

Comment Number GP-349-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-350-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-377-2

Response Alternative E would restrict development west of the alignment through the cities of North Salt Lake, Woods Cross, and West Bountiful (excluding 123 acres just west of 500 S), and would restrict development west of Sheeps Road through Centerville. See Section 4.1, *Land Use*, of the Supplemental EIS for further details.

Comment Number GP-380-1

Response A Legacy Parkway beyond Four Lanes Alternative was considered and is discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. This alternative was eliminated because additional capacity beyond four lanes is not needed to meet the project purpose and need. Additional costs and environmental impacts are minimized by not increasing the size of Legacy Parkway.

Comment Number GP-388-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number GP-388-2

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-388-3

Response Substantial expansion of mass transit, including commuter rail and bus rapid transit, and expansion of I-15 and Redwood Road are important parts of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020. A discussion of the evaluation of various Redwood Road Alternatives is presented in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS.

Comment Number GP-389-1

Response Section 4.12.2, *Affected Environment*, and Appendix D, *Wetlands Functional Assessment*, of the Supplemental EIS describe the classes, cover types, and functions of the wetland resources in the study area. As described in those sections and noted in the comment, wetlands in the study area perform a variety of functions, including removal of dissolved substances from the water column and support of habitat for flora and fauna. The project proponent is proposing to mitigate unavoidable impacts on wetland resources by creating the Legacy Nature Preserve west of the proposed build alternative alignments, adjacent to Great Salt Lake. The size and configuration of the Legacy Nature Preserve have been determined on the basis of negotiations with several federal and state regulatory agencies; the Preserve has been designed to mitigate the loss of wetland function, including wildlife habitat. Detailed tables of wetland functions lost under each of the build alternatives, as well as functions that would be gained through mitigation at the Legacy Nature Preserve, have been added to Section 4.12.3, *Environmental Consequences and Mitigation Measures*, of the Final Supplemental EIS.

Comment Number GP-389-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-390-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-391-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-392-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-393-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-395-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-398-1

Response Analysis of the proposed action's effects related to land use and growth trends is presented in Section 4.1, *Land Use*, of the Supplemental EIS. Air quality analysis is presented in Section 4.8, *Air Quality*. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-399-1

Response The Final EIS concluded that an alternative beginning at the 5600 West/I-80 interchange was not needed because the existing facilities could accommodate the

traffic in 2020 without adding additional capacity. The Supplemental EIS supports this conclusion. A connection at 7200 West and 4100 South is outside the project study area.

Comment Number GP-404-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-408-1

Response See the response to comment PT-12-1. See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-421-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-422-1

Response See the response to comments PT-12-1 and GP-75-1.

Comment Number GP-423-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-425-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-437-1

Response The purpose of Legacy Parkway is not to protect wetlands; however, a consequence of the mitigation measures for wetland impacts would be to protect a large area of wetlands adjacent to Great Salt Lake from future development. As discussed in Section 4.12, *Wetlands*, of the Supplemental EIS, these wetlands have been adversely affected by historical activities that were not regulated by the Corps, as well as by more recent activities such as illegal dumping. Future development in this area would adversely affect the wetlands, even if no additional wetlands were filled. Although the wetlands could be protected by other measures, establishment of the Legacy Nature Preserve would provide immediate protection.

Comment Number GP-437-2

Response In the North Corridor, commuter rail is predicted to be the principle new transit investment capable of attracting long-distance, corridor-oriented travel that would otherwise use I-15. In addition, recent planning studies have identified BRT as a high-priority mode for premium local and corridor-length transit service. It is unlikely that light rail, such as TRAX, will be constructed in the near or mid-term in Davis County. Commuter rail and BRT combined can achieve transit ridership levels in the North Corridor similar to current TRAX ridership in the I-15 corridor south of the Salt Lake City central business district. Even with such successful transit service in the North Corridor, the remaining demand on the highway system will require more capacity than is planned for I-15. The sequencing of these

transportation investments is examined in Chapter 2, *Tenth Circuit Court Ruling Analysis*, of the Supplemental EIS.

Comment Number GP-437-3

Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-438-1

Response The proposed action helps serve the need foreseen in the study area for additional transportation services. It has logical termini and independent utility. Any substantial additional transportation improvements north or south of the proposed action will likely require separate environmental evaluations. Such projects are currently in the early planning stages.

The commenter appears to be suggesting an alternative alignment that is different from those evaluated in the Supplemental EIS. As explained in the response to comment GP-129-6, the Supplemental EIS evaluated a reasonable range of alternatives, as required by NEPA. Although very preliminary planning has begun on potential future expansions of Legacy Parkway, specifics about future segments are not yet known.

Comment Number GP-438-2

Response Section 3.2.2, *I-15 Improvements beyond Ten Lanes*, of the Supplemental EIS discusses why this alternative was deemed to be infeasible.

Comment Number GP-438-3

Response Alignments in corridors farther west, including the Antelope Island Alignment, the Trans-Bay Alignment, and the Farmington Bay Alignment, were considered and evaluated. See Figure 3-1 and Section 3.1.4, *Legacy Parkway Alternatives Analyzed in Final EIS*, of the Supplemental EIS for an evaluation of these alternative alignments.

Comment Number GP-438-4

Response It is true that the north/south transportation facilities in the North Corridor (D&RG Railroad, Union Pacific Railroad, I-15, and planned commuter rail and Legacy Parkway) are concentrated in a narrow area. That is because the existing development and the Wasatch Range are immediately to the east, and Great Salt Lake and other sensitive natural resources are to the west. These geographic features limit the area in which a new transportation facility could be sited.

Comment Number GP-438-5

Response A number of alternatives were considered and are discussed in Section 3.2.2, *Results of the Additional Alternatives Evaluation*, of the Supplemental EIS. The Shared Solution provides a combination of improvements including improvements to I-15, construction of a new roadway facility, and implementation of maximum future transit initiatives. As part of the Shared Solution, I-15 would be widened to 10 lanes north to the interchange at 200 North in Kaysville. The segment of I-15 north of US-89 currently operates at LOS D in the peak period. Table 4.3-8 in the Supplemental EIS indicates that traffic operations on this segment are expected to decrease to LOS E by 2020 under the No-Build Alternative. Under the Shared

Solution, traffic operations for this segment of I-15 north of US-89 will improve to LOS C.

The Supplemental EIS indicates that highway segments north of the North Corridor are expected to experience demand in excess of capacity in 2020, according to the WFRC regional transportation plans. UDOT and WFRC are currently conducting a study to identify solutions.

Comment Number GP-438-6

Response The ultimate route selected will need to be in compliance with NEPA and CWA. CWA provides for protection of wetlands and other waters of the United States.

Comment Number GP-438-7

Response WFRC, in collaboration with state and local government agencies, has developed a comprehensive long range plan to address the growing transportation needs in the North Corridor (Northern Salt Lake County and Davis County). The components or projects that constitute the long range plan are financially restrained by available transportation funds and may appear to be constructed in a piecemeal approach due to availability of funding, but are implemented in a coordinated fashion. Legacy Parkway is one of the projects identified in the long range plan needed to address future transportation demands in the North Corridor. Other important projects identified in the long range plan include expanding I-15 to 10 lanes; expanding the mass transit system (including Commuter Rail); and improving capacity to arterial streets along with implementation of ITS, TSM, and TDM measures. All components identified will be implemented over a 20- to 30-year time frame. The transportation plans are coordinated with city and county plans throughout the region as well. For further information, refer to Chapter 1, *Purpose of and Need for Action*, of the Supplemental EIS.

Comment Number GP-440-1

Response See Master Response 1 in Section 2 of this response to comments volume. Establishment of HOV lanes is among the TDM and TSM strategies incorporated into the non-highway alternatives.

Comment Number GP-440-2

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-440-3

Response Legacy Parkway would entail operational costs, including normal police patrols. However, increased police costs would be minimal compared to the overall costs of construction and implementation of any of the alternatives. As discussed in Master Responses 1, 5, and 6 in Section 2 of this response to comments volume, without the proposed action, all modes of transit, including rail—even when combined with increased capacity on I-15 and TDM and ITS strategies—do not provide sufficient capacity to meet the anticipated future travel demand in the North Corridor.

Comment Number GP-448-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-274-1 and GP-665-2.

Comment Number GP-452-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-274-1 and GP-494-1.

Comment Number GP-474-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-475-1

Response Substantial expansion of mass transit, including development of the commuter rail project, is part of the Shared Solution for addressing transportation needs in the north corridor. See the response to comment PT-12-1.

Comment Number GP-483-1

Response With regard to wildlife, see the response to comment GP-231-1. With regard to sequencing, see the response to comment GP-75-1. With regard to transit first, see the response to comment PT-12-1. Alternatives within the D&RG regional corridor are discussed in Section 2.2, *Denver & Rio Grande Corridor Evaluation*, of the Supplemental EIS. The analysis shows that highway facility alternatives in both the Great Salt Lake regional corridor (Alternative E) and the D&RG regional corridor would require substantial residential and business relocations, would have severe impacts on community cohesion, and would have substantial noise and visual impacts on adjacent neighborhoods. The D&RG regional corridor was eliminated from further consideration in the Supplemental EIS as reasonable or practicable alternatives.

Comment Number GP-488-1

Response Potential impacts on air quality, including the effects of temperature inversions, are addressed in detail in Section 4.8, *Air Quality*, of the Supplemental EIS. See Master Response 3 in Section 2 of this response to comments volume.. With regard to transit, see the response to comment PT-12-1.

Comment Number GP-494-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-505-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-516-1

Response See the response to comment GP-75-1.

Comment Number GP-517-1

Response See the response to comment GP-924-1.

Comment Number GP-518-1

Response After the Final Supplemental EIS is published, the Corps and FHWA will issue decisions, called records of decision (RODs), on whether to build the proposed action. Construction cannot occur before the federal lead agency decisions have been made.

Comment Number GP-522-1

Response See Master Responses 3, 4, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-743-1 and GP-274-1.

Comment Number GP-523-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-526-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-527-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-531-1

Response Impacts related to relocation of businesses and residences are disclosed in Section 4.3, *Social*, of the Supplemental EIS.

Comment Number GP-534-1

Response Substantial expansion of mass transit, including construction of the commuter rail project, is part of the Shared Solution for addressing transportation needs in the North Corridor. See the response to comment GP-975-1.

Comment Number GP-535-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-975-1.

Comment Number GP-540-1

Response See the response to comment GP-924-1.

Comment Number GP-552-1

Response A reference to Figure 1-2 has been added to Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Final Supplemental EIS. A discussion of how the model allocates travel demand among various roads appears in Appendix B, *2020 Travel Demand Analysis*, of the Supplemental EIS. The reason that additional traffic would not shift from I-15 to arterial streets is that freeways inherently operate at higher speeds at any given level of service than do arterials, which are typically characterized by lower design speeds; lower speed limits; and greater numbers of intersecting streets, signals, and/or roundabouts. For example, an arterial operating at LOS D operates at lower speeds than a freeway operating at LOS E. Transit does not attract a greater share of corridor demand primarily because transit seldom offers shorter door-to-door travel times than auto travel, even when some portions of an auto trip are subject to congestion. Moreover, fewer than 10 percent of individuals traveling through the North Corridor are headed to destinations best served by transit, such as the central business district in Salt Lake City.

Comment Number GP-552-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-552-3

Response Several of the alternatives represented by the rightmost three bars do reflect combinations of multi-modal elements, as itemized in Table 3-3. For example, both the Redwood Road and I-15 Beyond Ten Lanes Alternatives include Maximum Future Transit. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-552-4

Response Section B3.5, *Mode Choice*, of Appendix B, *2020 Travel Demand Analysis*, of the Supplemental EIS provides technical discussion of the methodology by which transit travel was forecast for analysis in the Supplemental EIS. In general terms, transit ridership projections used the WFRC mode choice model, while the transit projections in the Final EIS were based on different methods of forecasting. The Supplemental EIS model predicts transit travel by comparing the relative travel time and cost of each trip from starting point to destination via automobile with the time and cost of a comparable trip via transit. The complete door-to-door time and cost are considered. The transit option includes time spent walking or driving to a transit stop, time spent waiting for a bus or train, time spent on board, any time spent transferring, and time to walk to the final destination. Accordingly, transit service that offers high speeds and more direct door-to-door service is more attractive than slower service or service that requires multiple transfers or long waits. Transit fares for each leg of the trip are included, along with out-of-pocket expense to drive to park-and-ride locations. The automobile option includes time spent driving under projected levels of congestion; time spent parking and walking to/from parking locations; and costs of fuel, maintenance, and parking. Presented with the travel time and cost via transit, auto, and carpool options, individuals select a mode of travel on the basis of their income, automobile availability, and personal preferences. Thus, an increase in parking costs at major destinations can help cause a shift to lower auto use and a higher preference for transit. Similarly, carpooling incentives can influence the individual's decision. The model "simulates" this decision on the basis of measured mode-choice tendencies for similar trip comparisons within the region as well as in other regions with similar transit modes and demographics. The WFRC model used for the Supplemental EIS travel forecasts has been validated through comparisons to existing TRAX and bus ridership and existing highway traffic flows in major corridors.

A travel model, like any model, is simply a formalized process of predicting change. There is no claim that the travel model used in the Supplemental EIS is accurate to the nearest vehicle or to the nearest transit rider, but the model has been accepted by FHWA and FTA as state-of-the-practice tools. Cambridge Systematics conducted an independent review of the WFRC travel model version 3.2. The report concludes that the current version of the WFRC model appears to be a reliable tool for travel demand forecasting, similar to models used in many U.S. metropolitan areas (Rossi, Thomas. Cambridge Systematics. Memorandum to UDOT regarding review of the WFRC travel demand model. October 11, 2005.).

For the purposes of the Supplemental EIS, significant efforts were made to understand the model's sensitivity to various issues such as transit fares, parking

costs, access to transit, TOD, seamless transfers from local bus access, and various other factors, and to include pre- and post-processing steps to improve the sensitivity to the factors when and if the models do not appropriately account for these factors. Appendix B, *2020 Travel Demand Analysis*, of the Supplemental EIS describes the methodology used in the travel demand model, and Sections B3.2.2, *Transit Network Assumptions*, and B3.5, *Mode Choice*, specifically focus on transit-supportive factors. See Master Response 7 in Section 2 of this response to comments volume.

Comment Number GP-552-5

Response As described in Appendix B, *2020 Travel Demand Analysis*, the model used for the Supplemental EIS produces transit forecasts that correlate closely with transit use in existing Salt Lake rail corridors, as well as comparable commute patterns in other cities. Currently, the TRAX daily mode share in the narrow I-15/TRAX South Corridor (near 4500 South) is 8 percent. In the narrow I-15/Transit North Corridor (Woods Cross screenline), where commuter rail and BRT would constitute the transit service, the Supplemental EIS forecasts a 7 percent transit mode share. Travel patterns in the I-15 South Corridor (extended to include I-15, I-215, and TRAX) indicate a transit share of about 5 percent. The model for the wider North Corridor (I-15, Legacy Parkway, commuter rail, and BRT) also forecasts a 5 percent transit mode share. See Master Response 7 in Section 2 of this response to comments volume.

The Supplemental EIS analysis indicates that about 25 percent of downtown commuters from the North Corridor would use transit. This forecast is comparable to current transit shares for larger western cities: 35 percent for Denver, 18 percent for San Diego, and 31 percent for Portland. Conversely, many North Corridor travelers are not bound for downtown Salt Lake; accordingly, the average mode share for all travelers crossing the Woods Cross screenline is projected at 5–6 percent. This projection is consistent with transit ridership in other comparable western rail corridors. For example, transit shares in the Dublin and Willow Pass BART corridors and the Altamont commuter rail corridor in the San Francisco Bay Area range from 2 to 6 percent.

The suggestion that freeway traffic should use local streets to traverse the North Corridor is inconsistent with the corridor objective, which calls for minimizing use of local streets by long-distance through traffic. Forcing such traffic to use local streets would cause additional traffic congestion, community disruption, noise, emissions, and related impacts on local communities. Furthermore, allowing traffic flows to deteriorate to LOS E or F would not meet the project purpose and need LOS criterion.

Comment Number GP-555-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-560-2

Response See the response to comment GP-245-1.

Comment Number GP-561-1

Response See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-562-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Improvements to highway exits and entrances are part of transportation systems management, which is included in the Shared Solution. However, even with the other improvements discussed in Master Response 2, such improvements are insufficient to meet projected demand.

Comment Number GP-562-2

Response The Ten-Lane I-15 with Reversible Lanes Alternative was considered and is discussed in Section 3.2.2, *Results of the Additional Alternatives Evaluation*, of the Supplemental EIS. This alternative was eliminated because operational inefficiencies associated with the combination of reversible and mixed-flow lanes would limit its effectiveness. In addition, it would not provide sufficient traffic congestion relief on I-15 to eliminate the need for Legacy Parkway, and it would not provide congestion relief for the sequencing of construction activities along I-15.

Similarly, a Redwood Road Arterial Alternative is presented in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. This alternative was eliminated because it did not meet purpose and need as reflected by its failure to result in I-15 operating at LOS D. The Shared Solution will include access improvements along I-15, but taken alone, they would not satisfy the capacity needs of the North Corridor.

Comment Number GP-565-2

Response Alternate transportation options were carefully analyzed in the alternatives analysis. For more information on the alternatives that were considered, see the alternatives analysis in the 2000 Final EIS and Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number GP-566-1

Response The potential adverse effects on the environment that could occur as a result of the proposed action are disclosed in Chapter 4, *Supplemental Environmental Analysis*, of the Supplemental EIS.

Comment Number GP-568-1

Response The Supplemental EIS evaluated the need for a six-lane Legacy Parkway. See the response to comment NG-7-23.

Comment Number GP-568-2

Response The western edge of the Legacy Parkway right-of-way is currently proposed as the boundary for development. As illustrated in Figure 4.12-2, the majority of the lands west of Legacy Parkway that are not currently protected would become part of the Legacy Nature Preserve, which would be protected in perpetuity from development. Lands east of the proposed highway would be available for development by the local jurisdictions in accordance with their respective general plans.

Comment Number GP-568-4

Response As proposed, there are two interchanges planned for Legacy Parkway: one at 500 South and one at Parrish Lane. These do not include the southern and northern interchanges to tie into existing facilities. As discussed in the previous Final EIS, the 500 South and Parrish Lane interchanges were determined necessary in a warrants analysis.

Comment Number GP-576-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-576-2

Response The proposed Legacy Parkway Trail is constrained to 14 miles by transportation funding limitations. However, a number of existing and proposed trail systems are anticipated to connect to the Legacy Parkway Trail.

Comment Number GP-576-3

Response Table 4.19-1 in the Supplemental EIS indicates that the current (2001) VMT for the four-county area of approximately 40 million miles per day is expected to increase to approximately 62 million miles per day in 2020. This 55 percent increase is associated with the 40 percent population growth that is forecast for the same time period.

Comment Number GP-581-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-975-1 and GP-274-1.

Comment Number GP-582-1

Response The commenter noted that studies have shown that there are certain health hazards associated with living in close proximity to highways. Potential impacts on human health associated with the proposed Legacy Parkway, as well as identified mitigation measures, are discussed in Sections 4.8, *Air Quality*, 4.9, *Noise*, 4.10, *Water Quality*, and 4.17, *Hazardous Waste Sites*, of the Supplemental EIS.

In addition, Section 4.1, *Land Use*, describes existing land uses in the project study area. Land use and zoning decisions specific to the study area are the responsibility of local jurisdictions; it is beyond the scope of this Supplemental EIS to advocate particular changes to local land use policies, including the proposed relocation and disbursement of Salt Lake City's central business district. See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-583-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-583-2

Response Legacy Parkway is a part of a concept promulgated by then Utah Governor Leavitt in the late 1990s. However, the proposed action is a stand-alone roadway that is justified on its own merit; in other words, it would function with independent utility in the absence of other roads north or south of it. NEPA does not require that all potential future expansions of a proposed action be considered in the same NEPA document. Rather, under the FHWA regulations (23 CFR 771.111[f]), a

highway project may be considered independently of other highway projects when it meets the following criteria.

- Connects "logical termini" and is of sufficient length to address the environmental matters on a broad scope.
- Has "independent utility" or "independent significance" (i.e., is usable and is a reasonable expenditure of public funds even if no additional transportation improvements in the area are made).
- Does not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The Legacy Parkway project satisfies these criteria; accordingly, it is appropriate for the lead agencies to evaluate it as an independent project. See the response to comment GP-129-6 for further explanation of an independent project.

Comment Number GP-591-1

Response See Master Responses 1 and 3 in Section 2 of this response to comments volume. See the response to comment GP-743-1.

Comment Number GP-594-1

Response See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-600-1

Response See the response to comment GP-924-1.

Comment Number GP-602-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-603-1

Response UDOT, Farmington City, WFRC, and Horrocks Engineers have been coordinating and discussing conceptual design alternatives for this area. A formal decision has not yet been made. UDOT is proceeding with current completed design until a formal decision has been reached. UDOT will continue to work closely with all parties.

Comment Number GP-606-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-608-1

Response As discussed in the 2000 Final EIS, the Corps had determined that the impacts of Alternative A and what is now Alternative E were similar. The build alternatives are examined in detail in Section 3.4.2, *Modified Guild Alternatives A, B, C, and D/E*, and the impacts of the alternatives are compared in Chapter 4, *Supplemental Environmental Analysis*, of the Supplemental EIS.

Comment Number GP-608-2

Response The upland and wetland habitats in the Legacy Nature Preserve will be managed to benefit many different species of wildlife. The Preserve management team is

evaluating several habitat management options, including controlled grazing. An adaptive approach will be used to implement selected management options. Adaptive management integrates design, management, and monitoring to systematically test assumptions in order to learn and adapt management strategies. Thus, management options for the Preserve will be implemented, monitored, and adapted in order to best manage habitats for shorebirds, waterfowl, and other species of wildlife.

Comment Number GP-608-3

Response See the response to comment GP-609-1.

Comment Number GP-609-1

Response The federal lead agencies are currently working with the project proponent, USFWS, and the UDNR Division of Wildlife Resources, to determine the appropriate level of access that people should have to the proposed Legacy Nature Preserve. Because the Legacy Nature Preserve is proposed as mitigation for wildlife and wetland impacts associated with the proposed action, access to the Preserve would need to be balanced with wildlife and habitat requirements, which, as the commenter noted, include breeding and foraging habit for wildlife species in the study area. It should be noted that general access to the study area would be provided for pedestrians, bicyclists, and equestrians via the proposed multi-use trail that would parallel the highway through its entire length.

The commenter also noted that the proposed Legacy Nature Preserve would, over time, become overgrown with invasive and nonnative plant species, thereby diminishing its value to wildlife. Implementation of the Legacy Nature Preserve as mitigation for wildlife and wetland impacts requires that the project proponent develop a detailed mitigation and monitoring plan designed to assess whether the mitigation area is functioning as envisioned during the planning process. One measure of the success of the Legacy Nature Preserve would be the amount of invasive plant species on the site. If the site begins to become overgrown with invasive or nonnative plant species, the project proponent will develop and implement a strategy to remediate the problem.

Comment Number GP-609-2

Response There are no plans for the concept put forth by then Governor Leavitt. As explained in the response to comment GP-583-2, Legacy Parkway is a stand-alone project with independent utility, and consideration of other parts of the concept need to be addressed in the Supplemental EIS only if they have progressed far enough in the development process to be considered reasonably foreseeable. The only project considered reasonably foreseeable is Mountain View Corridor; accordingly, it is included in the cumulative effects analysis of the Supplemental EIS.

Comment Number GP-616-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-619-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-620-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-621-1

Response Legacy Parkway would become the western edge of development in those areas where the Legacy Nature Preserve is adjacent to Legacy Parkway. There would be many other areas west of I-15 where development will still occur in the future; some of these are west of Legacy Parkway. Specifically, such areas are at the proposed 500 South interchange and north of Centerville where Legacy Parkway parallels the UPRR. As explained in the response to comment GP-568-1, constructing a six-lane facility is not justified.

Comment Number GP-628-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-630-1

Response See the response to comment GP-743-1.

Comment Number GP-630-2

Response See Master Response 1 in Section 2 of this response to comments volume. See the response to comment GP-975-1.

Comment Number GP-631-1

Response See the response to comment GP-975-1.

Comment Number GP-639-1

Response The needs for Legacy Parkway are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS. The assessment of growth trends is presented in Section 4.1, *Land Use*, of the Supplemental EIS.

Comment Number GP-644-1

Response All the area between Salt Lake City and Ogden is currently open for development and, in fact, is already being developed. There is no new area to open for development. Moreover, future development in any region is a largely a reflection of the economic vitality of the region. As long as the Wasatch Front remains economically active, development will continue. If the economic vitality declines, development will cease and an out-migration of people will occur. Legacy Parkway would have little effect on the economic vitality of the Wasatch Front and, hence, no effect on future regional development.

As discussed in the Section 4.1, *Land Use*, of the Supplemental EIS, people choose to live and work in specific areas for a number of reasons. The amount of time required to travel between their place of residence and place of work is only one of these reasons. Because Legacy Parkway would affect only one of the reasons that people use to choose where they live and work, it would not have a substantial effect on where future development will occur within the Wasatch Front.

As the analysis in Section 4.1.3.1, *Impacts on Cities and Counties*, of the Supplemental EIS indicated, development will occur regardless of whether Legacy Parkway is constructed. Along with that development will come increased demand for movement of goods and people. The alternatives analysis demonstrates that

meeting this demand requires a multi-project solution; no single project will meet this future demand. The commuter rail project between Ogden and Salt Lake City is one component, as is future bus rapid transit in southern Davis County. However, roadway improvements are also needed. Failure to implement this total solution, including constructing the Legacy Parkway, will not stop future development in Davis and Weber Counties; it would, however, result in increasing levels of congestion on I-15 between Ogden and Salt Lake City.

With regard to air quality, see Master Response 3 in Section 2 of this response to comments volume. With regard to induced travel, see the response to comment GP-665-2.

Comment Number GP-644-2

Response The Corps did not present a conclusion about the least environmentally damaging practicable alternative (LEDPA) in the Draft Supplemental EIS because it wanted to present the impact analysis and allow the public to comment before preparing the LEDPA evaluation. The determination of the LEDPA and permit decision will be presented in the ROD. The ROD will be prepared after the Final Supplemental EIS is published and filed. It is noted that the commenter considers a high-speed mass transit system and restrictions to sprawl development as the least damaging alternative. Analysis of the proposed action's effects related to land use and growth trends is presented in Section 4.1, *Land Use*, of the Supplemental EIS. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-646-1

Response The Coalt property encompasses approximately 256 acres, of which approximately 64 acres fall within the proposed Legacy Nature Preserve and approximately 50 acres fall within the footprints of the build alternatives. The property contains both uplands and delineated wetlands. As described in the *Legacy–West Davis Highway, Wetland Delineation Technical Report* prepared for the 2000 Final EIS, the jurisdictional wetland delineation was conducted according to the 1987 *Corps of Engineers Wetlands Delineation Manual*. The wetland delineation was reconfirmed by the Corps for the Supplemental EIS.

The Corps may consider revising portions of the delineation on the basis of new information regarding existing conditions on a case-by-case basis. A property owner or consultant on the owner's behalf can provide new information to the Corps and request a review of the wetland delineation.

Comment Number GP-646-2

Response See the response to comment GP-646-1**.**

Comment Number GP-646-3

Response See the response to comment GP-646-1**.**

Comment Number GP-646-4

Response See the response to comment GP-646-1.

Comment Number GP-646-5

Response See the response to comment GP-646-1.

Comment Number GP-646-6

Response See the response to comment GP-646-1.

Comment Number GP-646-7

Response See the response to comment GP-646-1.

Comment Number GP-646-8

Response See the response to comment GP-646-1.

Comment Number GP-650-1

Response See Master Response 3 in Section 2 of this response to comments volume. See the responses to comments GP-743-1, GP-274-1, and GP-665-2.

Comment Number GP-652-1

Response See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-652-2

Response The Corps did not present a conclusion about the least environmentally damaging practicable alternative (LEDPA) in the Draft Supplemental EIS, because it wanted to present the impact analysis and allow the public to comment before preparing the LEDPA evaluation. The determination of the LEDPA and permit decision will be presented in the ROD. The ROD will be prepared after the Final Supplemental EIS is published and filed. It is noted that the commenter is in favor of mass transit. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number GP-653-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-654-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-665-2.

Comment Number GP-655-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-657-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-658-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-659-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-659-2

Response Land development patterns are established and projected by local cities and counties. Section 4.1.3.3, *Impacts on Growth within and beyond the North Corridor*, of the Supplemental EIS provides a description of how the proposed action could affect population growth and land development in Ogden and other parts of Weber County outside the south Davis County project study area. In addition, the Supplemental EIS addresses growth in the south Davis County study area. All the planning officials in Davis and Weber Counties have stated that the proposed action, when combined with other improvements in the North Corridor (i.e., other components of the Shared Solution), could accelerate the pace of planned growth in the counties, but that (1) in Davis County, the projected growth for 2020 would be approximately the same with or without Legacy Parkway, and (2) in Weber County, it is unlikely that the increase in highway capacity associated with the proposed action would spur additional residential development. Growth inducement south of the study area was not evaluated in the Supplemental EIS because much of the land use south of the study area is currently developed or planned for development. Accordingly, it was assumed that areas south of the study area would experience full build-out regardless of whether the proposed action is constructed.

Comment Number GP-660-1

Response The wildlife technical memorandum and the Supplemental EIS evaluate and describe impacts on wildlife in the project study area and the regional study area, both of which encompass lands beyond the 1,000-foot perimeter borders used in studies conducted for the Final EIS.

Comment Number GP-660-2

Response WFRC conducted a regional (Weber, Davis, and Salt Lake Counties) air quality analysis to evaluate air quality impacts with and without the proposed action. The results of that analysis are shown in Table 4.8-3 in Section 4.8.3.2, *Mesoscale Evaluation*, of the Supplemental EIS. As Table 4.8-3 shows, the proposed action has very little effect on regional air quality: 0–1 percent difference in 2020 between the No-Build Alternative and the build alternatives. Irrespective of the proposed action, air quality is expected to improve in the future due to more efficient vehicles and tighter regulatory controls on emission sources (both mobile and stationary).

Comment Number GP-661-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-661-2

Response Great Salt Lake is not listed as an impaired water for any pollutant in Utah's 2004 303(d) List of Impaired Waters prepared by the Department of Environmental Quality.

Comment Number GP-662-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-663-1

Response See the response to comment GP-975-1.

Comment Number GP-663-2

Response Although there are economic costs associated with increased pollution (e.g., health expenses, pollution control measures, erosion repair), the evaluation of such effects would be highly speculative and the cost of evaluating them excessive. The types of economic costs associated with pollution are very specific to a region and would require a great deal of research and calculation beyond the scope of the proposed action. Under CEQ NEPA regulations (40 CFR 1502.22), when there is incomplete or unavailable information about an impact and the cost of obtaining such information is too high, the agency need not provide it. Accordingly, the project team chose to quantify the approximate level of pollution expected from the sequencing alternatives but not the associated economic costs.

Comment Number GP-665-1

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-665-2

Response The number of accidents is related to the amount of VMT on a roadway; because VMT is projected to increase in the future due to population increase, the number of accidents is likely to increase as well.

The commenter suggests that if Legacy Parkway is not built people will not drive. However, the data contradict this assertion. As discussed in Section B3.4.4, *Unmet and Induced Demand*, of Appendix B, *2020 Travel Demand Analysis*, of the Supplemental EIS, the travel model's elasticity of demand is only 1 percent of total screenline volume. Thus, 99 percent of drivers will drive regardless of whether Legacy Parkway is constructed. See Master Response 7 in Section 2 of this response to comments volume.

The Supplemental EIS analyzes several alternatives to meeting this future travel demand, including transit and non-freeway alternatives. As discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS, neither transit alone nor non-highway alternatives would be able to satisfy the predicted demand. One reason non-highway alternatives were determined not to be reasonable was that more accidents occur on non-highway roadways than on highways. This relationship is shown in Table 1-4 of the Supplemental EIS.

Comment Number GP-665-3

Response Section 4.12.3.2, *Indirect Impacts*, and Section 4.12.3.3, *Impacts on Wetland Functions*, of the Supplemental EIS discuss the effects that the proposed action would have on wetlands adjacent to Legacy Parkway.

Comment Number GP-666-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the responses to comments GP-743-1, GP-274-1, and PT-12-1.

Comment Number GP-668-1

Response See Master Responses 1 and 3 in Section 2 of this response to comments volume. See the response to comment GP-665-2.

Comment Number GP-674-1

Response See the response to comment GP-924-1.

Comment Number GP-675-1

Response See the response to comment GP-924-1.

Comment Number GP-678-1

Response See the response to comment GP-924-1.

Comment Number GP-681-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-684-1

Response See the responses to comments GP-975-1 and PT-12-1.

Comment Number GP-686-1

Response See Master Response 1 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number GP-687-1

Response See the response to comment GP-975-1.

Comment Number GP-690-1

Response See the response to comment GP-924-1.

Comment Number GP-692-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-693-1

Response See the response to comment GP-924-1.

Comment Number GP-698-1

Response See the responses to comments GP-975-1, GP 274-1, and GP-743-1.

Comment Number GP-699-1

Response See Master Response 4 in Section 2 of this response to comments volume. With regard to impacts on wetlands, see the response to comment GP-274-1.

Comment Number GP-701-1

Response The travel demand analysis conducted for the Supplemental EIS suggests that traffic service levels in the North Corridor in 2020 are likely to be similar to those currently experienced on I-15. The analysis also shows, however, that in the absence of the proposed action, congestion on I-15 and local streets in the North Corridor would become much worse than it was prior to the completion of temporary improvements on I-15 several years ago.

Comment Number GP-701-2

Response As described in the introduction to the Supplemental EIS, Section 404 of the CWA prohibits the placement of dredged or fill material into waters of the United States, including wetlands, without first obtaining authorization from the Corps. When processing permit applications, the Corps must ensure that the proposed action is the least environmentally damaging practicable alternative relative to the aquatic ecosystem, does not significantly degrade aquatic resources, complies with the applicable requirements of other statutes, and is not contrary to the public interest. Additionally, the Corps cannot issue a permit for a project if there is a practicable alternative to the proposal that has less adverse impact on the aquatic ecosystem, as long as that alternative does not have other significant adverse environmental impacts.

The Corps will make a decision on the request for modification to UDOT's permit and prepare an ROD explaining how the permit decision was made after the Final Supplemental EIS has been filed.

Comment Number GP-702-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-704-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-706-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-707-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-707-2

Response See the response to comment NG-7-15.

Comment Number GP-708-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-709-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-710-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-710-2

Response Potential impacts on wetland habitat and wildlife resources are discussed in Sections 4.12, *Wetlands*, and 4.13, *Wildlife*, of the Supplemental EIS, respectively. As described in those sections, wetland resources and wildlife habitat in the study area would be both directly and indirectly affected under all the build alternatives. The project proponent is proposing to mitigate these impacts by construction of the proposed Legacy Nature Preserve, which would encompass approximately 2,100 acres on the west side of the build alignments.

Comment Number GP-711-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-712-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-713-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-714-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-715-1

Response As discussed in Section 4.10, *Water Quality*, and Section 4.12, *Wetlands*, implementation of the proposed action would result in some adverse impacts on water quality and on wetlands. However, the project would comply with applicable water pollution and water quality standards, and would include avoidance, minimization, and compensation measures to protect wetlands to the extent possible.

Comment Number GP-716-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-717-2

Response In response to the requests received, the public comment period was extended from February 1, 2005, to March 4, 2005. On March 1, it was extended again, to March 21, 2005. The extensions of the public comment period were covered extensively by local newspapers, television, and radio.

Comment Number GP-718-1

Response The project applicant has proposed the Legacy Nature Preserve to compensate for unavoidable losses of wetlands that would result from the proposed action. The wetland and wildlife habitat functions of the Legacy Nature Preserve are described in Appendix E, *Analysis of the Adequacy of Wetlands and Wildlife Mitigation*, along with a summary of the mitigation policies followed by the Corps. As explained in that report, the federal lead agencies are satisfied by the mitigation provided by the combination of preservation, enhancement, restoration, and creation encompassed in the Legacy Nature Preserve. Additional tables and interpretative text have been added to Section 4.12, *Wetlands*, of the Final Supplemental EIS to illustrate, by wetland class, how wetland functions lost as a

result of the proposed action would be compensated for in the Legacy Nature Preserve.

Comment Number GP-718-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-721-1

Response See the response to comment GP-924-1.

Comment Number GP-722-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-723-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-724-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-724-2

Response All alternatives recommended by the public during the scoping process were evaluated and given full consideration. The UBET Alternative was presented in concept at the January 2005 public hearing and submitted in writing to the agencies in March 2005. Results of the evaluation of the UBET Alternative are presented in Chapter 3, *Alternatives*, of the Final Supplemental EIS.

Comment Number GP-724-3

Response See Master Response 1 in Section 2 of this response to comments volume. With regard to the consideration of transit-oriented development, see the response to comment NG-7-42. See also the response to comment NG-7-57.

Comment Number GP-725-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-726-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-726-2

Response See the response to comment GP-734-3.

Comment Number GP-727-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-727-2

Response The Legacy Parkway project includes a trail system that is intended to address multi-modal transportation needs between Salt Lake and Davis County. In addition, UTA, UDOT, interest groups, and the adjacent communities have proposed a joint development project that would entail construction of a pedestrian/bicycle corridor from West Bountiful to the Roy Area along the D&RG railroad corridor. The D&RG trail would tie into the Legacy Parkway Trail under all the build

alternatives. These trails are intended to accommodate recreational and commuter bicycle traffic needs.

Comment Number GP-727-3

Response It is noted that the commenter is in favor of bicycle routes and mass transit. The proposed Legacy Parkway project, however, is not proposed by UDOT to the exclusion of other strategies for reducing congestion in the North Corridor, such as commuter rail and bus service. Substantial expansion of mass transit, including commuter rail, is an important part of the Shared Solution for addressing mobility needs in the North Corridor in 2020. Planning by UTA and UDOT for the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, a substantially expanded mass transit scenario, and the addition of two lanes—I-15 would still operate at LOS F in 2020.

Comment Number GP-727-4

Response As shown in Figure 2.1-1 of the Supplemental EIS, the bike trail would be separated from Legacy Parkway by a fence and buffer, which would minimize safety concerns and noise and visual impact issues. With regard to sprawl, see Master Response 4 in Section 2 of this response to comments volume. With regard to induced travel, see the response to comment GP-665-2. With regard to the UBET Alternative, see Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-727-5

Response The international importance of the GSLE to migratory birds is discussed in Section 2.4.2, *Existing Distribution and Use of Wildlife Habitats*, of the wildlife technical memorandum and Section 4.13.2.3, *Existing Wildlife in Project Study Area*, of the Supplemental EIS.

Comment Number GP-728-1

Response See Master Response 4 in Section 2 of this response to comments volume. See the responses to comments GP-659-2 and GP-665-2. Analyses in the Supplemental EIS support the argument that Legacy Parkway would relieve projected traffic congestion. Chapter 1, *Purpose of and Need for Action*, of the Supplemental EIS states that the purpose of the proposed action is, among other things, to accommodate present and predicted future travel demand.

Given the relatively few land use changes in the south Davis County communities expected as a result of the Legacy Parkway, it would appear that the No-Build Alternative and the build alternatives would generate about the same fiscal revenues. Most of the points raised in the comment concern land use planning and development in Davis County; such comments are more appropriately directed to local government representatives.

Comment Number GP-728-2

Response The federal lead agencies carefully considered the potential temporal and geographical horizons for assessing environmental impacts. The federal lead agencies selected the 2020 time horizon because this is a Supplemental EIS, providing information in addition to that provided by the Final EIS, which used the

2020 horizon for its analyses. Both the Final EIS and this Supplemental EIS present historic information relative to long-term regional plans, as well as information beyond 2020—specifically, they consider current long range transportation plans, which extend to 2030. For this Supplemental EIS, the federal lead agencies believe they have selected an appropriate period for which reasonable projections can be made concerning project purpose and need, as well as environmental impacts, consistent with NEPA. The geographic boundaries of the impact analysis for the Legacy Parkway Supplemental EIS/Reevaluation comprise a varied, or nested, array of boundaries reflecting zones that relate to particular resources under consideration. Accordingly, the boundaries extend beyond the immediate project footprint and the North Corridor, as appropriate, to consider resources and impacts. For example, the wildlife analysis considered wildlife and impacts within the North Corridor project area, the region, and the GSLE. The air quality analysis addressed both regional air quality and potential local hot spots. In contrast, the archaeological resources analysis addressed the area of potential construction and ground disturbance, as well as noise and vibration for a specific area (the Clark Lane Historic District). These varied geographic and temporal zones reflect reasonable choices to understand potential impacts under NEPA.

Comment Number GP-728-3

Response The Supplemental EIS recognizes that development would likely be different with the proposed action than without it. The federal lead agencies consulted with local governments on projected land use plans, as referenced in Section 4.1.3.1, *Impacts on Cities and Counties*, of the Supplemental EIS. The Supplemental EIS explains that the communities do not expect Legacy Parkway to result in major changes in land use, with the exception of likely development around the proposed interchanges, where the type and timing of development would be different with the proposed action than without it. The Supplemental EIS acknowledges that the timing of projected growth may vary over the period through 2020, with or without the proposed action.

The commenter's projection of 100,000 additional trips per day is not supported by existing data. The Supplemental EIS provides estimates of induced travel based on existing literature and modeling. See the responses to comments GP-665-2 and GP-659-2. The federal lead agencies evaluated three scenarios for level of transit service and multiple combinations of transportation options for the corridor. The federal lead agencies used a robust transit scenario, assuming transit enhancements beyond those projected by WFRC, to generate estimates of mode share between transit and roads. The integration analysis in the Supplemental EIS considered enhanced transit with reasonable land use changes, and the resulting robust transit scenario was used for the sequencing analysis and other forecasting. This analysis is summarized in Section 2.3, *Integration of Legacy Parkway with Mass Transit*, of the Supplemental EIS. The federal lead agencies considered other possible land use scenarios but determined that assuming additional land use changes would not be reasonable. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-728-4

Response The Supplemental EIS travel forecasting uses state-of-the-practice modeling developed by WFRC and reviewed and approved by FTA for analyzing transit demand. It is consistent with modeling performed by WFRC for the environmental

documentation on the North Corridor commuter rail project and the regional long range transportation plan. The modeling accounts for increased congestion and its effects on trip destination choice, mode choice, and time-of-day travel choice. It also accounts for projected changes in automobile fuel and operating costs and changing incomes and demographics within the region. See also Master Response 7 in Section 2 of this response to comments volume.

Comment Number GP-728-5

Response As discussed in the response to comment GP-728-3, Legacy Parkway would have minimal effect on land use in the project study area. The exception is around the proposed interchanges, where a greater concentration of commercial development is expected. This type of development typically generates more revenues than it requires in services. Accordingly, the minor effect of the proposed action on taxes would likely be a beneficial rather than a negative one.

Because Legacy Parkway would have no substantive effects on land use, there is no need to respond to how land use would affect taxes. The North Corridor is undergoing active development and will continue to do so for the next 20 years, regardless of whether Legacy Parkway is constructed.

Comment Number GP-728-6

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume for a discussion of the various land use alternatives considered in the Supplemental EIS and an evaluation of more significant land use change proposed in other comments. Refer to *Evaluation of UBET Proposals for North Corridor Transportation and Land Use* (Fehr & Peers 2005) for further detailed discussion of land use alternatives and broader geographic areas of analysis.

Comment Number GP-729-1

Response The Supplemental EIS shows that all elements of the Shared Solution will be needed by 2020 to prevent I-15 from operating at an unacceptable level of service. Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS shows that constructing Legacy Parkway as soon as possible is necessary to avoid significant adverse impacts on the public.

Comment Number GP-729-2

Response The need for Legacy Parkway and the Shared Solution is not based on congestion during a single peak hour, but on providing acceptable LOS on average for the full three-hour peak period. Projected growth in traffic over the next 15 years indicates that congestion on I-15 will increase to exhibit LOS F conditions for a full 3 hours every afternoon (see Table 1-3 in the Supplemental EIS). Similar conditions are expected to prevail for approximately 3 hours each morning. Moreover, without a secondary route, accident-related delays will continue to have a considerable impact on travel through the corridor and will become increasingly pronounced during periods of heavy use.

Comment Number GP-729-3

Response Because the analysis in the Supplemental EIS is based on data and forecasting rather than anecdotal reporting, literature concerning perceptions of traffic congestion was not relevant to the project purpose and need.

Comment Number GP-729-4

Response Because the analysis in the Supplemental EIS is based on data and forecasting rather than anecdotal reporting, literature concerning perceptions of traffic congestion was not relevant to the project purpose and need.

Comment Number GP-729-5

Response See the response to comment GP-729-3. Travel surveys conducted in November 2004 and January 2005 along I-15 indicate that the average travel speed northbound through the North Corridor is 64 mph in the p.m. peak period. In 2020 under the No-Build Alternative, the average travel speed through the corridor is forecast to be approximately 50 mph in the p.m. peak period, based on LOS F travel speeds (Highway Capacity Manual, 2000, page 23-4).

Comment Number GP-729-6

Response Several state agencies—Utah Department of Public Safety, UDOT, and the Utah Highway Patrol—work closely together to promote education and ensure enforcement of regulations on the state highway system. Community outreach campaigns include Drive Alive…Arrive Alive, Schools Open…Drive Carefully, Buckle Up for Love, Operation Lifesaver, National Walk our Children to School Day, Click It or Ticket, Youth Couth Program, Cops in Shops, Buckle Up America, Operation Combined Accident Reduction Effort (C.A.R.E), Truckers-n-Troopers, and others.

According to the Utah Department of Public Safety 2003 Crash Summary Statistics, measurable progress has been made to reduce motor vehicle crashes in Utah, with a steady decline in the injury and fatal crash rates since 1971. These reductions can be attributed to a variety of factors, including those listed below.

- Statewide and local traffic safety programs that have increased awareness of traffic safety issues.
- Legislation mandating seatbelt use, graduated driver licensing, and enhanced penalties for impaired driving.
- Aggressive media and enforcement programs targeting driver behavior.
- Improved engineering of roadway infrastructure.
- Advanced engineering to provide safer motor vehicles and improve crash survivability.

The personal and socioeconomic effect of motor vehicle crashes is a continuing concern in the state of Utah, with special focus on reducing the tragedy of injury and death. In 2003, Utah made notable progress over 2002 statistics, as shown below.

- Utah experienced a 4 percent reduction in the rate of motor vehicle crashes, resulting in a 5 percent reduction in the rate of injured persons.
- Approximately 15 percent of motor vehicle crashes in Utah involved alcohol or other drugs; this was the lowest percentage in 10 years.
- Teenage-driver crashes dropped to 28 percent, a 10-year low;
- The rate of speed-related crashes decreased 3 percent.

The National Highway Traffic Safety Administration reports that in 2002, Utah's fatality rate per 100 million VMT was 1.34, below the national average of 1.51. This corresponds to a fatality rate of 14.15 per 100,000 population, which is less than the national average of 14.93. In 2003, Utah's fatality rate was 1.29 per 100 million VMT, less than the national average of 1.48. This corresponds to a fatality rate of 13.14 per 100,000 population, which is less than the national average of 14.66 (National Highway Traffic Safety Administration. 2005. Utah Toll of Motor Vehicle Crashes 2002. Available: http://www.nhtsa.dot.gov/STSI/State_Info.cfm?Year=2002&State=UT&Accessible=0. Last revised August 2005).

Comment Number GP-730-1

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-730-2

Response UDOT has never claimed that Legacy Parkway would curb development; to the contrary, UDOT has indicated that the proposed action would have little overall effect on future development. See the analysis in Section 4.1.3.1, *Impacts on Cities and Counties*, of the Supplemental EIS; also see the response to comment GP-728-3.

Moreover, UDOT recognizes that the North Corridor is being rapidly developed and that, as projected by WFRC, it will essentially be fully developed by 2020. This understanding led UDOT and the federal lead agencies to propose mitigation in the form of acquisition and preservation of about 2,100 acres west of the highway. Without Legacy Parkway and the associated Legacy Nature Preserve, much of this acreage would be developed. Accordingly, only in this context does UDOT believe that Legacy Parkway would affect future development.

With regard to induced growth, see the response to comment GP-659-2.

Comment Number GP-730-3

Response While it is true that the character of many areas in the vicinity of Salt Lake City will be changed over time through continued development, the evidence suggests that this development will be the result of continued economic growth in the Wasatch Front and will occur with or without construction of the proposed action. See the response to comment GP-644-1.

Comment Number GP-730-4

Response See the response to comment GP-659-2.

Comment Number GP-730-5

Response UDOT has informed the federal lead agencies of its belief that adequate funds exist to maintain existing roads.

Comment Number GP-731-1

Response See the response to comment PT-12-1.

Comment Number GP-731-2

Response Existing local land use plans and regional transportation plans are based on demographics developed by the state demographer's office and WFRC. These plans are usually for a 30-year planning horizon.

Comment Number GP-731-3

Response As described in Section 4.19, *Energy*, of the Supplemental EIS, VMT in the study area in 2020 under both No-Build and build conditions are projected to increase by approximately 47 to 48 percent over 2001 levels. Related energy consumption is projected to increase by approximately 11 percent over the next 20 years. The difference in daily energy consumption between the proposed build alternatives and the No-Build Alternative is 81 million Btu (0.005 percent), and the difference in daily fuel consumption is 641 gallons (0.005 percent). This slightly higher energy usage under the build alternatives would result from the added traffic capacity provided by the build alternatives. The difference in energy usage is relatively small because the added traffic capacity of the build alternatives would decrease the energy consumption of individual vehicles by increasing average speeds and smoothing traffic flows. Although the No-Build Alternative in 2020 results in lower VMT than the build alternatives, congestion and stop-and-go traffic would increase energy usage in the study area.

Comment Number GP-733-1

Response The project study area contains many diverse types of wetlands. Additional information on this subject may be found in the *Legacy Parkway Wetlands Delineation Technical Report*.

Comment Number GP-733-2

Response Federal laws and policies require that applicants for Section 404 permits minimize impacts on wetlands. The median was designed to minimize impacts on wetlands to the extent practicable. (See Section 2.1.2.2, *Median Width Evaluation*, of the Supplemental EIS for a discussion of the median for the proposed action.) Other measures to minimize impacts on wetland cover types and their functions are described in Sections D1, *Wetland Classes and Cover Types*, and D2, *Wetland Functions*, of Appendix D, *Wetlands Functional Assessment*.

Comment Number GP-734-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-734-2

Response Public transit is an important part of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, a substantially expanded mass transit scenario, and the addition of two lanes—I-15 would still operate at LOS F in 2020.

Comment Number GP-734-3

Response Although some developers have likely acquired land under the assumption that its value would increase with construction of the proposed action, such activities are

unconnected with the federal lead agencies' decision regarding the construction of Legacy Parkway. The need for Legacy Parkway is explained in Chapter 1, *Purpose of and Need for Action*, of the Supplemental EIS; future development is discussed in the responses to comments GP-728-3 and GP-730-4.

Comment Number GP-735-1

Response See the response to comment PT-12-1.

Comment Number GP-736-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-736-2

Response UDOT, the project proponent, proposes to construct a trail within the Legacy Parkway right-of-way. The trail system has been designed to help meet multi-modal transportation needs and to add amenities and recreation opportunities to the area. The trail provides additional capacity for alternate modes (walking and bicycling); this additional capacity contributes to the proposed action's ability to address transportation needs. Alternative locations (outside the Legacy Parkway right-of-way) for the trail were not addressed in the Supplemental EIS because the trail is an integral part of Legacy Parkway. For additional information about the location of the Legacy Parkway trail, see Section 3.3.4, *Alternatives without Trail Component or Separate Trail Facility*, of the Supplemental EIS.

Comment Number GP-737-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-738-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-739-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-741-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-743-1, GP-274-1, and GP-75-1.

Comment Number GP-742-1

Response The analyses in Chapter 1, *Purpose of and Need for Action*, and Chapter 3, *Alternatives*, document that both mass transit and Legacy Parkway are needed, along with reconstruction of I-15, to meet the need to move people and goods through the North Corridor between now and 2020.

Comment Number GP-742-2

Response All reasonable measures were taken in the Legacy Parkway planning process to balance the needs of the environment and the cost to local communities. The environmental commitment is evidenced by Legacy Parkway's function as a barrier between development on the east and the Legacy Nature Preserve on the west. The establishment of the Legacy Nature Preserve and the concomitant protection of lands from future development represent a high level of cooperation and compromise by the communities.

Comment Number GP-742-3

Response In accordance with NEPA, the federal lead agencies preparing the EIS for Legacy Parkway must consider how the proposed action would affect the quality of the human environment. NEPA broadly defines the human environment to include many different aspects of the natural environment, built environment, and human health. Chapter 4, *Supplemental Environmental Analysis*, of the Supplemental EIS describes each of the resource areas that were evaluated and considered in assessing the potential impacts of the proposed action. Section 4.12, *Wetlands*, and Section 4.13, *Wildlife*, address only two of the resource areas considered in the Supplemental EIS.

Comment Number GP-742-5

Response A discussion of population growth and travel demand is included in Chapter 1, *Purpose and Need*, of the Supplemental EIS.

Comment Number GP-742-6

Response Section 4.1, *Land Use*, of the Supplemental EIS presents land use data for the North Corridor. The population of Davis County is projected to continue to increase at an annual rate of 1.8 percent between 2002 and 2020. Land use is planned and managed by local agencies, as indicated in the Supplemental EIS.

Comment Number GP-742-7

Response A description of the proposed 2,098-acre Legacy Nature Preserve mitigation site is presented in Section 4.12.3.4, *Mitigation Measures*, and 4.13.3.14, *Mitigation Measures*, of the Supplemental EIS. The proposed mitigation site includes approximately 800 acres of wetlands. A discussion of the evaluation of the D&RG Corridor Alternatives is presented in Section 2.2, *Denver & Rio Grande Corridor Evaluation*, of the Supplemental EIS. Redwood Road Alignment Alternatives were evaluated and presented in Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number GP-742-8

Response The character of wildlife habitats in the project study area is discussed in Section 4.13.2.5, *Existing Conditions Related to Wildlife Habitats in Project Study Area*, of the Supplemental EIS. These areas do provide some valuable habitat for numerous wildlife species. The species associated with each habitat type that occur or could potentially occur within the project study area are identified in Tables 4-13-1a and b of the Supplemental EIS.

Comment Number GP-742-9

Response The Supplemental EIS recognizes the future existence of these projects, as well as others, through the analysis of future travel demand in the North Corridor.

Comment Number GP-742-10

Response A description of the impacts on the communities from the loss of developable lands is included in Section 4.5 (pages 4-47 to 4-66) of the Final EIS. The developable land east and west of Legacy Parkway is shown on page 4-50 of the Final EIS. The information presented in the Final EIS has not changed significantly. A summary of these impacts is included in Chapter 3, *Alternatives*, Section 4.5, *Economics*, and Section 4.3.3.3, *Neighborhood and Community Cohesion*, of the Supplemental EIS.

Comment Number GP-742-11

Response The proposed Legacy Parkway would provide a continuous, high-speed, north-south route through Davis County.

Comment Number GP-742-12

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-742-13

Response Table 4-10a in the Final EIS summarizes impacts on developable uplands in the study area that would occur under Alternatives A, B, C, and D. Although the right-of-way width of the proposed build alternatives evaluated in the Supplemental EIS was reduced due to changes in the median width (see Section 3.4.2, *Modified Build Alternatives A, B, C, and D/E*, of the Supplemental EIS), the information in Table 4-10a and the supporting discussion on pages 4-47 and 4-48 of the Final EIS have not significantly changed. Section 4.3.3.3, *Community Concerns about Build Alternatives*, of the Supplemental EIS summarizes this information from the Final EIS, and includes a discussion on community concerns specific to the relocation of current businesses and residents, loss of developable uplands and tax base, fragmentation of remaining developable uplands, effects on emergency services, and impacts on neighborhood and community cohesion.

Comment Number GP-742-14

Response Community desires such as those expressed by the commenter played a large role in the decision to use a berm for visual and acoustical buffering.

The Redwood Road alignment was examined but was determined to have insufficient capacity to meet the purpose and need of the project. See Section 3.2.1, *Criteria for Evaluating Additional Alternatives*, of the Supplemental EIS. The possibility of separating the trail from the Legacy Parkway right-of-way was examined in detail in Section 3.3.4, *Alternatives without Trail Component or Separate Trail Facility*, of the Supplemental EIS and rejected for the reasons stated therein. An alternative without the trail was evaluated in the right-of-way issues analysis to determine the effect the trail has on wetland impacts. It was determined that there was not a substantial impact from the trail; consequently, an alternative trail location was not carried forward for further analysis.

Comment Number GP-742-15

Response As described in Section 4.12.3.4, *Mitigation Measures*, of the Supplemental EIS, the areal extent of the proposed Legacy Nature Preserve was determined after publication of the Final EIS by the federal lead agencies, project applicant, and resource agencies (e.g., USFWS and EPA) on the basis of the results of the wetlands functional assessment, application of established federal wetland mitigation-to-impact ratios, and additional considerations relative to wetland and wildlife habitat impacts. The timing of proposed impacts associated with construction of the Legacy Nature Preserve (i.e., advanced mitigation) was not a factor considered by the federal lead agencies when determining the areal extent of the proposed mitigation site.

As described in Section 4.12.1.1, *Wetland Delineation and Reverification*, of the Supplemental EIS, approximately half the wetlands in or intersected by the right-of-way of Alternative D (Final EIS Preferred Alternative) were entirely or partially

filled prior to the court-ordered suspension of construction activities associated with the Legacy Parkway project. Accordingly, not all the mitigation activities on the Legacy Nature Preserve have occurred prior to project impacts associated with the proposed action. In any case, the federal lead agencies will make a determination on the disposition of the Legacy Nature Preserve after a decision on the Final Supplemental EIS has been made.

Comment Number GP-742-16

Response The Supplemental EIS generally recognizes the impacts on the traveling public that would result from not constructing Legacy Parkway by quantifying the congested conditions that would exist under the No-Build Alternative. The costs to the traveling public are specifically determined in the sequencing analysis, which is summarized in Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS. Further, by supporting the mass transit component of the Shared Solution, the federal lead agencies recognize the need to provide more transportation choices for travel in and through the North Corridor.

Comment Number GP-743-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. With regard to the wildlife habitat affected by construction of the proposed action, an analysis of wildlife impacts is presented in Section 2.5, *Wildlife Issues*, and Section 4.13, *Wildlife*, of the Supplemental EIS. In summary, it was concluded that, while some habitat would be lost as a result of the proposed action, there would not be a significant overall impact on wildlife.

Comment Number GP-743-2

Response See the response to comment GP-303-1.

Comment Number GP-744-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-715-1.

Comment Number GP-745-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-746-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the response to comment GP-743-1.

Comment Number GP-747-2

Response With regard to the need for the project, see the response to comment GP-975-1. As stated in Section 1.2.3, *Definition of the Shared Solution*, the Shared Solution includes the expansion of and incorporation of HOV lanes into I-15. UDOT is assessing improvements to I-15 at Beck Street but, as explained in the Supplemental EIS, improvements to I-15 without construction of Legacy Parkway would not meet the project purpose and need.

Comment Number GP-747-3

Response The Supplemental EIS addresses decreased air quality resulting from exhaust emissions and tire and pavement wear in Section 4.8, *Air Quality*, of the

Supplemental EIS. Noise impacts are addressed in Section 4.9, *Noise*, of the Supplemental EIS. Also, see Master Responses 3 and 4 in Section 2 of this response to comments volume.

Because the land around the Legacy Parkway interchanges is privately owned, development cannot be prohibited. The type of development is under the control of the cities and county. The federal lead agencies rely on information from these local governments concerning projected land uses. The comment suggests that the land through which Legacy Parkway would pass would not be developed if Legacy Parkway were not constructed. However, most of this land will be developed regardless of whether the proposed action is constructed. All the cities in the North Corridor have stated that this area will develop under both the build and No-Build scenarios. Section 4.1, *Land Use*, of the Supplemental EIS describes environmental consequences associated with both the No-Build Alternative and the build alternatives. Although development around the four interchanges would be different with the proposed action than without it, much of the remaining area would likely develop along similar lines under both scenarios. However, because approximately 2,100 acres of land would be preserved from development in the Legacy Nature Preserve as part of the proposed action, development would likely be more extensive under the No-Build Alternative than under the build alternatives.

Comment Number GP-747-4

Response See the response to comment GP-975-1.

Comment Number GP-749-1

Response Maps of the alternatives examined in the Supplemental EIS are available for review on UDOT's website at <http://www.udot.utah.gov/index.php/m=c/tid=1090/> and on the Corps' website at <http://www.spk.usace.army.mil/projects/regulatory/legacyparkway/news/DSEIS.pdf>.

Comment Number GP-750-1

Response The needs addressed by Legacy Parkway, including the need for an alternate route, are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-750-2

Response The needs addressed by Legacy Parkway, including the need to limit diversion of through-corridor traffic onto local streets, are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-750-3

Response The needs addressed by Legacy Parkway are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-750-4

Response See the response to comment GP-245-1.

Comment Number GP-750-5

Response The needs addressed by Legacy Parkway, including the need for an alternate route, are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-750-6

Response The federal approval process is designed to ensure that federal decision makers reach a decision that considers all factors and is defensible. While these considerations include local community issues, they also include other factors that have been identified by Congress. In some cases, including Legacy Parkway, this process adds time and cost to the proposed action.

Comment Number GP-751-1

Response See the response to comment GP-750-1.

Comment Number GP-751-2

Response See the response to comment GP-750-2.

Comment Number GP-751-3

Response See the response to comment GP-750-3.

Comment Number GP-751-4

Response See the response to comment GP-750-4.

Comment Number GP-751-5

Response See the response to comment GP-750-5.

Comment Number GP-751-6

Response See the response to comment GP-750-6.

Comment Number GP-752-1

Response See the response to comment GP-750-1.

Comment Number GP-752-2

Response See the response to comment GP-750-2.

Comment Number GP-752-3

Response See the response to comment GP-750-3.

Comment Number GP-752-4

Response See the response to comment GP-750-4.

Comment Number GP-752-5

Response See the response to comment GP-750-5.

Comment Number GP-752-6

Response See the response to comment GP-750-6.

Comment Number GP-753-1

Response A major incident, such as a chemical spill, could conceivably shut down both Legacy Parkway and I-15 if it occurred in the area where the two facilities are nearest one another. However, such an occurrence would likely only result from an event involving an aerial emission, because a liquid spill on one highway would be unlikely to threaten the other. Moreover, only the portion of Legacy Parkway between Centerville and Farmington shares the same corridor with I-15. UDOT proposed the alignment of Legacy Parkway in this segment to avoid impacts on the Farmington Bay Waterfowl Management Area and to minimize impacts on wetlands.

Comment Number GP-754-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-757-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-757-2

Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-759-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-760-1

Response UDOT initially considered three alternatives—Antelope Island, Trans-Bay, and Farmington Bay—that would have required the type of bridging that the comment cites. In addition to causing substantial environmental impacts, these alternatives would have cost considerably more than the estimated cost for Legacy Parkway. While the wetlands affected by the proposed action are important and should be avoided to the extent practicable, the Corps and FHWA have determined that bridging these resources is not economically justified.

Comment Number GP-761-1

Response Chapter 3, *Alternatives*, of the Supplemental EIS provides detailed explanations of the build alternative alignments. The estimated timeline for construction of Legacy Parkway cannot be projected with any certainty until the approval process has been completed. Because Legacy Parkway would be a controlled access roadway, there would be no stoplights.

Comment Number GP-762-1

Response With regard to alternatives to the proposed action, see Master Response 1 in Section 2 of this response to comments volume. With regard to transit, see the response to comment PT-12-1. With regard to impacts on air quality, see Master Response 3 in Section 2 of this response to comments volume.. With regard to impacts on wetlands, see the response to comment GP-474-1.

Comment Number GP-763-1

Response The agencies analyzed the impact of the proposed action on fuel consumption. See Section 4.19, *Energy*, of the Supplemental EIS. With regard to transit, see Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-764-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-769-1

Response See the response to comment GP-924-1.

Comment Number GP-770-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-771-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-774-1

Response Legacy Parkway is intended to help serve projected future transportation needs in the North Corridor. It has logical termini and independent utility. Any additional transportation improvements north or south of the proposed action would require separate environmental evaluations.

Comment Number GP-776-1

Response While truck traffic would comprise a significant amount of the total traffic on Legacy Parkway, passenger cars would constitute the preponderance of traffic. See the response to comment GP-197-1.

Comment Number GP-777-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-780-1

Response As stated in Section 4.12, *Wetlands*, the Alternative B alignment would result in greater impacts on wetlands than Alternatives A or E.

Comment Number GP-780-2

Response Mosquitoes typically breed in areas that have standing water for extended periods of time. The Legacy Parkway project would affect approximately 3 acres of marsh-type wetlands with standing water. The other types of wetlands affected by the proposed action do not support standing water for extended periods. Due to the small area of marsh wetlands to be filled, the proposed action is not anticipated to result in a reduction in mosquito breeding, mosquito abatement needs, or taxes.

Comment Number GP-782-1

Response An alignment using Antelope Island would eliminate the potential for a major incident on either I-15 or Legacy Parkway to cause the other facility to be shut down. This alternative was considered in the original EIS. It was eliminated from detailed consideration because of high costs and high wetland impacts. Section 2.3.2 of the Final EIS contains more detail on the evaluation of this alignment. Also, Table 3-1 of the Supplemental EIS contains updated costs for the Antelope Island Alternative, which would be more than three times the cost of the proposed action. Despite its advantages regarding the effects of a potential chemical spill, the

high costs and the high level of wetland impacts make the Antelope Island alignment an unreasonable alternative.

Comment Number GP-784-1

Response The needs addressed by Legacy Parkway, including the need to relieve congestion and the need for an alternate route, are presented in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-786-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-787-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-788-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-794-1

Response See the response to comment GP-924-1.

Comment Number GP-796-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-797-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-799-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-800-1

Response The Shared Solution includes plans to increase mass transit.

Comment Number GP-802-1

Response See the response to comment GP-975-1.

Comment Number GP-802-2

Response The cost estimates presented are for construction costs, or the cost to build the facility. Because costs associated with unexpected events such as accidents can vary widely and reflect a very small portion of the overall project costs, such costs have not been included in the estimates. UDOT cannot pay the highway patrol to provide service or additional patrols. For this reason, no cost can be added to the estimates for such service.

Comment Number GP-805-1

Response See the response to comment GP-301-3.

Comment Number GP-808-1

Response See the response to comment GP-903-1.

Comment Number GP-810-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-811-1

Response See the response to comment GP-924-1.

Comment Number GP-812-1

Response See the response to comment GP-924-1.

Comment Number GP-813-1

Response See the response to comment GP-924-1.

Comment Number GP-814-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-818-1

Response See the response to comment GP-583-2.

Comment Number GP-820-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-822-1

Response See the response to comment GP-924-1.

Comment Number GP-827-1

Response See Master Responses 1 and 3 in Section 2 of this response to comments volume.

Comment Number GP-828-1

Response With regard to wildlife impacts, see the response to comment GP-743-1. The impacts on farmland of implementing the proposed action are addressed in Section 4.2.3, *Environmental Consequences and Mitigation Measures*, of the Supplemental EIS.

Comment Number GP-833-1

Response See the response to comment GP-924-1.

Comment Number GP-837-1

Response See the response to comment GP-924-1.

Comment Number GP-840-1

Response See Master Responses 1 and 3 in Section 2 of this response to comments volume.

Comment Number GP-846-1

Response See the response to comment GP-924-1.

Comment Number GP-853-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-855-1

Response See the response to comment GP-924-1.

Comment Number GP-857-1

Response See the response to comment GP-924-1.

Comment Number GP-862-1

Response See the response to comment GP-924-1.

Comment Number GP-865-1

Response The Supplemental EIS presents information to assist the federal lead agencies in making final decisions regarding Legacy Parkway. The federal lead agencies must make independent decisions in accordance with the law, rather than decide on the basis of a majority or minority view.

Comment Number GP-870-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-876-1

Response See the response to comment GP-975-1.

Comment Number GP-877-1

Response See Master Response 4 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-878-1

Response The impacts associated with construction of Legacy Parkway as well as the benefits associated with establishment of the Legacy Nature Preserve are evaluated in detail in Chapter 4, *Supplemental Environmental Analysis*, of the Supplemental EIS. While the proposed action would not eliminate future congestion problems, it would ameliorate them to a considerable degree. Analysis indicates that the No-Build Alternative would result in substantially worse congestion than current conditions. As explained in the response to comment GP-644-1, development will continue in Davis and Weber Counties at a similar level under both the build and No-Build Alternatives. See Master Response 4 in Section 2 of this response to comments volume.

Comment Number GP-883-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-884-1

Response See the response to comment GP-924-1.

Comment Number GP-885-1

Response Despite recent increases in fuel prices, there is no evidence that these increases have had any effect on vehicle usage. Traffic volumes in the Wasatch Front are still meeting or exceeding projections. Consequently, UDOT must assume that, for the foreseeable future, travel demand will remain sufficiently high to require the development of projects like Legacy Parkway and the reconstruction of I-15.

Comment Number GP-886-2

Response The federal lead agencies consider all substantive comments received on the Draft Supplemental EIS, regardless of where the commenter resides.

Comment Number GP-887-1

Response See Master Responses 2, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-888-1

Response See the response to comment GP-924-1.

Comment Number GP-889-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-894-1

Response The Supplemental EIS transit forecasts for the North Corridor are consistent with transit use measured in comparable corridors in other cities. The Supplemental EIS indicates that about 25 percent of downtown commuters from the North Corridor would use transit. This forecast is comparable to current transit shares for larger western cities: 35 percent for Denver, 18 percent for San Diego, and 31 percent for Portland. Conversely, many North Corridor travelers are not bound for downtown Salt Lake; accordingly, the average mode share for all travelers crossing the Woods Cross screenline is projected at 5– 6 percent.

As discussed in Appendix B, *2020 Travel Demand Analysis*, Section B3.4.4, *Unmet and Induced Demand*, of the Supplemental EIS, adoption of the entire maximum future transit scenario described in the Supplemental EIS without Legacy Parkway would result in congestion in the corridor sufficient to cause some travelers to cancel their trips. Compared with the Shared Solution (comprising commuter rail, I-15 HOV lanes, and Legacy Parkway), the highway congestion experienced under the No-Build Alternative (commuter rail only) would suppress overall travel in the corridor by all modes by 2 to 3 percent.

These mode shifts and vehicle reductions would not allow the corridor to operate at an acceptable LOS and would accordingly fail to meet the project purpose and need.

Comment Number GP-897-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. With regard to air emissions, see Master Response 3 in Section 2 of this response to comments volume. With regard to mass transit, see the response to comment PT-12-1.

Comment Number GP-899-1

Response The commenter's support of the Legacy Parkway project is noted.

As proposed, Legacy Parkway would be a four-lane, limited-access, divided highway, extending 14 miles from I-215 in Salt Lake City north to I-15 and US-89 in Farmington. The right-of-way for the roadway has been narrowed since the 2000 Final EIS to minimize potential impacts on sensitive environmental and social resources.

There is an existing truck stop located near the southern end of the project at Redwood Road off I-215. Additional opportunities exist for private development of truck stops near the proposed interchange locations along Legacy Parkway at 500 South and Parrish Lane. Private developers have the opportunity to work with local municipal agencies in pursuing future facilities in these interchange locations that would be compatible with Legacy Parkway.

Locations for rest stops are typically considered along long stretches of highways where interchanges are spaced far apart and the adjacent land use is generally undeveloped. Because Legacy Parkway would be a relatively short stretch of new roadway and viable rest stop locations along the roadway are restricted by the limited available right-of-way, it is recommended that rest stops not be included in the Legacy Parkway design. However, local land use planners and developers could work together to explore truck stop opportunities near interchange locations.

Comment Number GP-901-1

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the responses to comment PT-12-1.

Comment Number GP-902-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-903-1

Response With regard to other alternatives, see Master Response 1 in Section 2 of this response to comments volume. With regard to mitigation, UDOT is acquiring the 2,098-acre Legacy Nature Preserve as mitigation for the anticipated direct and indirect impacts of the proposed Legacy Parkway. The Legacy Nature Preserve would preserve the wetlands on this acreage; in addition, wetland restoration and enhancement has occurred and would continue to be carried out in the preserve area. Many wetland functions after restoration and enhancement would be greater than those lost through construction of the proposed action.

Comment Number GP-906-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-910-1

Response See the response to comment GP-301-3.

Comment Number GP-911-1

Response See the response to comment GP-924-1.

Comment Number GP-913-1

Response With regard to wildlife impacts, see the response to comment GP-743-1. Section 4.10, *Water Quality*, of the Supplemental EIS addresses potential impacts on water quality. The project would comply with laws and permits addressing water quality.

Comment Number GP-914-1

Response See the response to comment GP-924-1.

Comment Number GP-916-1

Response Analysis of the direct, indirect, and cumulative impacts on wildlife that would result from construction and operation of Legacy Parkway is presented in both the wildlife technical memorandum and the Supplemental EIS. See the response to comment GP-231-1.

Comment Number GP-917-1

Response See the response to comment PT-12-1.

Comment Number GP-918-1

Response See Master Response 1 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number GP-919-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-921-1

Response See Master Responses 3, 4, and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-922-1

Response See the response to comment GP-924-1.

Comment Number GP-923-1

Response See the responses to comments GP-975-1 and GP-75-1.

Comment Number GP-924-1

Response The need for an alternate route in the case of an accident on I-15 is one of the purposes of the proposed action, as described in Chapter 1, *Purpose of and Need for Action*, of the Supplemental EIS. The need for an alternate route, and specifically the need to accommodate through-corridor traffic and safety issues associated with the need to limit diversion of through-corridor traffic onto local streets, is addressed in Section 1.2.4, *Needs Addressed by Legacy Parkway Project*, of the Supplemental EIS.

Comment Number GP-925-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-926-1

Response See the response to comment GP-924-1.

Comment Number GP-927-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-931-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-935-1

Response As noted in the Section 404 permit modification application, UDOT believes that the mitigation included in its application is adequate. The Corps, however, will make the final determination on the adequacy of wetland mitigation in its permit decision following completion of the Final Supplemental EIS.

Comment Number GP-935-2

Response Analysis conducted on fill placed after publication of the 2000 Final EIS has determined that subsurface flows are affected when embankment heights are greater than 10 feet. As discussed in Section 4.10.3.2, *Surface Water Quality*, in the Supplemental EIS, this impact would be mitigated by installation of groundwater conveyance structures to allow shallow groundwater to pass Legacy Parkway unimpeded in locations where embankment heights exceed 10 feet. UDOT's standard maintenance procedures include maintaining culverts and oil water separators.

Comment Number GP-936-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-937-1

Response See the responses to comments PT-54-1, GP-274-1, and GP-975-1.

Comment Number GP-941-1

Response See Master Response 4 in Section 2 of this response to comments volume. See the response to comment GP-975-1.

Comment Number GP-943-1

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-944-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-953-1

Response See Master Response 3 in Section 2 of this response to comments volume. See also the responses to comments GP-665-2 and GP-975-1.

Comment Number GP-954-1

Response See the response to comment GP-924-1.

Comment Number GP-955-1

Response See the response to comment GP-924-1.

Comment Number GP-964-1

Response See the response to comment GP-924-1.

Comment Number GP-967-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number GP-969-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-970-1

Response With regard to transit, see the response to comment PT-12-1. With regard to impacts on wetlands, see the response to comment GP-474-1. With regard to the UBET Alternative, see Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-971-2

Response See the response to comment GP-924-1.

Comment Number GP-972-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-974-1

Response As proposed, Legacy Parkway would be a controlled-access facility, with only two access points between the I-215 and I-15 interchanges: at 500 South and Parrish Lane. Some development would occur around these interchanges as a direct result of the road; however, most of the development in the North Corridor will occur regardless of whether the proposed action is constructed. See the response to comment GP-644-1. In addition to Legacy Parkway, commuter rail and expansion of the existing I-15 are important components of the Shared Solution that will address mobility needs in the North Corridor in 2020.

Comment Number GP-974-2

Response Section 4.12.3.4, *Mitigation Measures*, of the Supplemental EIS describes the measures proposed to mitigate impacts on wetland resources associated with implementation of the build alternatives. These mitigation measures include creation of a Legacy Nature Preserve, which, under Alternative E, would encompass approximately 2,100 acres. The specific restoration and enhancement measures proposed for the Legacy Nature Preserve are also described in Section 4.12.3.4.

Comment Number GP-975-1

Response The Supplemental EIS analysis considered expanding and improving existing roads. The analysis concluded that no alternative other than construction of additional roadway lanes could meet 2020 transportation demand. This conclusion includes alternatives such as the UBET Alternative, which entails enhanced transit, the construction of two additional lanes on I-15, and the expansion and enhancement of Redwood Road. See Master Responses 5 and 6 in Section 2 of this response to comments volume. Also see Section 3.1, *Summary of Alternatives*

Presented in Final EIS, and Section 3.2, *Additional Project Alternatives Evaluated in This Supplemental EIS but Eliminated from Detailed Study*, of the Supplemental EIS.

Comment Number GP-979-1

Response National statistics and recent research contradict the opinion set forth in the comment. Growth in VMT has outpaced growth in capacity in most U.S. urban areas. Research studies on the relationships have found that there is a modest correlation between the location of a major road improvement and subsequent growth of the area. However, growth and development are more directly a function of regional economic health; prior growth rates; available land; zoning; utility, sewer, and water provision; tax rates; income; crime rates; and schools and housing policies. The WFRC travel model used in the Supplemental EIS analysis reflects the extent to which there is an actual relationship between additional roadway capacity and additional propensity to travel. The model includes feedback loops and adjustments to simulate driver behavior and reaction to congestion. These adjustments produce a small decrease in number of trips as congestion increases. As discussed in Section B3.4.4, *Unmet and Induced Demand*, of Appendix B, *2020 Travel Demand Analysis*, of the Supplemental EIS, congestion in the North Corridor under the No-Build and Maximum Future Transit Alternatives would suppress vehicle demand in the corridor by 2 to 3 percent. This traffic reduction is not sufficient to allow either the No-Build or Maximum Future Transit Alternatives to meet project purpose and need. See Master Response 7 in Section 2 of this response to comments volume.

Comment Number GP-979-2

Response The data and information substantiating the need for the proposed action were reevaluated since publication of the previous Final EIS. That updated information is presented in Chapter 1, *Purpose of and Need for Action*, of the Supplemental EIS.

Comment Number GP-979-3

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-980-1

Response Section 1.1.3, *Purpose of Legacy Parkway Project*, of the Supplemental EIS indicates that the primary purpose of the proposed action is to help meet existing and projected travel demand through 2020 in the North Corridor. It is UDOT's policy to maintain at least LOS D in the peak period on I-15, consistent with the purpose of and need for Legacy Parkway. The traffic modeling conducted for the Supplemental EIS is based on the WFRC travel demand model (version 3.2), which was released in February 2004. Results from the travel demand model indicate that I-15 currently operates at LOS D; under the No-Build Alternative it will deteriorate to LOS F by 2020. As the existing condition falls below LOS D, additional capacity will be needed. Figure 3-3 in the Supplemental EIS illustrates that the Shared Solution is the only feasible remedy that satisfies the future travel demand in the North Corridor by providing adequate capacity to maintain an acceptable LOS on I-15 in 2020.

Comment Number GP-980-2

Response As discussed in Master Responses 1, 5, and 6 in Section 2 of this response to comment volume, all modes of transit, including rail, even when combined with increased capacity on I-15 and with TDM and ITS strategies, have insufficient capacity to meet the anticipated demand in the North Corridor in the absence of the proposed action. It was determined in the Supplemental EIS that the most appropriate sequencing of the various alternatives entailed construction of Legacy Parkway as soon as possible. See Section 2.4.1, *Summary of Approach for Supplemental EIS*, of the Supplemental EIS. Regarding tolls, see the response to comment GP-301-3.

Comment Number GP-981-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-983-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-984-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-985-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-987-1

Response See the response to comment GP-924-1.

Comment Number GP-988-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-989-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-990-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-743-1.

Comment Number GP-992-1

Response See the response to comment GP-924-1.

Comment Number GP-994-1

Response See Master Response 1 in Section 2 of this response to comments volume.

Comment Number GP-995-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-996-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-997-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1002-1

Response The Shared Solution would address the needs identified in the comment through construction of Legacy Parkway, encouragement of mass transit, and enhancement of I-15.

Comment Number GP-1002-2

Response

1. Hill AFB Command has submitted a comment that explains its concern about needing an alternative route through the North Corridor.
2. The Supplemental EIS recognizes the potential for I-15 to be shut down, as it was several years ago, if a major incident occurs within the North Corridor. Accordingly, one of the purposes of the Legacy Parkway is to provide an alternate route to I-15.
3. Comment noted.
4. The location of the proposed alignment reflects UDOT's effort to minimize wetland impacts. This, however, was done in part to improve the likelihood of receiving federal approval of the proposed action and in part to develop projects that are environmentally acceptable to the citizens of Utah, rather than in any response to UBET concerns.

5, 6, 7, 8. Comment noted.

9. Separating all the transportation projects would reduce the likelihood that an incident on any one facility would shut down the others. However, UDOT must weigh this potential risk against causing greater environmental impacts in deciding on a project location. In this instance, UDOT believes that minimizing environmental impacts is worth the slight increase in risk in the 4-mile portion of the project where the referenced facilities are near each other. See the response to comment GP-85-1.

Comment Number GP-1003-2

Response See the response to comment PT-12-1.

Comment Number GP-1003-3

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-4

Response Unfortunately, there would be some residential displacement associated with all the build alternatives. As discussed in Section 4.4, *Relocations*, of the Supplemental EIS, all displaced residents would be provided relocation assistance in accordance with state and federal regulations. With regard to impacts on wetlands, see the response to comment GP-474-1.

Comment Number GP-1003-5

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-743-1.

Comment Number GP-1003-6

Response See the response to comment PT-54-1.

Comment Number GP-1003-7

Response Various regional alignments were examined before all but the Great Salt Lake regional alignment were screened out. Section 3.2, *Additional Project Alternatives Evaluated in This Supplemental EIS but Eliminated from Detailed Study*, of the Supplemental EIS provides details regarding the alternatives screening process.

Comment Number GP-1003-8

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Potential impacts on wetlands and existing residences are disclosed in Section 4.12, *Wetlands*, and Section 4.3, *Social*, of the Supplemental EIS. See the responses to comments GP-274-1 and GP-975-1.

Comment Number GP-1003-9

Response See Master Response 4 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-11

Response See the response to comment PT-12-1.

Comment Number GP-1003-12

Response See the response to comment GP-274-1.

Comment Number GP-1003-13

Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-14

Response See the response to comment PT-12-1.

Comment Number GP-1003-15

Response See the response to comment PT-12-1.

Comment Number GP-1003-16

Response See the response to comment PT-12-1.

Comment Number GP-1003-17

Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment GP-975-1.

Comment Number GP-1003-18

Response See the response to comment PT-12-1.

Comment Number GP-1003-19

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-20
Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-1003-21
Response See the response to comment PT-12-1.

Comment Number GP-1003-22
Response See the response to comment PT-12-1.

Comment Number GP-1003-23
Response See the response to comment GP-274-1.

Comment Number GP-1003-24
Response See the response to comment PT-12-1.

Comment Number GP-1003-25
Response See the response to comment PT-12-1.

Comment Number GP-1003-26
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-27
Response See the response to comment GP-975-1.

Comment Number GP-1003-28
Response See the response to comment GP-975-1.

Comment Number GP-1003-29
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-30
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-31
Response See the response to comment PT-12-1.

Comment Number GP-1003-32
Response See the response to comment PT-12-1.

Comment Number GP-1003-33
Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP 659-2 and GP-975-1.

Comment Number GP-1003-34
Response See the response to comment PT-12-1.

Comment Number GP-1003-35
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-36
Response See the responses to comments PT-12-1 and GP-274-1.

Comment Number GP-1003-37
Response See the responses to comments PT-12-1 and GP-274-1.

Comment Number GP-1003-38
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the responses to comments PT-12-1 and GP-743-1.

Comment Number GP-1003-39
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-40
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-41
Response See the response to comment GP-274-1.

Comment Number GP-1003-42
Response See the response to comment GP-274-1.

Comment Number GP-1003-43
Response See the responses to comments and GP-975-1 and GP-274-1.

Comment Number GP-1003-44
Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-45
Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-1003-47
Response See Master Response 3 in Section 2 of this response to comments volume.

Comment Number GP-1003-48
Response See the responses to comments PT-12-1 and GP-75-1.

Comment Number GP-1003-49
Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-50
Response As discussed in Chapter 1, *Purpose of and Need for Action*, in the Supplemental EIS, Legacy Parkway is proposed to meet current and projected transportation demands for the North Corridor. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-51

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. Substantial expansion of mass transit, including implementation of the commuter rail project, is part of the Shared Solution for addressing the transportation needs in the north corridor. See the response to comment PT-12-1.

Comment Number GP-1003-52

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-53

Response See the response to comment GP-247-1.

Comment Number GP-1003-55

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-56

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-57

Response See the response to comment GP-743-1.

Comment Number GP-1003-58

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. Substantial expansion of mass transit, including construction of the commuter rail project, is part of the Shared Solution for addressing the transportation needs in the north corridor. See the response to comment PT-12-1.

Comment Number GP-1003-59

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-60

Response See the response to comment PT-12-1.

Comment Number GP-1003-61

Response See the response to comment PT-12-1.

Comment Number GP-1003-62

Response See the responses to comments GP-274-1 and PT-12-1.

Comment Number GP-1003-63

Response See the response to comment PT-12-1.

Comment Number GP-1003-64

Response See the response to comment PT-12-1.

Comment Number GP-1003-65

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-66

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the responses to comments GP-828-1 and GP-743-1.

Comment Number GP-1003-67

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-68

Response See the response to comment PT-12-1.

Comment Number GP-1003-69

Response See the response to comment GP-665-2.

Comment Number GP-1003-70

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-71

Response See the response to comment GP-975-1.

Comment Number GP-1003-73

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-74

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-75

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-76

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-77

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Substantial expansion of mass transit, including construction of the commuter rail project, is part of the Shared Solution for addressing the transportation needs in the north corridor. See the response to comment PT-12-1.

Comment Number GP-1003-78

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-79

Response See the response to comment GP-274-1.

Comment Number GP-1003-80

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-81

Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment 975-1.

Comment Number GP-1003-82

Response See Master Response 4 in Section 2 of this response to comments volume. See the responses to comments GP-743-1 and PT-12-1.

Comment Number GP-1003-83

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Substantial expansion of mass transit is included as part of the Shared Solution for addressing transportation needs in the north corridor. See the responses to comments GP-274-1 and PT-12-1.

Comment Number GP-1003-84

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Substantial expansion of mass transit, including construction of the commuter rail project, is part of the Shared Solution for addressing transportation needs in the north corridor. See the response to comment PT-12-1.

Comment Number GP-1003-85

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-87

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number GP-1003-88

Response See the responses to comments PT-54-1 and GP-975-1.

Comment Number GP-1003-89

Response See the responses to comments GP-975-1 and GP-665-2.

Comment Number GP-1003-91

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-92

Response See the response to comment PT-12-1.

Comment Number GP-1003-93

Response There is currently insufficient need to warrant a facility such as that suggested in the comment. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-94

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-95

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-96

Response See the response to comment PT-54-1.

Comment Number GP-1003-97

Response See the response to comment PT-12-1.

Comment Number GP-1003-98

Response See the responses to comments PT-12-1 and GP-274-1.

Comment Number GP-1003-99

Response See the response to comment PT-12-1.

Comment Number GP-1003-100

Response See the responses to comments GP-743-1, GP-975-1, and PT-12-1.

Comment Number GP-1003-101

Response See the response to comment GP-274-1.

Comment Number GP-1003-102

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-103

Response See Master Response 3 in Section 2 of this response to comments volume. See the responses to comments GP-274-1 and GP-975-1.

Comment Number GP-1003-104

Response See the response to comment GP-274-1.

Comment Number GP-1003-105

Response See Master Responses 4, 5, and 6 in Section 2 of this response to comments volume. See the response to comment PT-12-1. Cities in the study area have confirmed that the type of large-scale rezoning that would be necessary to eliminate the need for the proposed action is not a foreseeable possibility.

Comment Number GP-1003-106

Response See the response to comment PT-12-1.

Comment Number GP-1003-107

Response See the response to comment GP-75-1.

Comment Number GP-1003-108

Response See the response to comment PT-12-1.

Comment Number GP-1003-109

Response See the response to comment PT-12-1.

Comment Number GP-1003-110

Response See Master Responses 3, 5, and 6 in Section 2 of this response to comments volume. See the responses to comments GP-274-1 and PT-12-1.

Comment Number GP-1003-111

Response Analyses conducted for the Supplemental EIS indicate that the proposed action would reduce congestion on both new and existing roadways. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number GP-1003-112

Response See Master Response 3 in Section 2 of this response to comments volume. See the response to comment PT-12-1.

Comment Number GP-1003-113

Response See the response to comment PT-12-1.

Comment Number GP-1003-114

Response See the response to comment PT-12-1.

Oral Transcript from Public Meeting

Comment Number OT-2-1

Response See the response to comment GP-924-1.

Comment Number OT-5-1

Response All necessary safety applications and standards, such as signage for fog, would be used to ensure a safe facility for motorists. UDOT would salt/sand the roads whenever necessary to avoid slick surfaces.

Comment Number OT-6-1

Response See the response to comment GP-924-1.

Comment Number OT-7-1

Response See the response to comment GP-924-1.

Comment Number OT-8-1

Response The travel demand analysis conducted by WFRC indicates that truck traffic traveling through the North Corridor will be traveling between diverse locations. While some trucks will likely use the roads identified in the comment, there is no indication that such use will result in sufficient congestion to warrant specific improvements. Should usage of these roads increase beyond expectations, any needed improvements would be incorporated into the WFRC regional transportation plan or into the cities' transportation improvement plans.

Comment Number OT-10-1

Response See the response to comment GP-924-1.

Transcript of Public Meeting

Comment Number PT-3-1

Response With regard to the need for an alternate route, see the response to comment GP-924-1.

Comment Number PT-4-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number PT-12-1

Response As discussed in Chapter 3, *Alternatives*, of the Supplemental EIS, a maximum transit alternative was analyzed. It was determined that, even in conjunction with two additional lanes on I-15 and maximum practicable enhancements in transportation management strategies (including travel demand management, intelligent transportation systems, and transportation systems management), the maximum transit alternative was insufficient to adequately meet the projected travel demand. See Section 3.1, *Summary of Alternatives Presented in Final EIS*, of the Supplemental EIS.

Comment Number PT-13-1

Response See the response to comment GP-924-1.

Comment Number PT-14-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number PT-15-1

Response See the response to comment GP-924-1.

Comment Number PT-17-1

Response The international importance of the project study area as an integral part of the Western Hemisphere Shorebird Reserve Network is recognized both in Section 2.4.2, *Existing Use and Distribution of Wildlife Habitats*, of the wildlife technical memorandum and by reference in the Supplemental EIS. See the response to comment NG-7-119 for estimates of the approximate densities of birds on the proposed Legacy Nature Preserve. These estimates do not approach the density of 9,000 birds/acre that the comment suggests.

Comment Number PT-20-1

Response Other alternatives were examined, but none met the purpose and need of the proposed action. See Chapter 2, *Tenth Circuit Court Ruling Analysis*, and Chapter 3, *Alternatives*, of the Supplemental EIS. A narrower right-of-way was also examined; see Section 2.1, *Right-of-Way Issues*, of the Supplemental EIS. There are no provisions in the right-of-way for a utility pipeline. There is no additional width included to accommodate any utility lines. The width of the right-of-way, which was reduced by 5 m, complies with state and federal design standards. See

Section 2.1 of the Supplemental EIS for a detailed explanation of each right-of-way component.

Comment Number PT-20-2

Response The Legacy Parkway Trail is being proposed in conjunction with the build alternatives. The trail connects with the Jordan River Parkway in Salt Lake County and with the Farmington Creek Trail in Farmington. The Legacy Parkway Trail would provide a link in the regional trail system.

Comment Number PT-20-3

Response Water quality impacts are addressed in Section 4.10, *Water Quality*, of the Supplemental EIS; light and noise pollution are both addressed in the wildlife technical memorandum (Section 3.7, *Artificial Light Disturbance*, and Section 3.8, *Highway Noise Disturbance*; and Appendices D, *Effects of Artificial Light on Wildlife*, and E, *Bioacoustics Analysis of Potential Effects of Highway Noise on Wildlife of Great Salt Lake*) and the Supplemental EIS (Section 4.13.9, *Artificial Light Disturbance*, and Section 4.13.10, *Noise Disturbance*). The boundaries of the Legacy Nature Preserve are defined by the boundaries of the lands purchased and are not subject to modification.

Comment Number PT-21-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-22-1

Response See Master Response 1 in Section 2 of this response to comments volume. Expansion of mass transit and transportation demand management measures are crucial components of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number PT-25-1

Response It is noted that the commenter supports more travel choices in the future. Expansion of mass transit and transportation demand management measures are crucial components of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

A bicycle and pedestrian trail is included as part of the proposed action. This aspect of Legacy Parkway would help reduce vehicular travel demand and provide a portion of the capacity needed through 2020. However, a bicycle trail only without additional road improvements would not provide enough additional capacity to meet the project purpose and need. See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Results of the evaluation of the UBET Alternative, as recommended by UBET to the lead agencies and UDOT in March 2005, are disclosed in Chapter 3, *Alternatives*, of the supplemental EIS. See the response to comment GP-75-1.

Comment Number PT-25-2

Response Table 4.19-1 in the Supplemental EIS indicates that the existing (2001) VMT for the four-county area of approximately 40 million miles per day is expected to increase to approximately 62 million miles per day in 2020. This 55 percent increase is correlated with the 40 percent population growth that is forecast for the same period.

Comment Number PT-26-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-28-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-274-1.

Comment Number PT-30-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-32-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-34-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. Results of the evaluation of the UBET Alternative, as recommended to the lead agencies and UDOT in March 2005, are disclosed in Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number PT-36-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-37-1

Response See the response to comment GP-975-1.

Comment Number PT-38-1

Response The Shared Solution provides a combination of improvements that include improvements to I-15, construction of a new roadway facility, and implementation of maximum future transit initiatives. The projection for commuter rail usage is based on coordination with the WFRC and results from the WFRC travel demand model (version 3.2), which was released February 2004. The model includes existing UTA operating plans, programmed transit projects, and other transit projects included in the WFRC long range plan through Phase 2.

Comment Number PT-38-2

Response Substantially expanding mass transit, including construction of a commuter rail line, is a crucial component of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. Planning by UTA and UDOT for the commuter rail project is underway. Evaluation of additional alternatives

recommended during the public comment period is presented in Chapter 3 of the Supplemental EIS.

Comment Number PT-39-2

Response Advance notice of the public meeting and open house indicated when the doors would open. The use of expensive technical equipment necessitated the presence of adequate staff prior to opening. Nevertheless, because of low temperatures, the open house doors opened 1 hour prior to the announced time, and the public hearing doors opened 40 minutes prior to the announced time. Issuance of speaker cards began 20 minutes earlier than planned.

Comment Number PT-43-1

Response See the response to comment GP-924-1.

Comment Number PT-44-2

Response Section 2.4.2.2, *Results of Construction Sequencing Scenarios*, in the Supplemental EIS addresses costs to the traveling public. The cumulative costs to the traveling public associated with the various sequencing scenarios are illustrated in Figure 2.4.4.

Comment Number PT-45-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume.

Comment Number PT-45-2

Response Natural and human-caused disasters that may occur in the future could affect both I-15 and Legacy Parkway. Liquefaction has been studied in the design phase and would be addressed in the construction phase.

Comment Number PT-47-1

Response With regard to the UBET Alternative, see Master Responses 5 and 6 in Section 2 of this response to comments volume. With regard to sprawl, see Master Response 4 in Section 2 of this response to comments volume. With regard to impacts on air quality, see Master Response 3 in Section 2 of this response to comments volume.

Comment Number PT-48-1

Response UDOT endorses the commenter's recommendation that no future UDOT public meetings be held on Fridays for the reasons stated. It should be noted that the date of the public hearing and open house was based on the availability of official representatives from FHWA, the Corps, and UDOT, all of whom were needed to present information and to receive public comments. Although the selected date was not ideal from a variety of perspectives (i.e., it was a Friday and it was just a week past the traditional Holiday season), it was the only date in January on which representatives from all of these organizations were available. The next mutually acceptable date would have been in February or March, and it was determined that proceeding with the January 7 date was in the best interest of all involved parties.

Comment Number PT-48-2

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-665-2.

Comment Number PT-48-3

Response The results of the evaluation of additional alternatives recommended during the public comment period is presented in Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number PT-49-1

Response See the responses to comments PT-12-1 and PT-14-1.

Comment Number PT-51-2

Response A bicycle route—the Legacy Parkway Trail—is a component of the proposed action. The Legacy Parkway Trail would be approximately 14 miles long and would parallel the proposed highway. As discussed in Section 1.3.2, *Trails*, of the Supplemental EIS, one of the purposes of the trail is to provide an alternate transportation route.

Comment Number PT-53-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the response to comment GP-75-1.

Comment Number PT-54-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. All alternatives that were recommended by the public during the scoping period were given full consideration and evaluated as part of the Supplemental EIS process. The results of that evaluation are presented in Chapter 3, *Alternatives*, of the Supplemental EIS. See the response to comment GP-129-1

Comment Number PT-54-2

Response The Shared Solution includes a bus rapid transit component as well as planned commuter rail. The maximum future transit component of the Shared Solution was analyzed in the Supplemental EIS to determine whether implementation of maximum future transit could delay or eliminate the need to construct Legacy Parkway. A description of this alternative (the No-Build Alternative) is presented in Section 3.4.1, *Modified Definition of the No-Build Alternative*, of the Supplemental EIS. Figure 3-3 shows that the No-Build Alternative would not adequately meet the projected demand to move people and goods through the North Corridor through 2020 and, therefore does not eliminate the need for Legacy Parkway. See Section 3.2.1, *Criteria for Evaluating Additional Alternatives*, and Section 3.2.2, *Results of Additional Alternatives Evaluation*, for a detailed discussion this analysis.

Comment Number PT-55-1

Response See the response to comment GP-924-1.

Comment Number PT-57-1

Response See Master Responses 2, 5, and 6 in Section 2 of this response to comments volume.

Comment Number PT-57-2

Response As described in the Introduction to the Supplemental EIS, the Corps is responsible for ensuring compliance with NEPA (40 CFR 1500–1508) and the CWA (33 CFR

320–330 and 40 CFR 230). Section 404 of the CWA prohibits the placement of dredged or fill material into waters of the United States, including wetlands, without first obtaining authorization from the Corps. The Corps is required to review a proposed action to determine whether it is the least environmentally damaging practicable alternative relative to the aquatic ecosystem (and does not have other significant adverse environmental consequences), does not significantly degrade aquatic resources, complies with the applicable requirements of other statutes, and is not contrary to the public interest.

The commenter is correct in stating that the Corps must take a sequenced approach when determining what measures are adopted to mitigate wetland impacts. Specifically, project applicants must demonstrate that they have avoided and minimized impacts on wetland resources prior to proposing compensation for such impacts. Section 4.12.3.4, *Mitigation Measures*, of the Supplemental EIS describes how avoidance and minimization measures were incorporated into the project proponent's proposed design, and what compensation is proposed to offset the loss of wetland habitat.

Comment Number PT-60-1

Response The commenter is correct in pointing out that local officials have the responsibility for local land use planning.

Comment Number PT-62-1

Response See the response to comment GP-924-1.

Comment Number PT-65-1

Response The Supplemental EIS documented the need for a diverse and robust transportation system to meet the demand for moving people and goods through 2020. Based on the schedule for completing the NEPA and other administrative approval processes for the three major components of the Shared Solution—expansion of mass transit, including commuter rail; reconstruction of I-15; and construction of Legacy Parkway—it appears that commuter rail may be the first of these projects constructed.

Comment Number PT-65-2

Response Although routes around the west side of the airport were originally considered during the regional corridor analysis, those routes have been screened out from further consideration. The westernmost routes (Alternatives B and C) presented in the Supplemental EIS are not considered preferred because of their greater impact on wetlands.

It is noted that the commenter is concerned about growth. Analysis of growth issues is presented in Section 4.1, *Land Use*, of the Supplemental EIS.

See Master Responses 5 and 6 in Section 2 of this response to comments volume. Results of the evaluation of the UBET Alternative, as recommended to the lead agencies and UDOT in March 2005, are disclosed in Chapter 3, *Alternatives*, of the Supplemental EIS.

Comment Number PT-68-1

Response Air quality impacts are presented in Section 4.8, *Air Quality*, of the Supplemental EIS. It is noted that the commenter supports mass transportation. Mass transit is a

crucial component of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number PT-68-2

Response Reversible lanes are specific lanes that are designated for inbound travel in the morning peak period and changed to convey outbound travel during the afternoon peak period. A Ten-Lane I-15 with Reversible Lanes Alternative was considered and is discussed in Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS. This alternative was eliminated from detailed consideration because operational inefficiencies associated with the combination of reversible and mixed-flow lanes would limit its effectiveness. In addition, it would not provide sufficient traffic congestion relief on I-15 to eliminate the need for Legacy Parkway, and it would not provide congestion relief for the sequencing of construction activities along I-15. Reversible lanes on I-15 were also analyzed in conjunction with the UBET Alternative. See Master Response 5 for a discussion of the UBET Alternative.

Comment Number PT-70-1

Response See the response to comment GP-924-1.

Comment Number PT-72-1

Response Alternative forms of transportation, including substantially expanding mass transit, a bicycle and pedestrian trails, and transportation demand management measures, are all crucial components of the Shared Solution for addressing the 2020 mobility needs in the North Corridor. Planning by UTA and UDOT for implementation of the commuter rail project is underway. However, as noted in Section 3.1.1, *Non-Highway Alternatives*, of the Supplemental EIS, in the absence of additional highway capacity—even with full implementation of arterial road improvements, transportation management strategies, and a substantially expanded mass transit scenario—I-15 would still operate at LOS F in 2020.

Comment Number PT-75-1

Response See Master Responses 5 and 6 in Section 2 of this response to comments volume. See the responses to comments GP-743-1, GP-274-1, and PT-12-1.

Comment Number PT-76-1

Response The analysis of the Maximum Future Transit Alternative (see Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS), and the sequencing analysis (see Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS) demonstrated that even with the maximum amount of mass transit that could be developed, it would be impossible to satisfy the future demand to move people and goods through the North Corridor without causing severe congestion on I-15 and on local streets in North Salt Lake, Woods Cross, West Bountiful, Bountiful, Centerville, and Farmington.

Comment Number PT-78-1

Response As described in Section 1.2.3, *Definition of the Shared Solution*, of the Supplemental EIS, a significant enhancement of mass transit is part of the Shared Solution to meet future transportation needs in the North Corridor.

Comment Number PT-79-1

Response The Shared Solution includes implementation of maximum future transit initiatives, including commuter rail. The analysis of the Maximum Future Transit Alternative (see Section 3.2.2, *Results of Additional Alternatives Evaluation*, of the Supplemental EIS), and the analysis in Section 2.4, *Sequencing of the Shared Solution*, of the Supplemental EIS indicate that commuter rail improvements alone will not provide sufficient capacity to delay the need for the overall Shared Solution, which includes Legacy Parkway.

Comments

GP-1

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Joshua Floyd Title (if applicable) Student

Telephone. Fax

Organization/Business (if applicable) Email

Address

City State Zip

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

I really enjoyed this informative meeting. I obtained all the information I ever wanted to know about the Legacy project. Legacy should proceed immediately. I am a student ~~of~~ at the U of U and the new commuter rail would be a godsend for me, I would use it everyday. Begin construction NOW!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-2

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Oakley Preston Title (if applicable)

Telephone Fax

Organization/Business (if applicable) Email u0275017@utah.edu

Address 3156 S 575 W

City Syracuse State UT Zip 84075

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Legacy Parkway needs to happen the sooner the better as a commute to Salt Lake it would benefit my family if there was a massive accident or tragedy, and ~~northern~~ southern Utah needed assistance from northern Utah and the one and only way to get to Salt Lake was filled with cars and other accidents, many people would suffer The way ~~the~~ the population is growing there has to be another way to get to Salt Lake from northern Davis county or it will end up being complete nos who ever does not want this project does not commute, or has never been on the freeway when there was an accident and stuck for ~~tres~~ hours!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-3

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 7 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Rudy Zurko Title (if applicable)
Telephone 625-9143 Fax. 773-5408
Organization/Business (if applicable) Build Tech Inc Email
Address 2481 So 900 W
City Syracuse State. UT Zip 84075

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Very well presented meeting showing all aspects of Legacy Highway. It's seems such a waste of money all that is required to build a highway that is so desperately needed. What happened to good ole common hose sense? 1
As Syracuse residents we hope you can move much faster getting the road up through Northern Davis County 2

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-4

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Rebecca Stromness Title (if applicable)
Telephone 801 292 7841 Fax
Organization/Business (if applicable) Email
Address 844 W 1175 S
City Woods Cross State UT Zip 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Legacy Highway needs to be built. I spent 2 years looking out my office window at traffic that was not moving. The need for more roadway is vital to the economic and well being of all citizens of the State of Utah. 1
The proposed alignment is the best alignment. The railroad alignment is to costly. Due to the geographic nature of the area, the best efforts to fit the road between the mountains and Great Salt Lake has been made. 2
The citizens have waited long enough. It is time to build the Legacy Highway!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-5

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 7 JAN 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name RICHARD STRUMNESS Title (if applicable)
Telephone 292-7641 Fax
Organization/Business (if applicable) Email
Address 544 W 1175 S
City WOODS CROSS State UT Zip 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

THIS ROAD IS NEEDED VERY MUCH! THERE ARE NO ALTERNATIVE ROUTES! THE PREVIOUS PLANING DEVELOPED A SOLUTION THAT WAS FAIR TO EVERYONE. THE ENVIRONMENTALIST EXTREMIST GROUPS SHOULD HAVE BEEN PLEASED THAT A PLAN WAS ADOPTED THAT STOPPED DEVELOPEMENT TO THE WEST AND PROVIDED A NATURE PRESERVE. MUCH CLEANUP WORK WAS DONE TO CREATE THE PRESERVE. THE EXTREMIST'S WILL NEVER BE SATISFIED! UNTIL THEY STOP CIVILIZATION. THE ROAD IS CAUSING MINIMAL ENVIRONMENTAL DAMAGE. AFFECTED WETLANDS ARE VERY, VERY SMALL AND ONLY APPEAR TO BE WETLANDS IN FLOOD YEARS BY A BROAD INTERPRETATION. BUILD THE ROAD NOW! THE UNNECESSARY DELAYS HAVE DONE NO GOOD. OBJECTIONS RAISED DON'T MAKE SENSE

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-6

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 7 JAN 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name MARVIN TAURN Title (if applicable)
Telephone 801-543-3315 Fax.
Organization/Business (if applicable) Email
Address 5646 W. CHELSIE DR.
City KAYSVILLE State UT Zip 84407

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

YES, I SUPPORT LEGACY PARKWAY TO BE BUILT AS SOON AS POSSIBLE. ALTERNATIVE "E" UDOT'S PREFERRED WAY IS OKAY WITH ME. I'M IMPRESSED WITH THE WORK YOU HAVE ALREADY DONE IN THE DISPLAYS SHOWING THE ALTERNATIVE E ROUTE, IT'S GREAT & LESS OF A IMPACT WITH STRUCTURE IN PLACE. ALSO COMING OFF I-215 IS A GOOD WAY TO GO. LETS GET IT BUILT & GOOD LUCK. IF YOU NEED MORE OF MY SUPPORT LET ME KNOW. THANKS FOR YOUR EFFORTS.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-7

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 01 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below

(please print)

Name Arlier Eli Title (if applicable)
Telephone 801 451 5781 Fax
Organization/Business (if applicable) Email
Address 365 Oak Lane
City Farmington State Zip 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Lucky for: Student 'Citizens
Geo. Wright can we look
forward to in the 'Cul de
Sac' Traffic Congestion
in the near Future

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-8

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Vicki Covico Title (if applicable):
Telephone: 801-544-0362 Fax:
Organization/Business (if applicable): Email:
Address: 1150 E. 400 N.
City: Kaysville State: Ut Zip: 84037

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy Road - no more studies! We are a growing state with more growth and problems yet to come. We are irresponsible to only have 1 major road through our population center. If there was ever a disaster we would have numerous problems trying to deal with the congestion on I-15. Raise the road over sensitive areas like they do in Florida — or please just build it -

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-9

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Violet Corkle Title (if applicable):
Telephone: 582-9936 Fax:
Organization/Business (if applicable): Email:
Address: 1118 S. Oak Hills Way
City: Sac State: Utah Zip: 84105-2026

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please give full consideration to the Citizens Smart Growth alternative. This plan promotes better quality of life with friendly transit development patterns. Smart Growth will meet the demands of future traffic growth. It is my belief that the agencies have greatly underestimated these future demands. The Legacy Highway alternatives destroys valuable wetlands which are not ours, but belong to the Western Hemisphere. The Citizens Proposal greatly avoids the loss of wetlands and certainly does not promote sprawl as the Legacy does! 1 2 3

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-10

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Deborah Adam Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address:
City: Perry State: UT Zip: 84302

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Clear air along the Wasatch Front is becoming more scarce. Most days, now, we have smog and haze that stays around and doesn't go away. Utah is a beautiful place and I hope it stays that way.

If we put in another Road, it will make it easy for people to drive more, thus increasing smog.

Alternatively, if we use alternatives to driving, like buses and trains, and if we make it easy for people to use, they will use it.

Please do not build another Road! Let's put other options in place! 1

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-11

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Aleen Gardner Title (if applicable):
Telephone: 397-2471 Fax:
Organization/Business (if applicable): Email:
Address: 184 Country Aps. Drive
City: Bountiful State: Ut. Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Time is critical to get this Legacy Highway built. I hope to live long enough to see it's completion and have some benefit from it. It is needed now! Anyone who regularly drives on I-15 knows how much we need it. Alternative E is my preference.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-12

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: VALERIE CHRISTIANSEN Title (if applicable):
Telephone: 801-544-9142 Fax:
Organization/Business (if applicable): Email:
Address: 1123 E. 400 N.
City: KAYSVILLE State: UT Zip: 84037

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

THE LEGACY HIGHWAY SHOULD HAVE BEEN BUILT 10 YEARS AGO - THE DELAYS HAVE COST TO MUCH MONEY AND TIME. IT IS REDICULOUS THAT OUTSIDE PEOPLE HAVE BROUGHT LAWSUITS TO STOP IT. WE NEED THE RAIL SYSTEM BUT THE FIRST STEPT SHOULD BE THE HIGHWAY. ROCKY ANDERSON HAS NO BUSINESS TELLING DAVIS CO. WHAT THEY SHOULD DO WITH THEIR ROADS. HE CAN MIND HIS OWN BUSINESS. WE SHOULD BE BUILDING THE NEXT SECTION OF THE LEGACY NORTH RIGHT NOW. PLEASE START!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-13

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: KEITH KLUNDT Title (if applicable):
Telephone: 801-451-7440 Fax:
Organization/Business (if applicable): Email: K.B.KLUNDT@juno.com
Address: 904 N. Oakridge Dr
City: Farmington State: UT Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

After reviewing the SEIS and related materials presented at the Public Scoping meeting, I am more convinced than ever of the value and the urgent need for the Legacy Parkway project to proceed without delay.

Please spare no effort to complete this as planned.

Thank you.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-14

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: N. Shane Cutler Title (if applicable):
Telephone: 801-366-3294 Fax:
Organization/Business (if applicable): Green Party of Utah Email: N.Shane.Cutler@utah.edu
Address: 653 E. 800 S.
City: Salt Lake City State: UT Zip: 84102

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Two years ago, I lived in South Ogden and worked in Salt Lake City. I commuted by bus and did not find it onerous. I did, however, not want to continue to commuting so I moved to Salt Lake City. There is no housing shortage in Salt Lake. People do not have to make the commute. They chose to do so. I love Ogden and think it's a wonderful city but it is dying because everyone is abandoning it. The communities of Davis County need to become self sufficient. Self sufficiency was once a dearly held value of the people of this County. Stay at home. Work near home. Be close to your families rather than looking for a faster way to get away from them.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-15

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: DOUG CROMAR Title (if applicable):
Telephone: 801-546-3921 Fax: c.cromar@att.net
Organization/Business (if applicable): Email:
Address: 1895 HILL STREET
City: KAYSVILLE State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

IN MY OPINION THIS PROJECT IS LONG OVER DUE AND SHOULD PROCEED WITHOUT FURTHER DELAY. I-15 IN DAVIS COUNTY DOES NOT MEET THE TRANSPORTATION NEEDS OF THE PUBLIC. I FEEL THAT UDOT HAS DONE DUE DILIGENCE IN RESEARCHING AND SELECTING A CORRIDOR THAT IS SENSITIVE TO THE ENVIRONMENT IN ADDITION TO MEETING THE GROWING TRANSPORTATION NEEDS OF DAVIS COUNTY. DELAYS WILL ONLY INCREASE CONSTRUCTION COST FOR THIS VITAL PROJECT.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-16

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 01-07-04

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Thomas L. King Title (if applicable):
Telephone: 801-566-7175 Fax: NA
Organization/Business (if applicable): Email:
Address: 7715 south 1300 West
City: West Jordan State: UT Zip: 84084

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

My comment focuses on the projected longevity of usefullness for the "Legacy Parkway". As world oil production growth reaches a peak (likely sometime soon) and begins to decline, the price of fuel will increase. As the cost of fuel rises to higher and higher levels, more and more people will seek lower cost/higher efficiency transportation, such as commuter rail. As more people use rail and other mass transit, there will be less and less need for such "bypass" roads.

I believe that UDOT should be more long ranged in their planning, and invest the resources in helping UTA develop efficient infrastructure for transportation that won't become obsolete as the price of oil rises.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-17

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: January 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Deanna Taylor Title (if applicable): —
Telephone: 801-566-7175 Fax: —
Organization/Business (if applicable): — Email: deesings@xmission.com
Address: 7715 S. 1300 W.
City: West Jordan State: UT Zip: 84084

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am in favor of accelerating light rail and development of more bus routes.
I am opposed to Legacy Highway for these reasons:

- It will promote suburban sprawl, and therefore will see just as much or more congestion,
- Its construction will adversely effect the environment - no matter how many modifications are made. The fact remains that this project will adversely effect the environment.
- By the year 2011, or perhaps a little beyond that, no one but the wealthy will be able to afford fuel for their vehicles and will be utilizing mass transit, leaving the roads projects dead issues.

I strongly feel that building another highway is not a solution to the "growth" problem/issue.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-18

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/07/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jamie Ayers Title (if applicable):
Telephone: (801) 628-7073 Fax:
Organization/Business (if applicable): Email:
Address: 367 EAST 600 NORTH
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Transit first! Thousands of birds need these wetlands for migration. People need a transit system, it's safer, and faster. I would love to see a transit system to Salt Lake City, I would use it, and many of my friends would also. Gridlock can be solved by a transit system. I would rather live in a place like Portland, or San Francisco, CA not LA. My mother cannot drive, she needs rides to her doctors appts, there is not always someone to take her. She, and people like her, need an option to get somewhere without a car. Lightrail is the future, cars are not. Oil will not last forever. It would be awesome to do my homework on the way to SLC for school, not stuck in traffic.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-19

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Laurel LeBeau Title (if applicable):
Telephone: (801) 815-9586 Fax:
Organization/Business (if applicable): concerned citizen Email: leauxleaux@mail.com
Address: 159 First Ave #24
City: SLC State: UT Zip: 84103

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

If you don't believe the current war in Iraq is essentially a war over our finite, polluting fossil fuels, (as many suspect), then you at least need to admit that as these resources dwindle, we will be fighting global wars and losing lives over these substances. We have an opportunity in our communities to be imaginative and "plan" ourselves out of our dependence on fossil fuels. The Legacy Parkway is not an enlightened approach as it only furthers our dependence on fossil fuels. Other communities, such as Portland OR, abandoned proposals for more freeway building and created mass-transit opportunities in their place. We need to do the same.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-20

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Rob Campbell Title (if applicable): Pres.
Telephone: 8019740511 Fax: 8019740115
Organization/Business (if applicable): Wheeler Machinery Co Email: rcampbell@wmzcat.com
Address: 4901 W. 2100 S.
City: SLC State: UT Zip: 84120

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

My company employs 600 people in high paying jobs. Many of our associates and their families live in Davis County northward. The lack of a secondary transportation route between N. Utah and Salt Lake is a major problem for us, due to the following:

- When I-15 in Davis County is blocked due to an accident, it basically stops commerce + traffic between N Utah + SLC.
- When the freeway is congested + slow (every morning + every afternoon) our people, transports, + trucks are delayed, costing time, money, + productivity, and ultimately jobs.
- The lack of an alternative route to I-15 is becoming a true hindrance to growth in N. Utah.
- The Legacy Parkway can be built without adverse environmental impact, and in fact an environmental enhancement will result with the addition of the Legacy Preserve.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-21

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: James S. Bean Jr. Title (if applicable):
Telephone: 801 544-7989 Fax:
Organization/Business (if applicable): Email:
Address: 213 E. 550 S.
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I have been commuting from Kaysville to SLC for fifteen years. That included the refurbish of I-15 and the problems that created. Only two lanes existed each way for a long time. I was also on the freeway Four years ago on a saturday morning when a tanker overturned. The freeway was closed and people were streaming up the on ramps to get out. The side roads through Farmington, Centerville & Bountiful were totally grid locked. If someone had an emergency, the only way out would have been a helicopter. The issue is not simply congestion, the issue is safety. Also I-15 cannot be touched until there is a reasonable alternative to take half the load.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-22

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: BreeAnn Fisher Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 2163 S 875 E Clearfield Utah
City: State: Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think its a good idea because I don't believe that a person should sue when there not even in our state. That is so not fair. I mean why do they do it to us when we're not being mean or anything and they are not even living in our state. It sounds like they are just trying to be mean to us and we'll have more traffic. I just think they try to be better. Thats what it sounds like. but we are united and we are a good and strong state we will not give up. Man I'm starting to write like this is warbut Thats really how I feel. I will suport you the whole way.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-23

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kathy Groll Title (if applicable): system analyst
Telephone: 435 257 5808 Fax:
Organization/Business (if applicable): Email:
Address: 5505 W 8800 N
City: Tremonton State: UT Zip: 84337

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I'm very strongly for the legacy highway. I travel I 15 daily. I value my time with my family and the environment of where I live as top priorities. I have lived in Utah my whole life, that is why I still live here. I have been in traffic for hours, lessen my time with my family. To widen Redwood will not help me traveling through to Provo. We've already tied up millions of it let's get it built. I love this area it will not change the environment for me and my children.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-24

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: KLAY GROLL Title (if applicable):
Telephone: (435) 257-5808 Fax:
Organization/Business (if applicable): Email:
Address: 5505 W 8800 N
City: TREMONTON State: UT Zip: 84337

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I AM IN FAVOR OF BUILDING THE HIGHWAY WITHOUT FURTHER DELAY – WE HAVE HAD ~~AMPLE~~ AMPLE ~~HA~~ HEARINGS AND DISCUSSION AND RELEVANT QUESTIONS HAVE BEEN ANSWERED –

PLEASE DO NOT ALLOW ADDITIONAL TAX MONEY TO BE SPENT FIGHTING LAWSUITS THAT ARE A TACTIC OF THOSE OPPOSED –

PLEASE NOTE THAT I AS WELL AS NUMEROUS FRIENDS AND FAMILY ~~MEMBERS~~ MEMBERS FROM BOX ELDER AND CACHE COUNTIES WANT THE LEGACY HIGHWAY TO BE COMPLETED ASAP.

THANKS

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-25

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: HARRIS ADAMS Title (if applicable):
Telephone: 825-3586 Fax:
Organization/Business (if applicable): Email:
Address: 120 E ANTELOPE DR.
City: LAYTON State: UT Zip: 84041

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I FAVOR THE PROPOSED UDOT PROPOSED ROUTE - MITIGATIONS FULLY SUFFICENT. CONSTRUCTION SHOULD PROCEED IMMEDIATELY

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-26

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 JAN 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: ETHEL ADAMS Title (if applicable):
Telephone: 825-3586 Fax:
Organization/Business (if applicable): Email:
Address: 120 E Antelope
City: Layton State: Ut Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Already have material coming to a member of this household

We are impacting environment by using excess fuel in stalled trafic. this in turn adds to new areas being opened to obtain new gas/fuel

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-27

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-07-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sue Moyes Title (if applicable):
Telephone: 451-6825 Fax:
Organization/Business (if applicable): Email:
Address: 918 W. 500 S.
City: Farmington State: UT Zip: 84025

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I hope you all are telling us the whole truth about both Legacy & Commuter rail system. no hidden agendas. I hate sneaky politicians.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-28

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 January 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: George W. Tripp Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 98 West Wicker Ln.
City: Bountiful State: UT Zip: 84010

[ ] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy Highway is needed. Having a degree in Wildlife Management has made me extremely aware of the worldaround me. What is all the environmental fuss about? The Legacy Highway has made the wildlife areas better than they were naturally. The importance of this highway far out weighs the slightest of impacts on "cattle grazing fields"... this isn't even wildlife crucial areas. Go for the road it helps the most important animals on earth – The HUMANS!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-29

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kandice Burningham Title (if applicable):
Telephone: 544-9061, 499-2188 Fax:
Organization/Business (if applicable): Email:
Address:
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am very exited to see this come about! Please hurry! We need it now! The population is growing veky quickly & we need to keep up with it. It would be a great way to travel to school & WORK. If legacy is not passed the animals will be killed by construction anyways so they might as well take the offer while they can.
Please start soon!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-30

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Whitney Keever Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 863 E 2200 S
City: State: Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think its a good Idea to build the hiway. I hope it will bring a good change and we will be able to drive without having so much traffic. I hope we get alot of supporters so we can build a hiway wereven you are going to build it. I'm supporting alot.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-31

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Curtis Koch. Title (if applicable):
Telephone: 801-546-6456 Fax:
Organization/Business (if applicable): Email: CKoch@co.davis.ut.us
Address: 1493 W. Pebblecreek Dr.
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please get the Legacy Highway completed. A majority of citizens have spoken and need to be heard. The minority has been heard. Quit wasting the Tax dollars of Utah. I commute on I-15 and when an accident (No matter how small) occurs you may as well Not ~~[illegible]~~ try to get to work. Build mass transit. Build other forms of transportation. But Build Legacy Now.

1

2

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-32

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Bill Call Title (if applicable):
Telephone: 801 544-1096 Fax:
Organization/Business (if applicable): Kaysville Theatre Email: CALLHW@msn.com
Address: 1002 Brook Haven
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Alternate E would seem to me to preserve the wet lands as will as solve the traffic problem. I have traveled the road between Layton & Salt Lake for 50 years & the road has always been a bottle neck - I have seen 2 lanes go to Eight - We need public transportation & Legacy -

Build Legacy Now!!!
We must have it -

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-33

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sheri L. Wirth Title (if applicable):
Telephone: 801-392-2674 Fax:
Organization/Business (if applicable): Banking Email: Wirthsio@aol.com
Address: 576 4th St
City: Ogden State: UT Zip: 84404

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Enough studying. Let's get going. I commute 47 miles each way to work. When an accident happens or there is road construction, my commute becomes 1½ hrs – 3 hrs. All this pollution from the idling vehicles does more environmental damage than the movement of the wetlands. Growth will take over the legacy parkway if ~~we~~ we don't move ahead.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-34

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: William Corkle Title (if applicable): D. Ed.
Telephone: 801 582-1936 Fax:
Organization/Business (if applicable): Email:
Address: 4118 Oak Hills Way
City: SLC State: UT Zip: 84109

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please adopt the Citizens Smart Growth Alternative to the Legacy Highway. It will avoid the loss of valuable wetlands compared to the Legacy Highway alternative. It will promote a better quality of life, better long-term air quality and open space preservation.

Save the Wetlands!!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-35

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: ED SARVER Title (if applicable): MD
Telephone: 801-479-3337 Fax:
Organization/Business (if applicable): Email: ESARVER@EARTHLINK.NET
Address: 5395 OLD POST RD
City: OGDEN State: UT Zip: 84403

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

A RUSH TO HAVE THIS HIGHWAY NOW PRECLUDES ALTERNATIVES WHICH ARE NECESSARY TO INSURE APPROPRIATE AIR AND WATER QUALITY WHICH WILL BE CRUCIAL TO HUMAN SURVIVAL. THE AIR QUALITY IS UNIQUE TO THIS TYPE OF MOUNTAIN VALLEY AND REQUIRES SIGNIFICANTLY GREATER THOUGHT + CARE. MASS TRANSIT IS CRUCIAL. ALLOWING HUMAN EXPEDIENCY TO DESTROY THE ENVIRONMENTAL AND LIFE VALUES IS PENNY WISE AND POUND FOOLISH. WE SHOULD BE DOING MORE INNOVATIVE PLANNING IN TYPES OF HOUSING DEVELOPMENT + TRANSPORTATION RATHER THAN PUSHING PETROLEUM USAGE + SUBSEQUENT GLOBAL AGGRESSION TO THE LIMIT.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-36

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Margaret Williams Title (if applicable):
Telephone: 801 725-2015 Fax:
Organization/Business (if applicable): Email: mwilliams@dsdmail.net
Address: 45N 2000 W.
City: West Point State: Ut Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy Highway today! I am from SLC, but live in West Point. I have travelled the roads north + south for the 36 years that I've been married and it is getting more + more difficult to make the trip!!! I am so tired of Rocky Anderson and others who sap our precious monetary resources to delay the highway saying that we don't need it.

We need it now! Let's use our money to build it – not waste or give it away to wealthy lawyers and other special interests!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-37

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: NILO L. JEPPSON Title (if applicable):
Telephone: 451-2483 Fax:
Organization/Business (if applicable): Email:
Address: 1377 NO- 1500 W.
City: FARMINGTON State: UT Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

WE NEED THIS LEGACY HIWAY VERY MUCH- I HAVE BEEN IN TOO MANY TRAFFIC JAMS BETWEEN FARMINGTON & SALT CITY.

DON'T LET MAYOR ROCKY ANDERSON & HIS GROUP WHO DON'T LIVE IN DAVIS COUNTY STOP THIS NEEDED HIWAY-

THANKS

N.L.J.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-38

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kyle Williams Title (if applicable):
Telephone: 801 652 - 8110 Fax:
Organization/Business (if applicable): Email: kwilliams@telamerica.com
Address: 863 E Ramona Ave
City: SLC State: UT Zip: 84105

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I realize that as communities grow, roads need to be built. However I think that the very first alternative to develop ASAP is the commuter rail. Everyone I hear in favor of the road says they are in favor of the rail, but "Later". Why not now? It will take time to develop patterns of Ridership so time is of the essence! If Roads are built as the first alternative, it will be that much harder to get people out of their cars and into the train. Build the train first! People will be more inclined to use it because car/Road use will be intolerable! Also get Trucks off the road onto the train. Build staging stations in Brigham & Nephi, put "thru trucks" on the train through the metro area & let them off on the other ~~side~~ end. That will solve most of the congestion and the cause of most "incidents" that shut down the road.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

* Build the Train first!

GP-39

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Melissa Stamp Title (if applicable):
Telephone: 801-484-2281 Fax:
Organization/Business (if applicable): Email: mostamp@hotmail.com
Address: 1052 Roosevelt Ave.
City: Salt Lake City State: UT Zip: 84105

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the Citizen's Smart Growth Alternative promoted by the Friends of the Great Salt Lake + the Sierra Club as opposed to construction of yet another highway. Recently, friends visiting from California commented that the Wasatch Front now reminds them of Los Angeles. 1

As a state agency, UDOT should promote transportation alternatives that are the best for the entire state, not just a single county. As the experience of areas such as L.A., Baltimore, and Washington D.C. demonstrate, construction of new highways and "belt routes" leads to further development, more traffic, and yet more congestion. The entire Wasatch Front will suffer from the air quality impacts of the increased traffic associated with building another highway. Utah has a choice: it can follow the L.A. model of car-based, sprawl-style growth, or it can respect the boundaries imposed by the Great Salt Lake + its wetlands (an exceptional state resource), guide development to appropriate, lower-impact locations, and provide real solutions to traffic congestion with mass transit options such as light rail. 2

Thank you.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-40

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: M. LLOYD OSTLER Title (if applicable):
Telephone: 801-825-4670 Fax:
Organization/Business (if applicable): Email:
Address: 1481 S. 2200 W.
City: SYRACUSE State: UT Zip: 84075

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I have driven to and from Salt Lake City every day for 46 years. I have also spent many hours just sit on the road in good and bad weather to avoid problems, you know not other road to get home. We need this new Parkway now! 1

What would we do without I 15? And now with all of the new home's being built in Weber, Davis, Morgan there is a need now. What about next year? and the many years to come.

Thank you M. Lloyd Ostler

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-41

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: BOB HEIDER Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 630 FLINT ST
City: LAYTON State: UT Zip: 84041

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I THINK THIS STUDY HAS DONE A GOOD JOB OF EVALUATING ALL ALTERNATIVES. THIS HIGHWAY DOES NEED TO BE BUILT. I CHANGED JOB'S JUST SO I DIDN'T HAVE TO COMMUTE ON I-15. IF IT IS NOT BUILT WE CAN ONLY LOOK FORWARD TO MORE & MORE PROBLEMS ON I-15.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-42

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/07/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Trenton Brown Title (if applicable):
Telephone: 801 451 8063 Fax: 801 451 8016
Organization/Business (if applicable): Lagoon Email: tbrown@lagoonpark.com
Address: PO Box 696
City: Farmington State: UT Zip: 84025

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I live and work in Davis County. I represent myself, my family, and Lagoon Corporation. On all accounts I can say I, my family, and Lagoon support Legacy. I have seen alternate routes. None adequately address the issues faced by residents and business. Legacy is the only sensible solution I can see.
I hold a degree in Botany and Chemistry and have studied wetland-life extensively. Again, I can not see a reasonable ~~op explanation~~ cause to delay or redesign the route as proposed.
I support the proposed route of the Legacy Highway.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-43

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/07/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: KENT BUTTERFIELD Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): CITIZEN Email: Kentbren@juno.com
Address: 1755 EARNSHAW LN
City: SLC State: UT Zip: 84116

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I AM AGAINST CONSTRUCTION OF THE LEGACY HWY DUE TO THE ADVERSE ENVIRONMENTAL IMPACT. CITIZENS NEED TO UTILIZE MASS TRANSIT AND CHANGE THEIR LIFESTYLE IF NEEDED. ADDITIONAL HIGHWAYS WILL ONLY ENCOURAGE SPRAWL + AIR POLLUTION.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-44

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Margaret A. Vogel Title (if applicable):
Telephone: 451-9455 Fax:
Organization/Business (if applicable): Email:
Address: 868 S. Hollie Ave
City: farmington State: UT Zip: 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Give the smart Growth Alternative to the Legacy Highway, it greatly reduces the loss of valuable wetlands compared to the Legacy Highway alternative
Maximize transit and slow sprawl growth
Meet future travel needs (The agencies have greatly underestimated transit ridership projections)
Save an estimated $270 million in state funds over the Legacy shared solution.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-45

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Trevor J. Christensen Title (if applicable):
Telephone: 801-774-6131 Fax:
Organization/Business (if applicable): Email:
Address: 519 N 2100 W
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

BUILD IT NOW, PLEASE

We have to be able to move goods and services. This ~~takes~~ requires freeways and ~~large~~ arteries. This isn't just about moving people. Also, we have to be prepared for safety ~~issues~~ reasons.

What has been done and proposed is very well done — lets do it!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-46

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 01-07-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: ERIC JENSEN Title (if applicable): PLANNING DIRECTOR
Telephone: 801.298.6190 Fax:
Organization/Business (if applicable): BOUNTIFUL CITY Email: AJENSEN@BOUNTIFULUTAH.GOV
Address: PO BOX 369
City: BOUNTIFUL State: UT Zip: 84011

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I PREFER THE ALIGNMENTS THAT ARE WEST OF THE D&RG RAILROAD TRACKS THROUGH CENTERVILLE. THESE ALIGNMENTS ARE MORE DESIRABLE BECAUSE THEY ELIMINATE THE POTENTIAL OF A STABLE DISASTER OR HAZARDOUS SPILL FROM ~~AFFECTING~~ TRAFFIC FLOWS ON I-15, COMMUTER RAIL, AND LEGACY HIGHWAY.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-47

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Larry Jones Title (if applicable):
Telephone: 593 9653 Fax:
Organization/Business (if applicable): Email:
Address: 589 S Angel St
City: Layton State: Utah Zip:

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am totally in favor of the Legacy Parkway Project going forward as soon as possible. I commute to West Valley every day and make frequent weekend trips through Salt Lake Valley also.

I-15 has reached its limits and the alternatives I have heard of only assist those going to downtown SLC or UofU. Those, like me, who do not go there are left with no viable alternative. Anytime a wreck or fire occurs on I-15, there are no alternatives. Side streets become just as packed and tied up as I-15.

There will be increased traffic as more people choose to live in Davis and Weber Counties to find affordable housing.

Thank you.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-48

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: JAN. 7, 2004

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: DANIEL B. KUHN Title (if applicable): FORMER PASSENGER RAIL OFFICIAL
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 4605 SOUTH 2850 WEST #254
City: WEST VALLEY CITY State: UTAH Zip: 84119

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I APPRECIATE THIS OPPORTUNITY TO SUBMIT MY INPUT ON THE "LEGACY PARKWAY" ISSUE. FOR FIVE YEARS I LIVED IN LAYTON, UTAH AND COMMUTED TO SALT LAKE CITY ON I-15. IN ADDITION, I WAS AN OFFICIAL WITH AMTRAK, IN CHARGE OF RAIL PASSENGER ISSUES IN THE MOUNTAIN WEST DURING THE 1980'S AND MID-1990'S. FOR OVER 30 YEARS I HAVE LECTURED ON, AND CONDUCTED RESEARCH RELATED TO, PASSENGER AND COMMUTER RAIL OPERATIONS IN THE UNITED STATES AND CANADA. CONSIDERABLE RESEARCH ON WASATCH FRONT TRANSIT AND TRANSPORTATION CHALLENGES HAS BEEN UNDERTAKEN AS A PART OF MY AFOREMENTIONED EFFORTS SINCE 1980... AS SUCH, I AM VERY FAMILIAR WITH ALL ASPECTS OF THE SO-CALLED "LEGACY DEBATE..."

I WOULD LIKE TO GO ON RECORD IN FAVOR OF BUILDING THE LEGACY PARKWAY, AS A VITAL COMPONENT OF A BALANCED TRANSPORTATION NETWORK ALONG UTAH'S WASATCH FRONT POPULATION CORRIDOR. THE LINEAR NATURE OF THE WASATCH FRONT CORRIDOR DICTATES THAT A MULTI-MODAL MASS TRANSPORTATION SYSTEM BE DEVELOPED, WHICH INCLUDES LEGACY PARKWAY, IN ADDITION TO AN EXPANDED I-15 AS WELL AS THE PLANNED COMMUTER RAIL OPERATION. LEGACY IS NOT ONLY VITAL TO KEEPING THE I-15 CORRIDOR "FLUID," BUT TO THE GROWING NUMBER OF LONG-HAUL TRUCKS WHICH SERVE THE SALT LAKE - CLEARFIELD - OGDEN WAREHOUSING & FREIGHT LOGISTICS COMPLEX. FAILURE TO BUILD LEGACY WILL THREATEN UTAH'S FREIGHT DISTRIBUTION INDUSTRY, AND THE STATE'S STATUS AS THE LARGEST FREIGHT-HANDLING CENTER BETWEEN THE MISSOURI RIVER AND THE WEST COAST. ALL MODES MUST WORK AS A TEAM TO STAY AHEAD OF TRANSPORTATION DEMANDS ALONG THE WASATCH FRONT... THANK YOU FOR THE OPPORTUNITY TO PROVIDE INPUT ON THIS VITAL ISSUE...

Daniel B. Kuhn (TRANSPORTATION HISTORIAN)

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-49

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ray B. Tolman Title (if applicable):
Telephone: 801-295-7019 Fax:
Organization/Business (if applicable): Email: jetrbt@max.com
Address: 331 East Park View Cir
City: Bountiful State: Utah Zip: 84010

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I've done several studies on I-15 traffic. on several ocasions I counted Big-Rig trucks passing through Davis county. Just this morning from 10:30 AM to 11:30 AM Friday Jan 7th 2005 I counted 710 Big-Rig trucks in that one hour from Bountiful to Farmigton. That is the average. I've counted as many as 1,000 Trucks passing that same area at other times. I've talked to alot of truckers includ my brother-in-law and all of them 100% of them want to get off I-15 and onto the Legacy Park-way. over 70% of the trucks are Long haul truckers and have no bussness even stopping along the Wasatch front. They need to get thier loads from point (A) to point (B). When I-15 has a wreck or a problem those 700 Trucks are stoped sometimes as much as two & three hours, that 700 adds to 1,700 Trucks stoped and cant get thier goods through. Truckers have to start work at 3:00 AM to get thier goods through now. When a problem occurs cars and trucks get off I-15 and drive in residential area It is a major safety concern. It's allready been seen on serrail accations and many accedence. It took me 1½ Hours to go from my home in Bountiful 2600 So to my daughters home in Centerville on 400 East because cars & Trucks got off I-15.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Salt Lake has over 10 alternitives to get around I-15 when they have a problem. We only have one alternitive. It is a safety Issue & clean Air Issue. cars and trucks don [illegible]

GP-50

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Allen N. Chournos Title (if applicable):
Telephone: 801 825 8580 Fax:
Organization/Business (if applicable): Email: anc@pop.net
Address: 1592 S. 2650 W.
City: Syracuse State: UT Zip: 84075

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is time that the needs of the citizens be met. Birds, animals and the Great Salt Lake are important, yes; But.... traffic delays are now the norm and because of the heavy traffic volume, even the most minor problem ~~cause~~ results in long and unnecessary traffic delays. One accident, a car with a flat tire, inclement weather, construction, minor road repairs, etc. cause these delays. I now must leave my home at 6:30 in order to get to work on time. 10 years ago I could leave at 7:30. This relates to personal cost for thousands of people; a far greater overall cost than the cost to build the legacy highway.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-51

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: JoAnn Neilson Title (if applicable): _____
Telephone: 546-1042 Fax: _____
Organization/Business (if applicable): _____ Email: jjneil@deseretonline.com
Address: 211 E 6505
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am tired of the minority rule that applies to everything the Sierra Club does. Just because the have money. They say that the Legacy highway costs to much - it is because of them that it does
My family is in favor of the UDOT proposal.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-52

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/04

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Todd Jensen Title (if applicable): _____
Telephone: (801) 295-3471 Fax: _____
Organization/Business (if applicable): _____ Email: _____
Address: 364 W. 1400 N.
City: Centerville State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It looks great. Build it now.

Thanks,
Todd Jensen

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-53

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Alle Froerer Title (if applicable): _____

Telephone: tourist - Germany Fax: _____

Organization/Business (if applicable): _____ Email: _____

Address: _____

City: [redacted] State: _____ Zip: _____

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need mass transit - places Such as germany and Japan have train and Rail systems that counter the effect of polution.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-54

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: January 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Stacie Strommess Title (if applicable): _____

Telephone: _____ Fax: _____

Organization/Business (if applicable): _____ Email: _____

Address: 844 West 1475 South

City: Woods Cross State: UT Zip: 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Public transportation is an idealistic solution to the transportation issues in Davis County. ~~Unfortunately, it is not the~~ The realistic solution is the legacy highway. I am a student and commute to Salt Lake City everyday. It sure is a pain to get bogged down in traffic morning and night. The Legacy Highway would provide an alternative driving route - which in turn would cut down the amount of congestion on I-15. This would save me time and would also cut down on pollution being put out by idling cars which are stuck in traffic. We need the Legacy Highway! Think of the future, Legacy Highway is the best solution for our traffic problems

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-55

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Charles Payne Title (if applicable):
Telephone: 295-4287 Fax:
Organization/Business (if applicable): Email:
Address: 1767 So 720 West
City: Woods Cross, UT State: UT Zip: 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

These 5 Alternates are taking up more time and costing millions of dollars. Just build the damn road and stop making trouble all the time. The design they started with is a good plan

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-56

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Gary Christensen Title (if applicable):
Telephone: 444-1016 Fax:
Organization/Business (if applicable): Email:
Address: 120 N. Dixie
City: Layton State: UT Zip: 84041

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support alternative E alignment of the Legacy Highway. I also support Commuter Rail and any enhancements to I-15. The Legacy highway means progress and economic vitality to Davis County. ~~We are already~~

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-57

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Elizabeth Christensen Title (if applicable):
Telephone: 444-1706 Fax:
Organization/Business (if applicable): Email:
Address: 120 N. Dixie Ave.
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am in support of the Legacy Parkway. Our family is also in support of the commuter rail system and will use it almost daily in our work and school commitments. Having it available would also increase our seeking for entertainment and shopping in Salt Lake City.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-58

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Paul Brophy Title (if applicable)
Telephone (801) 548-4562 Fax
Organization/Business (if applicable) Email
Address 647 S. 125 W
City Layton State Ut Zip 84041

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Excellent presentations - We fully support the legacy and the sooner the better. Keep up the drive to get it done.

Thanks

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-59

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: January 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: CLAIRE GARDNER Title (if applicable):
Telephone: 801 583-1650 Fax:
Organization/Business (if applicable): SIERRA CLUB Email:
Address: 1954 EAST 900 SOUTH
City: SALT LAKE CITY State: UT Zip: 84108

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Smart Growth Alternative is the only way to go. I drive the route once a week. There is congestion. But, building the highway just is incorrect. The economic health & wealth of the counties involved is extremely important. The Redwood Road extension to Parrish Lane would provide so much relief. Build the light rail/commuter rail now at the same time as extending Redwood Rd. Busses are now underutilized. Put park 'n ride lots and move people east & west & north & South on a "busrail" line along the freeway. Save the $270 million for later use. Add another "people moving lane" to I-15 after everything else is completed.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-60

Carr Printing Co.
INCORPORATED

7 January 2005

Gregory Punske
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118-1847

Re: Legacy Highway

As a life-long resident and business owner in the South end of Davis County, I would like to voice my strong support for the Legacy Highway.

Business Concerns
I am Chairman of the Board of Carr Printing Co., 580 W 100 N, West Bountiful, which is immediately to the East of I-15. We currently employ 72 full-time employees of which 37 reside in the local area (Bountiful, Centerville, Woods Cross, West Bountiful, North Salt Lake). Of the others 23 travel from the North (Farmington, Kaysville, Layton, Syracuse, Clinton, Ogden, Morgan) and 12 from the South (Salt Lake City, West Valley, Taylorsville, Riverton, West Jordan, Holladay, Draper). Unless those traveling from the North start and end earlier than our normal work hours, they sit in slow-moving traffic, breathing in the exhaust fumes and taking 30 minutes longer to commute each way. Our sales reps and delivery personnel are seriously affected by the congested highways every day. With an alternative route for truckers and other commuters I-15 would be freed up for those who must drive between locations in Davis, Weber and Salt Lake Counties. Car pooling is difficult due to the nature of our work that doesn't allow all employees to start and stop at the same time each day. Commuter rail would require that employees drive from their homes to a parking area and then be some distance from a station to our place of employment. Every time that there is a problem on I-15 traffic is diverted to Highway 89 which is directly to the East of us. During those times it is nearly impossible for those driving North to exit our street. Highway 89 (500 West), 200 West, and Main Street in Bountiful all become clogged.

Emergency Concerns
During and after the floods of 1983 I was involved with committees working on emergency preparedness issues in Davis County. One area of serious concern was the fact that there was only one major route through Davis County and the problems that could be created in case of accidents, hazardous spills or natural disasters that would block I-15. Of serious concern is the large number of individuals who live in Davis County, but work in Salt Lake County. It could be very difficult if not impossible for these individuals to return home to their children if there was a major blockage of I-15. Whenever commuter traffic has to be diverted through the residential neighborhoods there are serious safety risks to residents that cannot be ignored.

Environmental Concerns
I feel that planners have made an honest effort to address the environmental concerns as a result of the highway going through the wet lands. I feel that the air quality concerns caused by congested traffic on I-15, Highway 89 and other streets is more serious to commuters and residents than the impact that the new highway may have on the wetland areas. I strongly recommend that we cease further delays and start construction on this important project.

Lowell C. Carr
1635 North Linden Lane
Bountiful, UT 84010

580 West 100 North P. O. Box 888 Bountiful, Utah 84011-0888
(801) 295-2321 FAX (801) 295-5489

GP-61

Jan. 7, 2005

My name is George Nichols. I live at 1834 W. 1915 S. in Syracuse, Utah, 84075, phone 801-825-4925.

My wife and I have owned the Centerville Dairy Queen for a little over 14 years. For most of those years we lived in Roy and commuted daily (except Sunday) to Centerville and back on I-15. We had many very memorable experiences. One day my wife left at 11 a.m. to work the noon hour for a sick employee. She arrived at 3 p.m.! She is a diabetic on insulin and going from breakfast to 3 p.m. without food was very dangerous. All side roads were gridlocked and unavailable. We had many other similar experiences.

We tried UTA several times but it didn't work for us.

Over the years we had many tourists and business travelers stop at our business and ask where the alternate to I-15 was. When told there was none they couldn't believe it! "Are the leaders in Utah really that stupid" they asked? When told the problem wasn't Utah leaders but was the Sierra Club, people, especially ones from California, shook their heads. Their jaws really dropped when told the mayor of Salt Lake sued his own state to stop construction. They vowed to avoid Utah and especially Salt Lake in the future.

We need the Legacy Highway and need it now! I have been an environmentalist all my life. I worked a number of years for the Idaho Fish and Game Dept. I know the value of wetlands. I also know that humans are an important part of the ecology. As presently planned by the professionals there will be a very minimal disturbance to wildlife and wetlands and will be a very maximum benefit to many thousands of humans. Rail transport is needed also and will help but can't do it alone. Trucks large and small, motor homes from Canada, tourists, and many others will not ride it.

A small group with lots of money and lots of lawyers, who think they are right and everybody else is wrong has stopped this badly needed project way too long and caused a lot of taxpayers money to be wasted. The majority of taxpayers want it. There are many legitimate environmental challenges out there. Let's forget this one and try to work together on them.

PUBLIC SCOPING MEETING COMMENTS 1/7/05 GP-62

Patriots pray, meditate, carpool, pedal, walk, drive hybrids and use mass transportation. The Redwood Road alternative gives our families neighborhoods that are pedestrian-bicyclist friendly. And helps break the cycle of urban sprawl.

I resent my $ being spent on attorney's fees because the state entered into a contract assuming the sloppy work done to begin constructing a highway followed the law. It was pointed out by my people that the plan did not follow the law. The state and all other governmental entities were told many times if the entities went forward without regard for the law there would be a lawsuit. →

Why isn't building yet another highway should be a last resort, not a 1st impulse? When there is mass transit between Ogden & SLC I will probably get a job there. About 20 years ago when it was obvious mass transit would be needed, I volunteered my time as a lawyer to what I believe was called Wasatch Regional Transportation Council. I could not get a return call as to the offer, nor plans for moving people between Weber County & SL County, which said a lot about "vision," and lack thereof.

Deb Badger, a BYU grad for healthy long range family oriented planning

1180 200 Street
Ogden UT 84403

GP-62

I receive $ from working oil interests. Building more highways and continuing to use fossil fuels & increasing use of same helps me financially. However, it is for the greater good to use less fossil fuels generally, and offer mass transit to move people specifically, in Northern Utah. I hope the citizens alternate route, Redwood Road will be given a chance to handle our transportation needs, along with mass transit!

GP-63

Sidney W. Smith
1502 North Main
Farmington, Utah 84025
(801) 451 - 2754

To whom it may concern:

January 7, 2005

I strongly support the construction of the Legacy Highway from Farmington South to I-215 at North Salt Lake.

The need is already here. I-15 is already over capacity. The area is growing rapidly.

There is no significant alternative to I-15 in this area. Even minor problems cause major delays.

Mass transit in the form of commuter rail, light rail and additional busses, will be built, is necessary for many reasons. Bu it can not carry the volume of traffic that is required. Mass transit works well for a limited number of people that have beginning point and an ending point that are well served. There are many who can and will need mass transit but that will not relieve the need for Legacy Highway.

Time is an important commodity. Many of those who travel are traveling while on the job This also includes equipment such as trucks. This adds up to huge dollar amounts. **The most valuable time is the time we have with family and for personal use.** Good transportation pays for itself in short order in time savings. For those who have to transfer from one mass transit vehicle to another more than a couple of times per trip it becomes to time consuming.

While all of us would like to work and enjoy the amenities of life within walking distance of our homes, the realities are that the best jobs for an individual are not close to home when the job is needed. A lot of other activities also require significant travel. One member of the family has to go in one direction while another has to go in a different direction. **The ability to move freely about the area is of great importance to our quality of life.**

The need goes beyond this segment of Legacy Highway. The segment from Farmington through Northwestern Davis County to Ogden is also desperately needed Not only to supplement I-15 but to move traffic from city to city by shorter distances which also saves time and reduces air pollution.

When the this North Segment is constructed it will then add to the traffic using Legacy Highway South, thus increasing the need for the Farmington to I-215 segment of Legacy Highway.

While it is true that this project will impact a limited amount of wetlands, The preservation and improvement of wetlands far out weighs the detrimental impacts. Many of the lands now being preserved with this project would be lost , destroyed, or damaged by development if it were not for this project. The lands being preserved are not solid wetlands. They include areas of uplands as well. These uplands add considerable value to the wetlands. Geese and other birds and animals nest in the uplands and feed in the wetlands. Also The wetland are difficult to preserve legally. The uplands are not legally protected. If the uplands develop in and around the wetlands, much of the environmental value of the wetlands is lost.

If the project is not built then UDOT needs to sell off the preservation lands to the highest bidder. These lands apparently were purchased with transportation funds. To continue to use transportation funds to preserve wetlands for a project that is not built is a misuse of public transportation funds. This is a criminal act in other situations. I would think the same rule should apply here.

We need the Farmington to I-215 segment of Legacy now. Further delays and challenges to the need and location are a great waste of public funds.

Sidney W. Smith

GP-64

RECEIVED JAN 10 2005

Jan 05

Sirs: Re: the Legacy Parkway

The extensive research and the details done are superb, all are to commended highly.

There seem to be a balance between transportation & the environment, & eventhough we see the importance of the environment, people do come first, we need the highway.

Please build the parkway.

T. E. Brewerton
1909 Mapleview Dr.
Bountiful, UT 84010-1657

AGP
12/15/04

GP-65

December 5, 2004

Gregory Punske
FHWA
2520 West 4700 South, Suite 9A
SLC, UT 84118

Dear Mr. Punske,

Because of the complexity of the new DSEIS document regarding the Legacy Highway, and due to the fact that the comment period crosses over the Christmas holidays, it is my request that the comment period be extended for at least another 30 days. It is important that a consensus on the future of transportation be reached within our community and this extension will increase the likelihood of that happening.

Sincerely,

Linda C. Hoffman
1766 Campden Ct.
Farmington, UT 84025

GP-66

4SP
12/15/04

Dear Mr. Punske,

The agencies responsible for issuing the DSEIS report reviewing the Legacy Highway just issued their report on the 4th of this month. This is a complex document, consisting of thousands of pages and dealing with hundreds of issues.

I propose that the 2 months given for review and evaluation of this report is far too short a time in which to give it the serious consideration it requires and deserves.

This letter is to request an extension of the time for review to a more reasonable 90 day period.

I will be attending the hearing on Janyary 7, of course, however, I'd like to have more of my ducks on a row concerning this report and I feel I can't do that within the time allotted.

I sincerely and fervently ask you to consider extending the time for me and others to digest this report.

Sincerely,
Carol Fowler
792 N. 1300 W.
Salt Lake City, UT 84116

GP-67

GRAND CANYON NATIONAL PARK
Hilltop Ruin, Anasazi

12-7

Re: Legacy Hwy / UBET / SEIS
issues. Please allow the comment period to be extended for at least 30 days. Also participate in the PUBLIC HEARING on Fri, Jan 7, 05 at the Davis Co. Fairgrounds and give fair consideration to UBET's new proposed alternative to Legacy.
Thank you for your consideration
Sincerely, Jodie Hunt

1

1

2

SALT LAKE CITY UT 841
PM
07 DEC
2004

RECEIVED
DEC - 9 2004
BY: NK

BRONNTROUT PUBLISHERS • SAN FRANCISCO, CALIFORNIA

Nancy Kang
USACE
533 W. 2600 So.
Bountiful, UT
84010

#150

Jodie Hunt
1065 Second Avenue
Salt Lake City, Utah 84103

840104774 PHOTOGRA

RECEIVED DEC 14 2004

GP-68 SOP 1-13-05

January 10, 2005

Mr. Gregory Punske
FHWA
2520 W 4700 S #9A
SLC UT 84118

Mr Punske:

Please give full and fair consideration to the Citizens Smart Growth Alternative to the Legacy Highway.

The Great Salt Lake wetlands are a state and national treasure and should be preserved; especially when there are other options that would successfully meet the needs of our state.

Thank you.
Kay Butler
1480 Millbrook Way
Bountiful UT 84010
#951-1493

GP-69

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Daniel D. Williams Title (if applicable):
Telephone: 801-773-2011 Fax:
Organization/Business (if applicable): Email: dwilliams@americafirst.com
Address: 45 N 2000 W
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

How long do we have to wait before the prudent, responsible, and "right" thing is done? Do we not live in a democracy where the will of the majority establishes laws, priorities, policy, etc.? If this is not the case, how do any of our elected officials get elected? We need the Legacy Highway not only because the majority feel we do, but because it is critical for the safety, well being, economic benefit, and future prosperity of our area. How much is being lost in productive time by thousands upon thousands of people sitting idling in their cars during congestion times? Millions of tax dollars have already been wasted with unnecessary delays. Lets get it done - Now

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Dan Williams

GP-70

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 11/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Denise Aagard Title (if applicable):
Telephone: 546-3935 Fax:
Organization/Business (if applicable): Email:
Address: 1055 W. 150 S.
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Legacy is the only solution to the growing traffic demands. The natural preserves ~~sho~~ should satisfy the "environmentalists" just fine. (I also like the idea of the trail systems. They sound like fun.) Let's get Legacy built!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-71

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 11-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Doug Aagard Title (if applicable): Representative
Telephone: 546-3935 Fax:
Organization/Business (if applicable): UTAH House Email: daagard@utah.gov
Address: 1055 W. 150 S
City: Kaysville State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Legacy is crucial to the movement of commerce thru this area. We must have Legacy in order for people to move south safely. If I-15 is ~~to~~ shut down for emergencies, we up north are stuck - It is so much more than convenience! Please Allow Legacy!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-72

Kimberly J. Stevens

From: Carolyn Clark [dr_carolyn@yahoo.com]
Sent: Tuesday, January 04, 2005 5:35 PM
To: Legacy
Subject: Use the Citizens Smart Growth Alternative

Dear Mr. Punske,

Do not allow the Legacy Hwy to be built.

Instead, please use the Citizens Smart Growth Alternative instead of putting in the Legacy Highway. It is important to preserver wetlands. We need to encourage the use of mass transit instead of gas guzzling autos .. especially in this time when we should be reducing our dependence on the Gulf States. The Alternative also helps us keep our air clean ... especially important for the ever-growing number of asthma sufferers.

Best of all, the Citizens Alternative preserves open space, which gives us some sense of peace in this age of crowds and hurried pace.

Thanks for recording my comments.

Dr. Carolyn Clark
573 12th Ave
Salt Lake City Ut 84103

Carolyn Clark, Ph.D.
Dept. of Communication
Salt Lake Community College

Do you Yahoo!?
All your favorites on one personal page – Try My Yahoo!

GP-73

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Richard S. Ford Title (if applicable):
Telephone: 801-295-5320 Fax:
Organization/Business (if applicable): Email:
Address: 568 EAST 550 South
City: CENTERVILLE State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

WE NEED THE LEGACY PARKWAY

(1) I15 IS A BOTTLE NECK DURING WORK HOURS

(2) WHILE DRIVING A SCHOOL BUS, I WAS UNABLE TO FINISH MY DUTY DUE TO A TANKER FIRER ON I15. ALL ROADS IN BOUNTIFUL AND CENTER CITYS WERE COMPLETELY BLOCKED

(3) NO ALTERNATE WHEN I15 IS CLOSED

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 74

Kimberly J. Stevens

From: Jeffrey Emmerichs [jeffrey.emmerichs@ihc.com]
Sent: Tuesday, January 04, 2005 10:13 AM
To: Legacy
Subject: Citizens Smart Growth Alternative

To Whom It May Concern:
I am writing to express my support for the Citizens Smart Growth Alternative, and to oppose the plan for the Legacy Highway promoted by the UDOT and the FHWA. It seems to me that the Smart Growth Alternative is a better choice for the Wasatch Front because it will greatly reduce the loss of valuable wetlands; it can better meet future travel/commuter needs without building and then having to further expandi new highways; and it promotes a better quality of life with more transit-friendly development patterns, better long-term air quality and open space preservation. I strongly encourage the managers of the Federal Highway Administration to seriously consider the Citizens Alternative. Thank you. Jeff Emmerichs

GP-75

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sharon T. Ford Title (if applicable): _____
Telephone: 801 295-5320 Fax: _____
Organization/Business (if applicable): _____ Email: _____
Address: 568 East 550 South
City: Centerville State: Ut. Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy Parkway for an alternate route. The conjestion gives hours of delay when you are on the way to Dr. appt, family emergency etc. We need the Legacy Highway before the Trax because so many have to use their cars for business stops. Also the number of truck transportation is so numerous, it is very necessary for an alternate Legacy Parkway. Attendance at schools are always late because of the I-15 being numerous with delays for those living on the West side trying to get to schools on the opposite side of the Freeway. It is an emergency need for a Legacy Parkway as soon as possible.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Kimberly J. Stevens GP 76

From: FamilyHart@aol.com
Sent: Tuesday, January 04, 2005 10:38 AM
To: Legacy
Subject: Legacy Highway Comments

To Whom It May Concern,

We would like it to be known that we strongly support the building of the Legacy Highway through western Davis County. This highway should have been built years ago and it is a travesty that Mayor Rocky Anderson and his chroneys were able to delay its construction.

Several years ago there was a gasoline tanker fire on I-15 just north of the Highway 89 onramp going north out of Bountiful that brought this great need to light. This incident shut down the Interstate for a couple of days, which led to all of that I-15 traffic being diverted onto the streets of North Salt Lake, Bountiful, and Centerville. It was a nightmare just to travel across our city of Bountiful. Our nephew was baptized the Saturday of the tanker fire. Just to get to his baptism, which would normally take 10 minutes from our home, it took an hour and a half. The family then went out to dinner at the Chuck-o-rama here in Bountiful afterwards. It took another hour to get there, it also being a normal 10 minute drive. Ambulance and other emergency services were hard pressed on those days of the diversion. If the Legacy Highway had been built before this incident, all of the through traffic on I-15 could have been diverted to it and our cities would not have been impacted. If there was a similar incident today, it would be far worse with the additional traffic that is now on I-15.

It is imperrative that the Legacy Highway be built quickly. It would be the emergency link through Davis County, if I-15 is impacted. As it stands right now, I-15 is a single point of failure in our freeway network in South Davis County and our hiney is hanging out in the breeze while we wait for the Legacy Highway construction. Even if mass transit were to help alleviate traffic on I-15, the need for the Legacy Highway is still needed and it is needed now!

Thanks!

Don & Jeanine Hartman
485 Oakview Lane
Bountiful, Utah 84010

Phone - 801-397-3678

Kimberly J. Stevens GP 77

From: Jessie Jordan [jessie.jordan@gmail.com]
Sent: Thursday, January 13, 2005 11:32 AM
To: Legacy
Subject: Legacy Highway

I am writing to express my support for the "Citizens Smart Growth Alternative" introduced by the Sierra Club and its partners. I am a supported of commuter rail lines, light rail lines, bus lines etc. The Legacy Highway (or anything similar) would threaten wetlands. The Smart Growth Alternative will better meet future travel needs.

Thank you,

Jessie Jordan
HC 70 Box A4
Torrey UT 84775

Kimberly J. Stevens GP 78

From: jason bultman [jason_bultman@hotmail.com]
Sent: Wednesday, January 12, 2005 10:04 PM
To: Legacy
Subject: comment on Legacy [?? Probable Spam]

Dear Mr. Punske,

As a concerned and active citizen steeped in transportation issues, I am remain aghast at the thought of paving a major highway through the wetlands of the Great Salt Lake. At a time when funding is difficult to maintain our existing roads, we should not be investing so much money in new highways, and especially not in such an environmentally fragile area. I agree that congestion problems need to be addressed, and I strongly support the Smart Growth Alternative which would instead improve current roads and introduce mass transit/light rail. As a bicycle enthusiast, I am also interested in the Class I trail proposed for nonmotorized travel through the corridor previously proposed, and partially graded, for the Legacy Highway. This trail would make accessible the beauty of the area for recreationists/bicycle commuters in an environment far more amenable than next to a noisy, smelly highway without the effects of noise, air, and water pollution associated with automobiles. 1 2

Thank you for your consideration,

Jason Bultman
1611 E 3010 S
SLC, UT 84106

Kimberly J. Stevens GP-79

From: Gregory Scott [gregory_scott2112@hotmail com]
Sent: Thursday, December 02, 2004 1 05 PM
To: Legacy
Cc: Nancy Kang@usace army mil
Subject: Comment on Legacy Parkway

To whom this may concern.

I was surprised to hear that the proposed Legacy Parkway still includes a wide right-of-way so it can accommodate trails etc I think that requesting such a wide right-of-way could put the whole project in jeopardy It's not that I'm against trails and berms but rather I'm under the impression that you need to certify that any right-of-way (wetland take) would be absolutely necessary to the project. First, I suppose that it would be hard to prove that you need trails and berms when such are not provided along other major arterials Second, I would think that the trail could have been shifted to old Denver RioGrand rail line so that the wetland take would have been minimized. Shifting the trail to the old Denver RioGrand rail line also removes the trail users from the exhaust created by the cars on the Legacy and could possibly be provided with underpasses at major road crossings as is done in Merced City CA where I lived prior to moving to Utah 1

Please send your written response to this comment to

Greg Scott
780 East 425 South
Layton, UT 84041

Thank you.

Don't just search Find. Check out the new MSN Search!
http.//search.msn click-url.com/go/onm00200636ave/direct/01/

Kimberly J. Stevens GP-80

From: Roland Behunin [roland@readytek.net]
Sent: Friday, December 03, 2004 10:54 AM
To: Legacy
Subject: Legacy Higway Comment

We passed a sales tax increase in Davis County to fund light rail. We do not have light rail. We are being force feed commuter rail. It does not make logistical sense to run to different rail systems. We should get and extenstion of light rail into Davis County before any work is done on the Legacy highway.
--
Member Sons of the American Revolution
Master of Aeronautical Science
Embry-Riddle Aeronautical University Class of 1997 roland@readytek.net

Kimberly J. Stevens GP-81

From. Wakan, Anngela G [anngela wakan@aruplab com]
Sent: Monday, December 06, 2004 11 23 PM
To: Legacy
Subject: Please reconsider

To whom it may concern,
As a member of the community, I would like to ask you to not build the Legacy Highway, but to consider the alternatives presented in the Citizen's Smart Growth Alternative, found on the Utah Sierra Club's web-site. I feel there is much that will be lost with the Highway, but that the alternative solutions are well thought out and would not only be better for commuters, but the ideas would overall be better for our environment, health and "legacy" we leave our children.

Thank-you,
Sincerely,
Anngela Wakan
801-585-4573

The information transmitted by this e-mail and any included attachments are from ARUP Laboratories and are intended only for the recipient. The information contained in this message is confidential and may constitute inside or non-public information under international, federal, or state securities laws, or protected health information and is intended only for the use of the recipient. Unauthorized forwarding, printing, copying, distributing, or use of such information is strictly prohibited and may be unlawful. If you are not the intended recipient, please promptly delete this e-mail and notify the sender of the delivery error or you may call ARUP Laboratories Compliance Hot Line in Salt Lake City, Utah USA at (+1
(800) 522-2787 ext 2100

GP-82

Kimberly J. Stevens

From: Keith A Klundt [k b klundt@juno com]
Sent. Tuesday, December 07, 2004 8 02 PM
To: Legacy
Subject: Support for Legacy Highway

Now that UDOT has submitted the supplemental EIS required by the 10th circuit court for additional study on the Legacy Highway, we can finally proceed with a much needed addition to the state's transportation infrastructure The delays of the past two years have cost taxpayers and delayed the construction of a vital alternate highway route As one of those taxpayers and a commuter who daily travels between Davis County and Salt Lake City for work, I strongly support the work that comprises the Legacy Highway project A large majority of citizens recognizes the tremendous value we will receive from the project In addition to expanded transportation options, the project promises to deliver environmental and lifestyle benefits for all to enjoy The project as put forward by UDOT will be part of a multi-faceted solution to our transportation needs, which will include commuter rail and bus rapid transit It will provide irrevocable protection for over 2,000 acres of wetlands Congestion on I-15, which takes a huge toll on our economy, health, and environment, will not begin to be alleviated until the Legacy Highway project and related improvements are allowed to proceed Please take all steps necessary to ensure the timely start and early completion of this critical project

Keith Klundt
904 N Oakridge Drive
Farmington, UT 84025
801-451-7440
k b klundt@juno com

GP-83

Kimberly J. Stevens

From: Blair Denney [BDenney@sea-ssoa com]
Sent: Thursday, January 13, 2005 7 23 AM
To: Legacy
Subject: Legacy Highway Comments [?? Probable Spam]
Importance: High

Dear Associates,

I would like to voice my support for the Legacy Highway Project for the following reasons

The first and most obvious reason is redundancy and load balancing Generally these terms are used in the world of computer networking but apply just as readily here At this time, should the I-15 corridor between Bountiful and Farmington become unavailable there is no redundancy, there are no reasonable alternatives to handle the volume of traffic normally handled by that corridor The Legacy Highway would not only provide an alternate path that is adequate to handle the traffic load, but it can also help alleviate congestion during all hours of the day

Secondly, with all due respect to UDOT, we are already decades behind where we should be in regards to the transportation needs of the Wasatch Front Many have said that we need to fast track commuter rail and light rail - I couldn't agree more Davis and Weber county residents voted in an addition to their sales tax to make commuter rail a reality We have yet to see one station built However, commuter rail and light rail extensions do not create a holistic solution We need a realistic alternate roadway such as Legacy in addition to commuter rail, light rail, more bus stops, more granular bus routes, and carpool lanes through Davis and Weber Counties The culmination of all of these projects makes a complete solution – a solution that we have needed since the early nineties To believe or assume that commuter rail will be a silver bullet for our transit concerns is naive Even with more than expected use of Trax in Salt Lake City, gridlock still happens at peak hours on I-15

Finally, having reviewed the Smart Growth Alternative, I can only come to the conclusion that it may have been a plausible traffic bypass 20 years ago, but it is sorely lacking when it comes to the needs we have now It does not provide a reasonable alternative to the volume of traffic normally seen on the I-15 corridor, no considerations are made for future growth, it does not provide redundancy given that an accident severe enough to close down freeway traffic would most likely close down the frontage road as well, it relies too heavily on mass transit to succeed, it would displace more homes, schools, and businesses than the Legacy Project, and ironically would be for worse for wildlife and the environment in general If the Legacy Project is not allowed to go forward the planned 2089 acre wildlife refuge will be lost, and as a result the land will be snapped up by contractors who plan to develop industrial complexes In addition, freeway traffic idling at the 8+ traffic lights on the Smart Growth Alternative route will likely produce much more pollution than traffic flowing freely along the Legacy Highway

The rapid growth along the Wasatch Front is going to continue It cannot be slowed or stalled by court orders or protests Those who would attempt to inconvenience, intimidate, or misdirect the populace in an attempt to push their agenda should be ashamed of themselves They do not hold the best interest of Utah in mind The absolute worst thing we can do is follow the advice of these people and fail to make plausible, effective plans for the future

Since the cost of the highway keeps going up, I have a suggestion to recoup some of the monetary investment It may have been suggested before and is likely to be unpopular - have you considered making the Legacy

1/13/2005

GP 83

Highway a toll road? I'm certain you would have no shortage of people willing to pay for the convenience

I thank you for your time and consideration

Blair Denney (Written by **Matthew D Burningham)**

GP-84

Legacy Parkway Supplemental Environmental Impact Statement Public Scoping Meeting

Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sid Young Title (if applicable):

Telephone: (801) 451-9603 Fax:

Organization/Business (if applicable): Farmington City Council Email: Sidyoung@msn.com

Address: 393 East 570 South

City: Farmington State: UT Zip: 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It's essential to build Legacy now. I believe mass transit and additional roads need to be available. The significant mitigation and creation of the nature preservancy area will improve the environment.

The construction of Legacy will improve traffic, the environment along the Wasatch Front, Salt Lake, and increased travel options between Northern Utah and Salt Lake County.

The project has been appropriately studied and evaluated. It's now time to build it!!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-85

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Rick Smith Title (if applicable):
Telephone: 498-7717 Fax:
Organization/Business (if applicable): Email: rdjosmith@netzero.com
Address: 597 S. 925 E.
City: Layton State: UT Zip: 84041

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the Legacy Highway project. My only concern is that the alignment parallels too close to I-15 in Centerville. There's a potential for something major to shut down both freeways. On the other hand, I realize the environmental concerns & they basically force this alignment as well as major costs to build bridges, etc. I hope this parkway will continue north to Weber County to alleviate I-15 congestion.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-86

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 January 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Malayna T. Stromness Title (if applicable): Dental Hygienist.
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 844 West 1175 South
City: Woods Cross State: UT Zip: 84087-2011

[ ] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

America is great because of the infrastructure that covers our country. The Legacy Highway is vital to the people of Utah.

In many areas of the state there are alternate roads to arrive at a destination. This however is not the case in the Davis County corridor. Accidents in the past have completely brought all traffic to a halt with no alternatives to move forward.

It is a vital safety concern for citizens of Davis County to have at least one additional traffic route so that emergency personnel can address public safety issues, and so that all north-south traffic doesn't come to a complete halt.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-87

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Tammy & Troy Tonnesen Title (if applicable):
Telephone: 292-9142 Fax:
Organization/Business (if applicable): Email: Troytame@comcast.net
Address: 791 West 2350 North
City: West Bountiful State: UT Zip: 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Why does the burm stop at Porter Lane? There are residents further north of Porter Lane. You basically said screw those residents. Therefore we (I) have to put up with more noise & less enjoyment of my home. 1

Therefore has been no new demostration/information provided upon what is really being done to improve mass transit. Why is commuter rail not being further developed/implemented?

Also, you need to better inform those people who are suppose to be informing the public. So far I have been to three different people and none of them could answer our questions 2

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-88

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1.7.05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ronald L. Dunn Title (if applicable):
Telephone: 451-8400 Fax: 447-4288
Organization/Business (if applicable): Email:
Address: 420 Quail Flight
City: Kaysville State: UT Zip: 84025

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Ideological opposition to this project based upon irrational, slavish adherence to a misanthropic worldview with no greater goal than to delay and cost Utah taxpayers money. must stop now. 1

Build it now. Your questions were answered years ago.
Build it now.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-89

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 JAN 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: LARRY L. KEEN Title (if applicable):
Telephone: (801) 771-1869 Fax:
Organization/Business (if applicable): Email:
Address: 2610 E 2700 N
City: LAYTON State: UT Zip: 84040

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I'm CONCERNED THAT THE HEIGHT OF THE ROADBED IS SUFFICIENT TO MINIMIZE THE EFFECTS OF THE FLOODS THAT WE HAD IN 83/84.

I WOULD HOPE THAT THE ENGINEERING ON THIS PROJECT IS WELL THOUGHT SO AS NOT TO MADE ANOTHER DEBACLE LIKE THE INTERCHANGE ON CHERRY LANE I DON'T LIKE TO SPEND MY TAX MONEY ON RE ENGINEERING AND RE STRUCTURING PROJECTS.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-90

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Clark R. Moss Title (if applicable): Chairman of Board
Telephone: 801-546-4310 Fax:
Organization/Business (if applicable): Cherry West C.D. Email: CRMoss@CherryTowers.com
Address: 1394 E. Bear Canyon Dr.
City: Fruit Heights State: Ut. Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please See attached.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 90

As a long time resident of Davis County, as a former resident of Main Street in Centerville, and as the Chairman of the Board of Chevron West Credit Union located in the extreme Southern end of the county, I would like to voice my support for Alternative E of the Legacy Highway.

Living in Davis County for many years, I am old enough to remember the conversion of the old highway 89 through Davis County into I-15. I can vividly remember the near crisis condition of the traffic flow in the long narrow corridor between Farmington and Centerville. Due to the lack of alternatives in this area, and the old four-lane highway not able to handle the traffic flow, traffic diverted down the only other alternative, which was Main Street of our small community. Living in that area became a hardship. Leaving ones driveway or crossing the street during certain times of the day became nearly impossible.

When I-15 was completed in the early 70's the traffic flow lessened on these community streets and life was again bearable. Having moved a few miles to the north, but still living in Davis County and frequenting our old neighborhood, I have watch this situation worsen again for family and friends. Twenty years after the construction of I-15 the same calamity we lived through returns whenever a problem occurs on the freeway. Back then when an accident occurred on the freeway, traffic on Main street in Centerville and Farmington backed up as far as seven or eight miles. There were no other alternative routes. Now 30 years after construction, and with four lanes of traffic going each way on the freeway, we are approaching the same crisis all over again, except now if I-15 is closed, it can be literally hours of backed up traffic and frustrating, unsafe conditions.

In addition to the traffic congestion in these communities, the traffic flow to the Credit Union I represent is periodically hampered by the traffic on I-15. As a mid-sized closed membership credit union, our membership of 5,000 often needs to come to our office in North Salt Lake to conduct business. As the traffic flows through Southern Davis County have increased we find that this often discourages our members from that area from coming to the office. As a result, our ability to provide service to these members has decreased. As this situation worsens, I fear that this will have a substantial impact on the Credit Union's business.

Even with the addition of Legacy Highway, I worry what will the traffic situation for this narrow corridor of Davis County be in another 30 years. Many households have been added in this area in the last 30 years, yet there are still many open spaces available that will develop and add additional people and traffic to these roads. We have not seen the end of development in this area, nor will we for some time to come. Since other methods of transportation are being aggressively pursued in addition to the Legacy Highway, I am hopeful these solutions will lessen the problems for my children and grandchildren. However, I feel strong that alternative transportation is only part of the solution. Legacy highway is a vital part of the transportation solution for Northern Utah. These problems need to be addressed and solved as soon as possible.

GP-91

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Roger Barrus
Title (if applicable): Representative-Utah House District 18
Telephone: 324-3002
Fax: 294-3011
Organization/Business (if applicable):
Email: rogerbarrus@utah.gov
Address: 322 East 500 North
City: Centerville
State: Ut
Zip: 84014

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I serve in the Utah Legislature (House Dist. 18) and represent the citizens of Farmington, Centerville, West Bountiful and Woods Cross. The Legacy Parkway will traverse through each of those cities. I hear from my constituents regularly that they favor construction of the Legacy Parkway. I can count those who oppose it on one hand (those who have contacted me). Public awareness for this project is high. Nearly all who have contacted me feel that UDOT has been sensitive to environmental impact and citizen impact. They recognize the need for an alternate route through Davis County and the impact on their personal lives and commerce when I-15 is slowed or stopped from accidents. On behalf of the 35,000 constituents I serve, build it !!!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 92

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: J. SCOTT CARTER Title (if applicable): LAYTON CITY C&ED DIRECTOR
Telephone: (801) 336-3785 Fax: (801) 336-3789
Organization/Business (if applicable): LAYTON CITY Email: SCARTER@LAYTONCITY.ORG
Address: 437 N WASATCH DR.
City: LAYTON State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I have been involved in planning in Davis County for over 30 years. The concept of the "Legacy Parkway" came into being early in my career. I have been an advocate of this project from the very beginning. It is time to move beyond the rhetoric, and get this facility built! We saw the need 30 years ago. That need is obviously more pronounced today. We need to build this leg now and prepare to continue it northward.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-93

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: January 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Steven Brough Title (if applicable): City Councilman
Telephone: 546-1729 Fax: 547 0904
Organization/Business (if applicable): F.H. city / Brough Realty Email: Brost2@wfrms.com
Address: 1395 E. Shady Lane
City: F.H. State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is a shame to have to waste time and money because a few people are not willing to let the Highway be built. There is no doubt as to the need. I have met very few people who oppose the contructing of this Highway. The need is obvious and the few problems are very solveable. Lets get it done now before the cost goes up more.

Thanks Steven Brough

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-94

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: LAWRENCE P. FOWERS Title (if applicable):
Telephone: 801 451-0966 Fax: 801 350-8060
Organization/Business (if applicable): Email: SFOWERS@TELAMERICA.Co
Address: 1017 N. OAKRIDGE DR.
City: FARMINGTON State: UT Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I AM A DAVIS COUNTY RESIDENT WHO COMMUTES DAILY TO SALT LAKE CITY. THAT COMMUTE IS VERY DIFFICULT WHEN WE HAVE ONLY ONE ROUTE INTO DAVIS COUNTY – I-15. PLEASE DO NOT EVEN TRY TO TELL ME THAT HIGHWAY 89 IS AN ALTERNATIVE. THE CRITICAL NEED FOR A VIABLE ALTERNATIVE WAS DRIVEN HOME TO ME ABOUT 5 YEARS AGO WHEN MY DAUGHTER SUMMER WAS GRADUATING FROM DAVIS HIGH SCHOOL. THE GRADUATION WAS HELD AT THE DEE EVENTS CENTER IN OGDEN. I LEFT MY SALT LAKE OFFICE AROUND NOON FOR THE 4 P.M. GRADUATION. DUE TO A TANKER ROLLOVER ON I-15 IN WOODS CROSS THAT DAY, I MISSED MY DAUGHTER'S GRADUATION! FROM SALT LAKE SOUTH THERE ARE A DOZEN OR MORE ALTERNATIVE FOR TRAFFIC TO FLOW. NORTH INTO DAVIS COUNTY, WE HAVE ONE! WITH A FREEWAY COLLAPSE IN AN EARTHQUAKE, TRAFFIC INTO DAVIS COUNTY WOULD COME TO A HALT. TRY EXPLAINING THAT BY BRAGGING ABOUT THE ACRE OF WET SAGE BRUSH YOU

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-95

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Mary Call Title (if applicable):
Telephone: 801 544-1096 Fax:
Organization/Business (if applicable): Email:
Address: 1002 Brookhaven Dr
City: Kaysville State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is crucial that we have this additional highway through this area. I feel a person must live in Davis County to be able to have a say in this. U of U students objecting to this may never have to feel the impact here if it is not built. Don't displace people instead of fish!

I favor alternative E.
Lets get started NOW!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-96

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: LEO M STEVENSON Title (if applicable): MD
Telephone: 801-621-1781 Fax: 801-621-6994
Organization/Business (if applicable): Email:
Address: 2595 EASTWOOD BLVD
City: OGDEN State: UT Zip: 84403-5312

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

PLEASE USE RULE OF LAW - PUBLIC OPINION - NOT A SMALL MINORITY VOICE

THE PUBLIC NEEDS THIS AUTO CORRIDOR

I AM NOT GOING TO GO TO THE TRANSFER STATION IN OGDEN TO GO TO A TRANSFER STATION IN SLC TO RIDE A BUS

THIS PROJECT IS LONG OVER DUE

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-97

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Donna Stevenson Title (if applicable):
Telephone: 801 476-3364 Fax: 801 621-6994
Organization/Business (if applicable): Email: Leostevenson2@comcast.Net
Address: 2595 Eastwood Blvd
City: Ogden State: Ut Zip: 84403

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Legacy Highway needs to be build now. Ten years ago would have been better. I am angry that a few people who do not even live here can hold us all hostage as they have done and are doing with this highway.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-98

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Dan Nielson Title (if applicable):
Telephone: 801-544-7149 Fax:
Organization/Business (if applicable): Email:
Address: 2426 E 2250 N
City: Layton State: UT Zip: 84040

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We all need the Legacy highway and the process has been ~~done~~ overdrawn and beat to death. The DOT has gone above and beyond in their due diligence to the needs of the environment and the future of the people of this state... The Sierra Club and the mayor of SLC have caused the State great cost and harm — get them behind us and let's move on with building the Legacy parkway! (I have lived all over the country and in other countries and I have never seen so few hold so many hostages as here. (Besides, it is horrifically irresponsible to limit the people of this state and others to one major transportation corridor I-15.)

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-99

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 8 Jan, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Richard Stayner Title (if applicable):
Telephone: (801) 295-2212 Fax: —
Organization/Business (if applicable): — Email: dick@pnmc.com
Address: 704 West 850 South
City: Woods Cross State: UT Zip: 84087

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I feel very strongly that the Legacy Parkway must be built!! There must be additional roadway between Salt Lake & Ogden. If there is an accident on I-15, travel both north and south comes to a stop. I remember one day, a Saturday, there was an accident on I-15 about 10:30 or 11:00AM, and we were unable to travel I-15 even at 8:00 p.m. It is a safety issue. If there was an emergency, it would have been impossible for emergency personel to respond. The lawsuit has wasted millions of dollars, not just in the cost on the highway, but in human costs. It is time to stand up and do what is right. Build it, build it right and build it right now.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 100

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-8-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jeffory Taylor Title (if applicable):
Telephone: (801) 593-8620 Fax:
Organization/Business (if applicable): Email: JStaylor@mstar2.net
Address: 950 S. Wind River Way
City: Kaysville State: Ut. Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I appreciate the opportunity to comment on the Legacy Parkway. I am 100% in favor of this parkway being quickly completed. As a resident of Davis County who works in Davis County and Salt Lake & Utah Counties, traffic is always a concern to me. I am involved in the development business and I am familiar with issues effecting our environment. The proposed Legacy Parkway is a efficient, well thought out shared solution for residents of Davis & Weber Counties and for those of us who also care about our environment and the future of our children.

There has been far too much money & time wasted in delaying this needed project. Let's Get It Done!

Thank you for the opportunity to comment.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-101

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/5/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: RON HUBRICH Title (if applicable):
Telephone: 801-546-9516 Fax:
Organization/Business (if applicable): US POSTAL SERVICE Email: RONLAURA@COMCAST.NET
Address: 708 DEER VIEW CIR
City: FRUIT HEIGHTS State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

MY WIFE AND I BOTH DRIVE INTO THE WEST SIDE OF SLC TO WORK. WITH THE CURRENT SITUATION, WE SPEND FAR TOO MUCH TIME STUCK IN TRAFFIC ON I-15 BETWEEN FARMINGTON & SLC. WE ARE TOTALLY FRUSTRATED WITH THE YEARS OF DELAY OF THE LEGACY HIGHWAY PROJECT BY EVERYONE EXCEPT THOSE WHO ACTUALLY HAVE TO DRIVE THAT STRETCH. I FULLY SUPPORT THE COMMUTER RAIL PLANS, BUT PEOPLE NEED TO REALIZE THAT SEVERAL OPTIONS NEED TO BE IMPLEMENTED TO AVOID FUTURE DISASTERS ALONG THAT STRETCH. HOW ENVIRONMENTALLY FRIENDLY ARE HUNDREDS OF CARS STALLED ON THE FREEWAY WITH THEIR ENGINES RUNNING? I LOVE OUR COUNTRY & LEGAL SYSTEM, BUT ITS SAD TO SEE A FEW MINORITY GROUPS ABLE TO WASTE MILLIONS OF DOLLARS & YEARS OF DELAYS TO PROMOTE THEIR SELFISH AGENDAS. I LOVE LIVING IN DAVIS COUNTY AND I DO WORK AND HAVE FAMILY IN SLC. WE NEED THE LEGACY PARKWAY ALONG WITH THE OTHER PROPOSALS IN ORDER TO KEEP THE NORTH-SOUTH CORRIDOR OPEN & VIBRANT. PLEASE, LET'S GET THIS THING BUILD & MOVE ON TO THE 21ST CENTURY!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-102

1054 N. Redwood Rd.
#54
Salt Lake City, Ut 84116

RECEIVED
DEC 1 3 2004
BY: NK

December 9, 2004

Nancy Kang
USACE
~~2520~~ 533 West 2600 South Suite 150
Bountiful, Ut 84010

Dear Ms. Kang:

I am seriously concerned about the destructive measures Legacy Highway will have on Utah's most critical remaining wetlands and wildlife habitat. Legacy Highwar will only increase our serious environment problem , put more empty cars on the highway and cause more serious accidents.

Extending Light Rail to more counties both North and South of Salt Lake County should be the first decision to view on. More and better mas trans, smarter transportation policies, selected improvements to I-15 and extension of Redwood Road are the Only way t protect wet lands, open space and habitat that would be destroyed by Legacy Highway. Providing the public with more travel choice, reducing air pollution and serious traffic accidents should be top priorities. These funds Must be used to meet other state priorities . Ut is beconing a heavy populated state with not much land t control for future needs of its residents.

I am all for Better Transportation in Ut. I do not drive, so public transportation is a high necessity for me. Please keep up the fight to keep Ut safer with more mastransit and reduce our unhealthy pollution.

Thank you.

I remain,
Dorothy Lane
Dorothy Lane

GP-103

RECEIVED JAN 1 8 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: January 10, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: JAMES B. TAYLOR Title (if applicable):
Telephone: (801) 296-6289 CEL (801)232-8605 Fax:
Organization/Business (if applicable): Email:
Address: 802 NORTH PHEASANTBROOK CIR.
City: CENTERVILLE, State: UTAH Zip: 84014

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

WE NEED LEGACY!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-104

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date January 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below

(please print)

Name Eileen Moss Title (if applicable) Fruit Heights City Councilwoman
Telephone home 546-4310, cell 721-9375 Fax.
Organization/Business (if applicable) Fruit Heights City Email emsmoss@aol.com
Address 1394 E Baer Canyon
City Fruit Heights State Ut Zip 84037

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Please see attached comments. Thanks!
Eileen Moss

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 104

I would like to voice my support for the Legacy Parkway Alternative E that has been proposed by UDOT. As a member of the Fruit Heights City Council, I have been actively involved with Emergency Preparedness and the Davis County Transportation Task Force. Both of these assignments have led me to believe that if the Legacy Highway and Nature Preserve are not built in the near future we will truly be doing a disservice to all the people of Davis County as well as my constituents in Fruit Heights.

As a nation, we have undertaken many projects to ensure the safety and security of our citizens. We have many people that are trained in various types of Emergency Services and are actively working to continue training more. We have regional bomb squads, regional health department services and various other regional responsibilities. While these reduce the up-front costs to local, county and the Federal governments, it doesn't do any good if there is not a way for one entity in the region to be able to respond to another area in the region.

We know that if I-15 is closed or substantially impeded for any reason, for any length of time, there are few options available for emergency response. While helicopters can aid, it is not feasible to think that Hazmat teams can be moved within the region in a timely manner without access to an adequate transportation system. Without the Legacy Highway we will not have an adequate transportation system

When the Wasatch fault shifts and causes an earthquake in the 7.0 to 8.0 range as is predicted, chances are very high that portions of I-15 will not be usable for a prolonged period of time. We must have another major route in place to increase our ability to move necessary equipment, personnel and supplies.

As elected officials, we must have the foresight to plan for many years ahead, more than just 10 or 20 years Building this Highway at this time will increase the time my constituents will have with their families. Building this Highway at this time will help decrease the air pollution caused by cars sitting idling while they are waiting to move. My biggest concern however, is being prepared for emergency situations. If this corridor is not preserved for future generations, we will have lost an opportunity that can never be replaced. Specifically, we need to build this highway now, and not wait to see what disaster happens for which we have not prepared.

Eileen Moss - Fruit Heights City Council

Kimberly J. Stevens

GP-105

From: Carlson, Brent [Brent Carlson@vwcredit com]
Sent: Wednesday, December 08, 2004 5 09 PM
To: Legacy
Subject. Legacy Freeway

As a new resident of the state of Utah, I would like to say that the Legacy Freeway is not a solution for congestion Another freeway would only add to the sprawl

The city from which I have moved (Detroit) has experienced sprawl, longer commutes (hours long), environmental destruction, core city destruction, and many other negative consequences from more freeways Utah is young enough in its development to make smart choices that benefit all citizens and contribute to a higher quality of life I would suggest commuter rail or if necessary possible expansion of the existing infrastructure (I-15) As well I would suggest investment in higher density housing and smarter development in developed areas Already I have been amazed at the sprawl in the corridor from Provo to Ogden, in a state with only 2-2 5 million residents!

The future of our cities, environment, and citizens must be considered over the short term profit of business Keep Utah attractive as a place to work and live, say no to the Legacy freeway

Thank you for your time,

Brent Carlson
Project Specialist
VW Bank USA / Audi Bank USA
Tel - 801.743.6330
Fax - 801.743.6301
brent.carlson@vwcredit.com

****

DISCLAIMER

The information transmitted may contain confidential material and is intended only for the person or entity to which it is addressed Any review, retransmission, dissemination or other use of or taking of any action by persons or entities other than the intended recipient is prohibited If you are not the intended recipient, please delete the information from your system and contact the sender

****

Kimberly J. Stevens

GP-106

From: Dean Reeder [dreeder@gmail com]
Sent: Thursday, December 09, 2004 8 35 AM
To: Legacy
Subject: Parkway Public Comment

The revised EIS does nothing to change the fact that all the negative impacts created by a large ribbon of asphalt and concrete are irreversible once laid down. As a Davis County resident, I would prefer alternatives which include verticle doubling of the existing I-15 with increased cost supported by tolls, emphasis on rail solutions, and re-routing interstate truck traffic to the west desert. --Dean Reeder 202 Eugene St. NSL, UT 84054

GP-107

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Neka Rowdy Title (if applicable)
Telephone 544-0702 Fax
Organization/Business (if applicable) Email
Address 303 N 500 E
City Kaysville State UT Zip 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

1 Safety I am concerned with the health, safety and welfare of residents in Davis County That is a charge our elected officials also have I favor Option E for Legacy parkway and think it should have already been built and should be built ASAP My family is in a critical situation with only one road to enter and exit our area When I-15 is blocked, we cannot move The "Citizen's Alternative" is ludicrous We have to use that way now when I-15 is blocked and it fails now Hill Air Force Base, while an asset to our community, adds additional safety concerns to us, as nearby residents Being able to enter and exit our county is certainly a safety issue

2 Health Cars idling on I-15 in traffic jams are more of a health hazard than cars traveling at freeway speeds Salt Lake City Mayor Rocky Anderson says we in Davis County don't care about the air our children breathe because we want Legacy Parkway The current situation of stalled traffic is a bigger health problem

3 I think this whole issue has to do with power There are environmental groups who don't live here, don't travel here, collect money from outside of Utah, and who want to make decisions for us I support and defend the legal process but you as the court are setting precedence for removing local control of local issues

4 Welfare Very few people want to see habitat and wetlands destroyed The law allows for mitigation of these lands Legacy Parkway and local environmental groups have reached a compromise that should benefit residents and visitors to Davis County The future Legacy Parkway has even been designated as a Utah State Scenic Byway This will ensure the viewshed of Great Salt Lake and Antelope Island and the Wasatch Mountains will be preserved

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP-108

I LIVE IN DAVIS COUNTY. I WORK IN SL, TOOELE & SUMMIT COUNTY

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date January 7, 2004

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name NICOLE R. CALL Title (if applicable)
Telephone 682 N 2275 W Fax
Organization/Business (if applicable) Email nicolec@email.utcourts.gov
Address
City LAYTON State UT Zip 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Thank you UDOT, Army Corps, local leaders, Sierra Club and concerned citizens who have been involved in coming up with the current plan. There truly is a balance that has been struck in the current legacy plan between the need for a highway in the West, preserving wildlife. 2100 Acres of preserve is a wonderful resource that will preserve wildlife. ~~and~~ Commuter rail is coming to ~~Davis~~ and weber counties in 2 years. I wish that light rail commuter rail would solve the ~~traff~~ commuter problem in northern Utah. Although it is a significant part, alone commuter rail and travel alternatives, commuter rail + light rail + bike trail are

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

the smart growth plan will not solve the problem. ~~Utah~~ Davis county is not just growing, it's exploding. With the explosion in growth of Syracuse, Layton and West Point, a major road is necessary to meet the need of the community. To those concerned @ costs, they're right - Rds cost money, but Rds bring money too. Without Rds businesses & jobs will not come. Why do people in Davis and other county commute to work South? Because they don't have jobs - with Rds will be businesses & jobs - less commuting. To those who say "change your lifestyle" - I would love to travel 4000 miles a month and work a different place every day of the week in Salt Lake County, Tooele County, Summit County not by choice as much as necessity. To those who complain @ utilities under Legacy, I would like to respond that is the best place for utilities and thankfully is part of Legacy plan. The Legacy Parkway & Preserve is a smart balance of many interests. Preservation, exploding community need, costs, safety ~~economic growth~~.

U S Army Corps of Engineers
533 West 2600 South, Suite 150
Bountiful, Utah 84010-9938

NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO 114 BOUNTIFUL UTAH
POSTAGE WILL BE PAID BY ADDRESSEE

U.S. Army Corps of Engineers
ATTN Legacy Parkway Project
533 West 2600 South, Suite 150
Bountiful, Utah 84010-9938

GP 108

GP-109

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: STEVE ROUNDY. Title (if applicable): _____
Telephone: _____ Fax: _____
Organization/Business (if applicable): _____ Email: _____
Address: 303 NORTH 500 EAST
City: KAYSVILLE State: UTAH Zip: 84037

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I DEFINITELY SUPPORT THE LEGACY HIGHWAY.
IT SHOULD BE BUILT THE FIRST TIME AS WIDE - AS MANY LANES AS WE EVER EXPECT IT WILL NEED. PLEASE, LETS NOT REGRET AS SOON AS IT IS COMPLETED THAT WE DID NOT BUILD IT BIG ENOUGH!
ENVIRONMENTALLY: THE LEGACY HIGHWAY GOES CLOSE TO THE FARMINGTON BAY BIRD REFUGE, A MAN MADE WETLAND AREA CONTROLLED BY MAN MADE DIKES. WE WILL ALSO ADD MORE MAN MADE WETLAND AREAS - NATURALLY IT GOES THROUGH SOME WET MEADOWS AND SOME UPLAND FIELDS.
IF LEGACY IS NOT TO BE CONSTRUCTED - THIS ARE WILL MOST LIKELY END UP AS A LIGHT INDUSTRY AREA NO MITIGATED WETLANDS ADDED - NO REC REATION AREAS - JUST MORE URBAN SPRAWL.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

IT SHOULD HAVE ALREADY BEEN COMPLETED!

LEGACY IS A MUCH BETTER ALTERNATIVE!

GP 110

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-07-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Todd Francis Title (if applicable):

Telephone: 801 776-1883 Fax:

Organization/Business (if applicable): Email:

Address: 601 N 1875 W

City: West Point State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I feel the legacy highway is a good compromise to give more transportation choice and taking care of the environment Not all will use it or commuter rail but they will improve the transportation problems for Davis county

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Kimberly J. Stevens

GP - 111

From: Tod B Jones [tbj@mstar2 net]

Sent: Thursday, December 09, 2004 11 06 AM

To: Legacy

I am for the Legacy Highway going through as soon as possible The traffic is already bad and will only get worse My first choice of location is along the D&RG rail corridor

--

No virus found in this outgoing message
Checked by AVG Anti-Virus
Version 7 0 289 / Virus Database 265 4 8 - Release Date 12/8/2004

GP-112

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date Jan 7. 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below

(please print)

Name Sylvia Johnson Title (if applicable)

Telephone 451-8822 Fax

Organization/Business (if applicable) Email

Address 46 W 1150 South

City Farmington State UT Zip 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

I believe that the highway is an important asset. We need to move up in the state more People more highways We build Schools & churches where needed. Now let's build a Secondary highway to join the north with the South end of the valleys. In Looking at all the possibilities there certainly are several alternatives that everyone should be happy with. unless you drive this road Everyday you would not understand.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 113

Kimberly J. Stevens

From: Joanne Day [joanneday_99@yahoo com]
Sent: Monday, December 13, 2004 7 01 PM
To: Legacy
Subject: Comments on the SEIS for the Legacy Parkway and Preserve

I just sent a previous e-mail but I failed to include contact information It is listed below my comments

I am a civil engineer with 29 years of experience, 24 of which are as a licensed professional engineer in the State of Utah I am also licensed in New Mexico and Texas I have been employed as chief of specifications both in state government and in private practice I was appointed by Governor Matheson to be the program/project manager and principal engineer on the Vitro Mill Tailings Relocation Project in the mid 1980's

I am also a resident of Centerville City and I feel that I have a perspective that may be of consideration

This project is not about population growth or about mass transit as an alternative to the parkway It is about safety and engineering redundancy

When a city (including Salt Lake City) provides a safe drinking water system for its community, one of the most important features is storage capacity The storage tanks are designed for a number of purpos es, but the size of the tanks depends principally on one factor - volume of water to fight fires Engineers also over design the size of our water pipelines to deliver the water flow sufficient to fight a fire Engineers size the system far greater than is needed to allow for common daily use by the community It is required that cities do this for the safety of their residents Other organizations such as insurance companies and sureties have recognized the importance of this safety issue as they rate a city's ability to obtain insurance and bonds

I would like to compare the important issue of fire flow and capacity that is designed into community water systems to the Legacy Parkway issue

A few years ago I was in Salt lake City at a youth football game and as

12/20/2004

I
was trying to return home to Centerville I could not drive to my house
There was 100% grid-lock because there had been a p etroleum truck
overturn
on the curve between Bountiful and Centerville on I-15 The result was
a
fire and closure of the freeway in both directions for a period of
hours as
the accident was controlled and cleaned up It took me 2 5 hours to
drive
from Woods Cross to my home in Centerville When I got home, my
subdivision streets were packed with traffic from the freeway I
realized
then that my family and I were in jeopardy If we had a medical
emergency
or if there was a house fire at that time, the medical or fire response
would not have been able to reach my home in time for any type of
effective
rescue We continue to live in jeopardy as there could be an accident
at
any time on the freeway between Bountiful and Farmington

Just like the need for increased storage capacity for fire flow, we
need a
redundant route for traffic in the case of emergency closure of the
freeway The safety of the residents that live in the north part of
Bountiful, in West Bountiful, in Woods Cross, in Centerville and in the
south part of Farmington depends on an alternative to I-15 In the
event
of a freeway closure the traffic needs an acceptable alternate route

I understand many of the issues that face us We need to do a better
job
of planning so that we do not outgrow our ability to maintain our
quality
of life But that is an issue that should be reserved for planning
commissions and the enforcement of conditional use requirements We
need
to do a better job of water resource management and use of the fresh
water
that we have We need to attend to the environment and all of the
impacts that it receives

But unless we are willing to throw away the safety concerns of our
citizenry, we need to continue to plan for engineering redundancy We
should keep our people safe by constructing the Legacy Parkway - the
safety alternative to I-15

Thank You,

GP 113

Mark S Day, PE
286 W 1250 N
Centerville, UT 84014
801 292 4213
801 808 6329

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http //mail yahoo com

GP-114

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: RICHARD JOHNSON Title (if applicable):
Telephone: 801-451-8822 Fax:
Organization/Business (if applicable): Email:
Address: 46 WEST 1150 SOUTH
City: FARMINGTON State: UT Zip: 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

THE WASATCH FRONT NEEDS THE LEGACY HIGHWAY. WITH I-15 BEING THE ONLY MAIN ROAD THROUGH THE HEART OF DAVIS COUNTY CITIZENS ARE ADVERSLY AFFECTED WHEN ACCIDENTS CLOSE I-15. ALSO THE LEGACY HIGHWAY WILL PROTEC WET LANDS TO THE WEST. THOSE WET LANDS ARE VULNERABLE TO COMMERCIAL DEVELOPMENT AT THIS TIME AND INTO THE FUTURE IF NOT SET ASIDE.

ALTERNATIE "A" OR "E" HAS THE LEAST IMPACT IN MY OPINION

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-115

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Julie Ann Eberhard Title (if applicable):
Telephone: 451-5638 Fax:
Organization/Business (if applicable): Email: eberhardx@mstar2.Net
Address: 577 W 250 S
City: Farmington State: UT Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am in favor of legacy Parkway. So is my family. where I live has been disignated as a road leading to a trail head. I would like to see that changed! We have a very quiet road with 9 homes on it. It makes sense to me to have the access to the trail closer to north where Clark Lane or State Street goes over the freeway. I hope you will consider changing it.

Thanks.
Julie Eberhard

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Kimberly J. Stevens GP 116

From: Robert Allen [rjabja@msn.com]
Sent: Monday, December 13, 2004 9:27 PM
To: Legacy
Subject: Comment on Legacy

I support construction of the Legacy Highway. Davis County needs another north south road between North Salt Lake and Farmington. There are two freeways to the south of North Salt Lake (I-15 and I - 215) and a freeway and highway to the north of Farmington (I-15 and Highway 89).

I live in Farmington and work in West Valley City. The distance is 22 miles. The north interchange is very congested. The Legacy Parkway would be the logical route for me to get from Farmington to West Valley City.

Opponents to the road have given Redwood Road as an alternative. From my experience this would not be a good option. Forcing traffic through lights on Redwood Road, over Centerville Bridge at I-15 and onto the frontage road is not a practical solution. Much of the traffic is semi trucks. The traffic from I-215 in Salt Lake County heading north is going to I-15 north or highway 89 north. To take this type of traffic off of a freeway and onto a surface street is not safe or environmentally sound. If we look at the Bangerter Highway example - having traffic go through lights at 50 mph is very unsafe. Having traffic start and stop at traffic lights is worse on the environment than having an even flow.

Please proceed with construction of the Legacy Highway.

Robert Allen
1537 North Oakridge Park Drive
Farmington, Utah 84025
801 447 8846

GP- 117

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-2004

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kyle Dansie Title (if applicable):
Telephone: 801-583-7092 Fax: Kyledansie@comcast.n
Organization/Business (if applicable): Green Party of Utah Email:
Address: 1531 E Browning Ave
City: SLC State: UT Zip: 84105

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the Smart Growth Plan by the group Utahn's for better Transportation. 75% - 80% of the Air pollution in Utah is from mobile sources which is cars & trucks. Mass Transit runs on electricity and will not add to local air pollution. I-15 cost 100 million dollars per mile. Trax cost only 20 million dollars per mile. A Trax system costs less than Freeways and is more expandable than Freeways. To expand Trax you add more trains, use the same tracks and same stations. The reason roads are funded is the gas tax is a garenteed funding source. UTA needs more funding to build more miles of Trax. Spend half of the gas tax revenues on Trax & Mass Transit will work.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Do Not Build Legacy Highway.

Kimberly J. Stevens GP 118

From: Black, Iwan M. [Iwan.Black@mcleodusa.com]

Sent: Wednesday, December 15, 2004 1:17 PM

To: Legacy

Subject: comments on legacy

If we use the proposed route on the frontage road no one will use it. It has to be a highway that has no stop lights.
If the time to take the legacy highway has to many stops it will take longer to get to the destination and therefore is
not a good option. I would urge the highway people and the court to make a wise decision that will benefit the people
of davis and weber counties.

Iwan

NOTICE: This electronic mail transmission may contain confidential information and is intended only for the person(s) named. Any use, copying or disclosure by any other person is strictly prohibited. If you have received this transmission in error, please notify the sender via e-mail.

Kimberly J. Stevens GP 119

From: Denise Knighton [dknighto@jcpenney.com]

Sent: Wednesday, December 15, 2004 9:01 AM

To: Legacy

Subject: Legacy Parkway Citizen Comment

The Legacy Highway/Parkway is desperately needed. Whenever there is an accident big or small on I-15, nothing moves. There was an accident around 3:30pm one day, it took me three hours to get from Murray to Layton and that was starting out at around 5pm. This accident was in Centerville and by 8:30pm, you couldn't move on Parish Lane, the Frontage Road, I-15 or Main Street. I have a friend whose husband walked back from the grocery store because traffic was not moving. And it is worse in Farmington if the accident ends up being further north. There are no through roads except I-15 in Davis County. US 89 stops at 5th West and I-15 in Bountiful and doesn't start up again until you get to Lagoon in Farmington. The frontage road stops in North Salt Lake and doesn't start up again until Pages Lane in Centerville. Orchard Drive ends basically in Centerville. Main Street meanders around and ends in Farmington. Redwood Road ends at 5th South in Bountiful. The upper road starts in Centerville and ends in Kaysville/Fruit Heights. I hear some people say that if I don't like the traffic I should live closer to where I work. I live where I can afford housing and that happens to be far away from where I work. I looked for housing in South Davis and the housing was more expensive than what I qualified for. What am I supposed to do? Quit a job that I have been at for 15 years with good benefits and start out somewhere else just to be closer to home. I know that commuter rail is on its way but not until 2007 at the earliest. The closest bus stop to my house is a mile away and takes me three times longer to get to work with all the stops. I would have to add at a minimum 2 hours to my commute taking public transportation. Since I am the sole caregiver to my mother who suffered a severe stroke in January that is two hours too long. I love how all these people who don't even live or work in Davis County think that they know what is best for us. I saw a letter in the public forum in the Salt Lake Tribune from somebody who lived in Moab about how the Legacy Highway/Parkway was not needed. How on earth would they even have a clue, living at least 7 hours away, what is needed in Davis County?!! I notice that nobody had any concerns about the wetlands when they expanded the airport. Davis County needs commuter rail, better bus service, HOV lanes and LEGACY HIGHWAY.

Cordially,

Denise Knighton
684 West Gentile
Layton, UT 84041

GP-120

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Paul Allred Title (if applicable): Property Owner

Telephone: 451-2260 Fax:

Organization/Business (if applicable): Email: paulnanna@worldnet.att.net

Address: 2147 So. 50 E.

City: Kaysville State: Ut Zip: 84037

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need Legacy Hwy for the following reasons
1) Fertility - We'll keep having Children.
2) Geography - We are hemmed in by the Lake and Mountains - Salt Lake County is not
3) Safety - We can't afford hazardous bottlenecks weather, train wrecks and other problems to hold up our population
4) Economy - Often inefficient I-15 corridor chokes up Interstate, Intrastate, & International movement of people, goods and services costing us far more than the cost of the road itself. The shared solution represents the best alternative for transportation in Davis County.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-121

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kenneth Rackham Title (if applicable): _____
Telephone: 801 444-9862 Fax: _____
Organization/Business (if applicable): _____ Email: pirateprack@yahoo.com
Address: 2323 W 1300N
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I LIVE IN LAYTON & have my office IN SLC. IN LISTENING TO THE public comments I HAVE NOT Heard any comments about our Neighbors to THE NORTH, canada. Every day you will see MANY TRUCKS, cars, MOTOR Homes on THE free way IN both directions. THE comments sometimes refer to other means of Transportation. What other means DO THOSE driving THROUGH OUR STATE HAVE. THIS IS THE only way & if I15 is blocked, a portion of NATIONAL TRANSPORTATION IS STOPPED.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-122

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan 7, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Andrew Stromness Title (if applicable): _____
Telephone: _____ Fax: _____
Organization/Business (if applicable): _____ Email: astromness@cc.usu.edu
Address: 314 Richards Hall
City: Logan State: UT Zip: 84321

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

During my college education I have taken courses in civil and environmental engineering that focused on environmental management and how to minimize pollution and damage to natural ecosystems. I don't think that the Legacy highway will be a source of major problems to the environment. It is a needed alternate route in Salt Lake, Davis and Weber counties. While public transportation is needed, it is not always practical. Sometimes you need to drive. I have personally experienced the huge delays one accident can cause on I-15 in Davis County. There are no real alternate routes that you can take either. If nothing else, Legacy is needed to provide an alternate route in Davis County. I grew up in Davis county and want the Legacy highway built

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-123

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sherry Prothy Title (if applicable): _____
Telephone: 801 546 4562 Fax: _____
Organization/Business (if applicable): _____ Email: _____
Address: 647 S 125 W
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

This road is an absolute must if we aren't to have total gridlock. One road is not sufficient when there are no problems and if there is an accident or disaster no one will go anywhere. There have been sufficient solutions for wild life and we will like having Trax but Trax alone will not solve the problem - We Need Legacy.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-124

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 11/16/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Rob Lee Title (if applicable): _____
Telephone: 706-3502 Fax: 544-1300
Organization/Business (if applicable): _____ Email: rclee@mvi.com
Address: 1372 S. 35 E
City: Farmington State: UT Zip: 84025

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I live in the narrow neck of land east of the frontage road. Last time we had an accident on I-15, traffic was diverted through Centerville and Farmington. Unfortunately it took me 2 hours to travel from Target in Centerville to my home. It is not safe to drive our city streets with upset drivers that cannot get home. We need Legacy now, not in 10 years. People want to close the barn door after they move in, but growth is inevitable. Lets get moving.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-125

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 6, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Joseph Ray Lewis Title (if applicable):
Telephone: 801-782-5035 Fax:
Organization/Business (if applicable): Retired Email:
Address: 3875 N. 1050 W
City: Pleasant View State: UT Zip: 84414

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Legacy should have been built long ago! I-15 around 31st street in Ogden (where I-15 + 31st merge and where one lane ends) (the inside lane), is a real safety hazard as well it is inadequate + antiquated. This section from Layton to North Ogden is really bad and therefore the Legacy Highway is desperately needed. Why should the Sierra Club + other outsiders have a say if this is a safety issue?

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 126

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Stan Postma Title (if applicable):
Telephone: 543-0120 Fax:
Organization/Business (if applicable): Email:
Address: 1833 E 1950 N
City: Layton State: UT Zip: 84040

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The highway is a much needed component of the transportation solutions for northern Utah. It is vital to continued viability of the citizens who live in this County and anyone who lives in Utah.

The concept of a urban growth limit to development as part of this plan is critical to preserving the shoreline of the Great Salt Lake. The trade offs between shoreline preservation and impacts due to construction strongly favor construction.

For 19 years I served on the planning commission and this was always a planned for highway.

It is time to move ahead with it. Completed with Community input this will give us vital options much needed.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-127

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 7 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Teri Zorko Title (if applicable):
Telephone: 801-773-5497 Fax: 773-5408
Organization/Business (if applicable): Build Tech. Inc. Email: trezorko@yahoo.com
Address: 2481 So. 900 W.
City: Syracuse State: Ut Zip: 84075

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I would like to see Alternate E implemented and see the project go forth immediately! Enough has been said by the Sierra group etc, the project should be completing about this time, not restarting.

I do think this presentation is well laid out, but I am concerned about the costs even to assemble such a layout.

Incidentally, I stopped shopping in Salt Lake years ago, and by voting with my dollars, hope former Mayor Rocky Anderson got my message.

Davis County NEEDS this Highway to get us into the competitive market place -- and let our residents stop wasting precious time commuting in stop and go traffic. My top speed yesterday -- from Layton to Farmington, was 20 mph. We stopped twice on the freeway due to heavy traffic.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-128

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Werner Ruemmele Title (if applicable): P.E. (civil)
Telephone: 801-298-5011 Fax: 801-298-5011
Organization/Business (if applicable): WR Consultants, Inc. Email: wruemmele@msn.com
Address: 1217 N. 950 E
City: Bountiful State: UT Zip: 84010-2613

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The law passed by congress applied to natural wetlands. Regulators enlarged the definition to also include "manmade wetlands". Why?

The Legacy Highway will improve the environment, air, etc and curb urban sprawl. It should never have been stopped!

W Ruemmele

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 129

1411 Utah St, #4
Salt Lake City, UT 84104
January 16, 2005

Ms Nancy Kang
USACE
533 West 2600 South, Suite 150
Bountiful, UT 84010

RECEIVED
JAN 18 2005
BY NK

Dear Ms Kang

There are aspects of the revised plan for the Legacy Freeway (SEIS, 1/2005) that I continue to find unsatisfactory, as shall be enumerated below I did attend the Public Hearing in Davis County on 1/7/2005 Although the hearing was conducted in a professional way, it was not correct, in my opinion, that the "Smart Growth Alternative" plan was not allowed to be presented in your very adequate poster space, which was dedicated only to the plan formulated by UDOT and the Federal Highway Administration It would have been more helpful to have diagrammed the two proposals side-by-side for better assessment of their comparables 1

The 1/05 UDOT/FHA plan for Legacy Freeway is presented in a dishonest way, according to my reading
1) It is touted as a 'Commuter Link' for residents of Davis County commuting to Salt Lake City The Southern end of Legacy, however, connects to I215 going West and South **AROUND** Salt Lake City· there is no easy route of entry from Legacy into the SLC 2

2) This connection to I215 is one that would be ideal for trucks coming through Davis County and **not** wishing to enter SLC It is certainly true that a large part of the congestion and hazard on I15 through Davis Co. can be attributed to the heavy trucking component Were the trucks to be siphoned off to a second highway, commuters might well be sufficiently served by I15, especially if Commuter Rail and other transit services are also provided The Legacy Highway, however, is not addressed as an alternate truck route It pretends to be a "Parkway", although Parkway is a term reserved for roads with restricted truck traffic 3

3) It does not make sense to ameliorate a Legacy Truck Bypass by adding a path for joggers and bicyclists these outdoors folk do not want to be inhaling a lot of truck exhaust

4) Now that I think of it, the Great Salt Lake birds will not thrive on truck exhaust either It is possible that the "Parkway/Bike path" format was 4

GP 129

devised to obscure the truck exhaust issue? Were calculations of air pollution generated by the Legacy based upon autos or mega-trucks? 4

5) At the Public Hearing, I learned from a discussant (not from any poster drawing) that a major pipeline for water from the Bear River would be incorporated within the separation space between the two directions of Legacy freeway traffic I do not understand whether this water diversion has already been officially authorized, nor whether this is a logical location for such a water line Would the new Commuter rail line not provide an alternative location for such a water pipeline? 5

6) Do you or do you not anticipate the the segment of Legacy freeway presented in the 1/2005 SEIS will be extended in future years? If a future enlargement is anticipated, are you not obligated to present the full picture at this time? 6

I did not gain a clear picture of what changes UDOT has presented to the Legacy Freeway plan in order to satisfy the objections of the Tenth Circuit Court of Appeals that stopped Legacy construction in 2001 The drumbeat of Davis County residents for alleviated transportation does not justify our proceding with an expensive and undesirable new freeway that does not take long range community planning into account More open minded attention to the Smart Growth Alternatives suggested by environmental considerations would be desirable

Sincerely,

Naomi C Franklin

RECEIVED JAN 19 2005 RECEIVED GP 130 05

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 10 Jan 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Mark Proulx Title (if applicable):
Telephone: (801) 476-8647 Fax:
Organization/Business (if applicable): U.S. Air Force Email: tmproulx@msn.com
Address: 2487 Woodland
City: Ogden State: UT Zip: 84403

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Build it!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 131 RECEIVED JAN 19 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 11 Jan 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jack Ryder Title (if applicable):
Telephone: 801-771-1506 Fax:
Organization/Business (if applicable): Email:
Address: 1973 So. 275 E.
City: Clearfield State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

This seems real simple to me, we do not need more roads (legacy highway) what we need is mass Transit. To me, if we had mass Transit we would have fewer cars on the road, therefore we could repair the roads we currently have. Granted, it will take a few years before mass Transit takes hold & people use it regularly, but mass Transit is the best option.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 132

RECEIVED JAN 1 9 2005

RECEIVED JAN 1 2 2005 BY: NK

Dear Sir;

January 10, 2005

I recently have seen ads on TV by Envision Utah inferring that Utah was going to turn into another Los Angeles if we didn't dream up some sort of alternate transportation system, again inferring that the Legacy Highway would be like one of the freeways in L.A.. They show a section of an L. A. Freeway that appears stopped. As a long time resident of Southern California I was really insulted by the ads. I would like to point out that about half of the 32 million people who live in California live in Southern California. We have both light rail, heavy rail, special bus lanes and HOV lanes and an extensive freeway system. We are capable of moving millions of people on a daily basis. Has Los Angeles solved all of its transportation problems. Of course not, but they do have the ability of advising people of problems on the freeways and suggesting they take an alternate route.

Where am I going with this praise of the L.A. Freeway system you ask ? Well in Davis County there is not an alternate route available. Local surface streets through the different cities between Salt Lake and Farmington are in capable of handling a sudden surge of freeway traffic. Any emergency on the freeway requiring police or fire can cause back ups for miles. Just think what an earthquake could do to the I-15 corridor and they usually take months to repair.

Now we hear a lot about the wet lands and the ecosystem needed to sustain them and that the Legacy Parkway would have an adverse impact on the birds that use the area in their yearly migration. Well, remember the Spotted Owl from the northwest. The tree huggers from all over managed to kill the logging industry in Washington and Oregon to preserve the sacred habit of the Spotted Owl. Well time has shown us that the Spotted Owl get along just fine where ever he decides to make his home including a neon sign at Walmart. My point is the birds will adapt, they always have. Now we may kill a few million mosquitos by building the parkway, but it seems like a small price to pay.

I do have a question. Some of these anti Legacy people want to expand Redwood Road or the old D&RG RR right of way, my question is, are these people making this stuff up as they go along ? What parallel universe do they live in ? That is the most idiotic idea I've ever heard of. I think they need to cut back on their prozac and get a grip on reality.

I could go on and on but I think I've made my point. Utah is not likely to have a population of 32 million people any time soon, and the Legacy isn't the only answer to the transportation equation. Right now on a daily basis we keep trying to pour 10 pounds of sugar into a 5 pound bag and it's going to get worse. I've seen it happen in Southern Calif. One question you have to ask the anti Legacy groups is why any one with an IQ over 4 would want to sit on the freeway and die of a heart attack because the paramedics can't get to them. Maybe the people funding the Sierra Club and Rocky Anderson will make a donation to the estate of the deceased. We need to stop this over whelming desire to make a few attorneys millionaires filing frivolous lawsuits to stop construction. WE NEED THE LEGACY PARKWAY.

Respectfully

[illegible]

RECEIVED 11 2005

GP-133

1-5-05

To The Federal Highway Administration

To Gregory Punske, Program Manager.

I am contacting you in regards to the Citizens Smart Growth Alternative, I would like my comments added to the public comment spot. I am for the Smart Growth Alternative plan to the Legacy Highway.

They have the same goals as UDOT but with respect in conserving what wetlands we have left Plus our environment. It fits, makes sense. This is the Plan that should be adopted. These plan is an overall better transportation/growth vision. Because it envolves Protecting hemisphere significant wetlands of the Great Salt Lake.

Maximize transit and slow sprawl growth. Saves an estimated $ 270 million in state funds over the Legacy shared solution.

Create a non-freeway, alternative transportation route through Davis County. Donot allow UDOTs plan, which would destroy wetlands destroying precious land that must be saved and protected for future generations And for the animals that make those areas there home. Please go by the Plan that is right, fair & doesn't destroy our environment. Thankyou for reading.

GP-133

my comments, I hope that you'll take A Citizens Smart Growth Alternative Plan. 1

Thank you,
Tracy Swenson

Tracy Swenson
442 East 900 North
Logan, Ut 84321
email/ moonwolf584341@yahoo.com

RECEIVED JAN 11 2005

GP-134

Farmington, Utah
4 January 2005

Federal Highway Administration
Utah Division
520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

Re: COMMENTS ABOUT THE PROPOSED LEGACY HIGHWAY

Dear Sir:

Aside from issues relating to modes of travel, the proposal to build the Legacy Highway has led to almost interminable discussions about the highway's effect on animal habitat; especially birds.

The fact is that any effect that the Legacy Highway may have on waterfowl and large areas of natural habitat for upland birds has effectively been "mitigated" many times over, beginning more than 65 years ago, by the 12,000 acre fresh water Farmington Bay Bird Refuge, now known as Farmington Bay Wildlife Management Area.

That bird refuge is man-made; not natural. It plays a dominant role in providing habitat for birds. Its importance as a trade off for bird habitat that may be encumbered by the highway is not diminished by those 65 years. Although not built expressly to offset the effect of human intrusions in the area, it certainly does serve that purpose now. 1

Regardless of the name given to different categories of wetlands, it is readily apparent to anyone who is equipped to understand the big picture that the portion of total bird habitat to be encumbered by the proposed highway is minuscule. In addition to the bird refuge, ample habitat for upland birds is found primarily in areas that mostly lie West of where the highway will be. These are significant factors that have been largely ignored in the diatribe that we have heard from environmentalists.

When I was growing up in South Farmington our family owned over 400 acres of land, which bordered the Great Salt Lake on the West and extended South to the North end of the present bird refuge. I well remember when the dike for the bird refuge was built beginning in 1935. The Great Salt Lake was very low at that time. The area now covered by the fresh-water bird refuge was nothing more than a dry alkali lake bed before the dike was built. There was nothing there for a bird. Birds looking for water had to look elsewhere.

GP-134

I submit that the 12,000 acres of fresh water in the bird refuge, plus the 2,098 acres of land in the "Legacy Nature Preserve" being proposed to "mitigate" the impact of the Legacy Highway more than compensate for the total 113 acres of wetlands within the proposed Legacy Right of Way. Note that 12,000 plus 2,098 divided by 113 equals 124.76 acres that will serve to "mitigate" each acre of land in the proposed Right of Way.

[If the same calculation were limited to the "wetlands" involved, (i.e. all 12,000 acres of the bird refuge, the 778 acres within the "Legacy Nature Preserve" that will be restored for wetlands functions), against the 99 impacted acres of wetlands within the ROW, it works out to 12,000 plus 778 divided by 99 or 129.07 acres of wetlands to "mitigate" each acre of impacted wetlands]. That is a lot of acreage to offset the 99 acres of impacted wetlands within the ROW! There is enough for the birds and plenty to spare. Clearly, we have done our part for the birds; now it is time to build a needed road for humans.

It is unfortunate that delays in getting this project underway have resulted from the foolish actions of people (mostly from outside of Davis County) who have an agenda, money, and time on their hands; but who, with few exceptions, have very limited understanding of the real situation. Those delays have resulted in increasingly congested traffic, and the needless expenditure of millions of taxpayer dollars for often-redundant studies and court battles. Environmentalists have surely lost some credibility on this one.

The rhetoric of the environmentalists is contrived to gain support from other people who know nothing about the area. A high-minded but uninformed person may become convinced that "millions" of birds that inhabit or migrate past the area will be in peril. That is sheer nonsense!

I would like to hear an environmentalist explain how even a single bird that flies over the area looking for a place to rest, swim, or build a nest, would lose its life if the Legacy Highway were built. On the other hand, we can be sure that the increasing congestion on I-15 will cost many additional human lives if the Legacy Highway is not built.

I hope that good sense can prevail in this matter.

Sincerely,

Leo C. Wilcox
1110 South 200 East
Farmington, Utah
Tel: (801)451-5102

Copy to Us Army Corps of Engineers

GP 135

RECEIVED JAN 19 2005

January 12, 2005
519 Northmont Way
SLC, UT 84103

Nancy Kang
USACE
533 West 2600 South, Suite 150
Bountiful, UT 84010

I attended the Legacy Highway DSEIS hearing on January 7, but could not stay long enough to make a public statement

The first dozen or so speakers that I heard all said essentially the same thing. We need the Legacy Highway now! Build it now! If I had not a little background on the subject, I would have been convinced that this approach was certainly better than the implied alternative: Do nothing! There is, however, an alternative that is better, smarter, and costs less This is the proposed Citizens' Smart Growth Alternative developed by Utahns for Better Transportation (UBET) 1

This UBET proposal is a system-wide plan that addresses the inadequacies found in the original FEIS by the U. S Circuit Court of Appeals, which struck it down These areas of inadequacy included sequencing, integration, road alignment and configuration, and wildlife impacts

I would have appreciated the speakers' addressing how the new DSEIS had been changed to address these inadequacies

Perhaps I could have derived this information for myself had I been able to spend more time in the building through which one had to pass to get to the hearings There one found elaborate, expensive displays elaborating details of the Legacy Highway, together with free refreshments (my tax dollars at work) I did not see there that the inadequacies found by the circuit court had been pointedly addressed Perhaps they were, perhaps not Was "transit first" considered as an alternative to "Legacy Highway first?" Does the new plan disclose the damage that will be done to wildlife and wetlands? Was the practicality of extending Redwood Road analyzed? Was the necessity of spending $200 more than the suggested alternative defended? 2

I would suggest that rather than the mantra, "Build it now," we adopt a "Transit first, Transit now" approach, an approach that would meet immediate and future transportation needs, reduce future sprawl, preserve wetlands, and save taxpayer dollars 3

Carol Withrow

GP-136

RECEIVED JAN 11 200

GP-136

Rob Jones
2478 East Elm Avenue, Smog Lake, Utah, 84109-1331

January 5, 2005

Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South Suite 9A
Smog Lake, UT 84118

IN EVERY WALK WITH NATURE, ONE RECEIVES FAR MORE THAN HE SEEKS, JOHN MUIR

legacy@isanet com

re Legacy Highway, NO! Use other options first (see list at bottom of letter)

I am writing in opposition to the Legacy Highway for the following reasons

All reasonable options were still NOT considered (even after the court order to do so) UDOT skewed their analysis and perhaps the data to fit roads into the only option What about population control? What about transit? What about zoning for smaller houses and less sprawl? What about addressing the cause of sprawl and the population explosion?

Any proper proposal/project should include provisions for population control and proper funding. By this I mean having the selfish many finally pay their share, to take responsibility for the mess they have created with unbridled propagation Tax credits should be limited to one child per couple per lifetime Tax credits/deductions should be prohibited when given to corporate religions that urge overpopulation of our already overburdened planet. The funds generated through these measures would be more than sufficient to fund open space and education and transportation needs in Utah The economic responsibility correctly applied would improve health and our future and reduce the need for a legacy of environmental destruction and expansion of the problem Please add these recommendations (elimination of tax credits) to any and all transportation plans

Precious wetlands will be damaged by the so-called legacy highway. This should not be allowed, regardless of the project

Air and noise quality are already horrendously bad A legacy of more of this is not a way to improve quality of life

There has been little effort or interest in addressing the cumulative impacts of all these 'development' projects on the environment, future snarling of traffic, on public health, on wildlife It's a legacy of snarl, sprawl, and damage to public health (pollution)

If this legacy of poor planning and thoughtless sprawl and pollution is forced upon us, who, but the industrial propagators will want to live here? Will they be wearing oxygen masks?

Do not support the building of anything like the so-called Legacy Highway, please. Retain and enhance the Legacy Nature Preserve

I urge you to instead propose the following·

Commuter rail to Ogden, light rail to Farmington/Bountiful, special provisions for car pool vehicles, revamping Redwood Road, elimination of tax credits for more than one child per family, elimination of tax credits for contributions to corporate religions, revamp Beck Street and Parrish Lane, redesign the frontage linkage to Highway 89 near Farmington

Thanks

Cordially, Rob

Rob Jones

IN EVERY WALK WITH NATURE, ONE RECEIVES FAR MORE THAN HE SEEKS, JOHN MUIR

GP-137 ssp

RECEIVED JAN 11 2005

Attn Gregory Punske
Federal Highway Adm
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

Dear Sir

Thanks for the opportunity to express my concerns and express input relative to the Legacy Highway It has been interesting and also disturbing to hear and see the arguments and controversy between the opposing sides of the ongoing battle I call it a battle because of the intense disagreement and sidestepping of so many issues The major issue should lie within the realms of the people and administrators who are affected or live in the proposed areas The sierra club and associates have created many problems and presented numerous erroneous thoughts and ideas on the Legacy Highway and many other federal or state issues. I refer to one specific issue that was related to the environment, and an unrealistic solution to the tree beetle in the La Salle Mountains proposed by the Sierra Club They propose leaving the dead trees standing and prevent any logging or removal of diseased and dead trees Presented here is an excerpt, written by the executive director of the Sierra Club How ridiculous, absurd and illogical is his reasoning I have the same beetle problem in Idaho and the only method to obtain healthy, living trees, and ground cover is to remove them Mr Hanson's logic of the grasses, leaves, and trees is extremely stupid.

Mr Hanson's logic on the interference and destruction of the wildlife due to highway construction is also based on false premises and intentions Years ago the state proposed the construction of highway 89 through prime duck hunting areas west of Ogden I was very concerned what effect the project would have on my pastime recreation They built the highway and it had absolutely no effect on the hunting environment. The road had no effect on their winter feeding areas and the hunting remained as good as it was previous to the construction

It is time that we step up and do something about the intentions and proposals of the Sierra Club and like organizations Their desires and intent to protect the environment is so frequently over stated and exaggerated that realistic solutions can never be accomplished So frequently the minority opinion overwhelms and controls the logical opinion of the majority The environmental attempt to crowd the meetings with out of state membership, and try to sway public opinion and projects, needs to be recognized and thwarted

In conclusion may I state that the Legacy Highway is a must and the damage and effect on the environment are minimal

Sincerely yours,
Merrill G Shupe
183 N 1100 W
WEST BOUNTIFUL, UT 84087

January 6, 2005 GP-138

Dear Mr. Punske,

I'm writing to urge you to consider the Citizen's Smart Growth Alternative to the Legacy. As a resident of Salt Lake City, I am concerned about the loss of wetlands and increased traffic. Please consider this alternative to keep the quality of life in the Valley.

Sincerely,

937 E. 2nd Ave.
SLC, UT 84103

GP 139

Kimberly J. Stevens

From: Udot Public Relations [SRWEBMAIL@utah gov]
Sent Tue 1/11/2005 9 05 AM
To: Joe Walker
Cc:
Subject. 050111 D, Legacy feedback
Attachments:

>>> Ucon Website <udotweb@utah gov> 1/10/2005 3 11 52 PM >>>
Name LaMar W Skeen
City and State of Residence Ogden, Utah
Phone
E-mail Lskeen@worldnet att net
Comments/Questions Dear Sir

I would like to share my views concerning the Legacy Highway It takes few brains to realize that we can't go from Ogden to Salt Lake City, Utah most of the time without traffic being slowed to a stand still This costs everyone who travels this route time and money, and increases pollution as the cars set still and idle Even if alternative methods are used to transport people it won't be effective enough to lessen the traffic congestion on the freeway It will only get much worse as the population increases I'm tired of the Siera club and ACLU obstructing many worth while projects They don't have my support If 20 acres of wetlands are disturbed because of the legacy highway we can gain 20 more acres further North or maybe a thousand acres by purchasing and developing the land into wetlands People are important too Let the Legacy Highway go forth

LaMar W Skeen

1886 N 5900 W

What is your overall impression of the Utah Department of Transportation? Good

GP-140

To Gregory Punske,
My family and I request that you give full consideration of the citizens Smart Growth alternative to the Legacy Highway because:
1. It will greatly reduce the loss of wetlands
2. meet future Travel needs. One always underestimates future growth, in this case the Transit ridership projections
3. will ensure a better quality of life with more Transit friendly development patterns, better long Terms quality and open space preservation.

Elenore Gordon
258 CC Rd WP NY 10603-3002

GP 141

DONALD L. KING
993 EAST MILLBROOK WAY
BOUNTIFUL, UT 84010
January 7, 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84116

Subject: Legacy Highway (Parkway)

Dear Mr. Punske,

I am a resident of Davis County. I have been a resident of Davis County in the city of Bountiful for forty-five consecutive years. During that time I have witnessed the growth of automobile traffic in the north-south-north direction from pre I-15 US 89/91 roadways, and I have never, in my memory, witnessed such gridlock conditions as are presently nearly a daily occurrence. I know of no other major metropolitan area that has only one major north-south-north highway artery such as presently exists in Davis County.

Almost daily, in the morning and late afternoon, when commute traffic is heaviest, the I-15 gridlock results in spill-over traffic passing through the city in which I reside, Bountiful.

I agree that mass transit must be installed through Davis County. We all know that such an undertaking will take time to plan and construct. In the interim, I insist that **the Legacy Highway (Parkway), for which planning has been done (and done and done!), must be constructed.** It, along with mass transit, is desperately needed just as soon as possible!

I was not able to attend the hearing on January 7.

Sincerely,

Donald L. King

GP-142

Gary Vardon
4216 S Bannock Drive
West Valley City, Ut 84120
1/7/05

Dear Mr Gregory Punske

I do not think that we should build the legacy highway The marshes near the east shore of the Great Salt Lake are prime wildlife habitat and are very accessible to observation by tourists including the author They should be preserved at all cost Other alternatives to the Legacy highway such as light rail or widening I-15 are preferable I think preserving an internationally important wild life sanctuary should take precedence over other concerns especially as the area proposed for the Legacy highway could flood if the Salt Lake rises

Sincerely,
Gary Vardon

RECEIVED
JAN 11 2005
FHWA Utah Division

591 Wall St
SLC, UT 84103

GP-143

January 8, 2005

Mr Gregory Punske
Program Manager
FHWA – Utah Division
2520 West 4700 South Ste 9a
Salt Lake City, UT 84118

Dear Mr Punske,

I would like to strongly urge the Federal Highway Adminstration to support the Citizens Smart Growth Alternative to the Legacy Highway I strongly support the Citizen's alternative to the State of Utah proposed Legacy Highway for the following reasons

1 The Legacy Highway will destroy critical wildlife habitat essential to many migratory bird species The proposed Legacy Highway mitigation measures for loss of critical wildlife habitat are insufficient and inadequate
2 As clearly indicated by patterns of growth of highways and automobile use across the nation, increased highway construction will not alleviate over the long-term problems of traffic congestion We need to develop more intelligent alternatives to solving traffic congestion The proposed Citizen's smart growth alternative is a vastly superior proposal
3 If a clean, efficient, and convenient public transportation system is built, people in Utah will use it, as witnessed by the higher than predicted use of the light rail system in Salt Lake City

Thus in summary, I strongly oppose the proposed Legacy Highway and urge that the Federal Highway Commission fully support the superior Citizen's Smart Growth Alternative

Sincerely,

William D Newmark, Ph D

GP 144 RECEIVED JAN 13 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print) FOR LEGACY.

Name W. Scott Fisher Title (if applicable)
Telephone 599-1181 Fax
Organization/Business (if applicable) Email
Address 815 So Orchard Ct.
City Fruit Heights State Ut Zip 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

Opponents of legacy are creating the perception that we're not getting mass transit. All mass transit alternatives are already in planning. There are other balanced systems similar to environmental ones. The balance of economy, tax bases, school funding, safety and quality of life. A vocal minority has driven up the cost of this project, as well as the cost of reduced productivity, and reduced economy. The balance of environmental protection and economical growth is embodied in the Legacy Parkway. No more delays! We need this now! Every major paper supports this & so do I. Thank you!

William Frail

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

RECEIVED JAN 11 2005

To: Gregory Punske, Program Manager - FHWA GP145

From: Hermoine Jex, 272 Wall Street, SLC, Ut. 84103

Date: January 4, 2005

Item: Legacy Highway

Position: I oppose the Legacy Highway / Parkway for the following reasons:

① The Legacy Highway will not solve the traffic problems in Davis County, and will add more problems to the environment.

1 ② The Legacy Highway will remove multi gravel from our fragile mountain sides to build this parkway that will be detrimental.

2 ③ Besides all the wetlands of Great Salt Lake protected by the various entities, why didn't the state of Utah purchase the 2,098 acres of land for further protection if this Parkway is not constructed then the state should implement legislation and acquire this acreage for continued open space. (Why is it listed on page 9 in Legacy Parkway & Preserve that "lands can only be obtained by the state if road is built"?)

3 ④ What is needed is a commuter rail - a rail system. We once had the old Bamburger line, we need another rail line between Ogden to Salt Lake to begin with. The rail system needs to be implemented as soon as possible. The world will run out of available oil. We must have a solid back up system to the automobile, a rail system which is needed and the public has willingly accepted.

⑤ Another parkway of this size means more development to the west. Our air quality is not the best and has been listed as poor many days of the year. Controls are needed.

Thank you for soliciting public comments on this crucial issue,

Sincerely,

Hermoine Jex
272 WALL ST.
SALT LAKE CITY, UT 84103

Alice Lund
2136 S. 2200 E.
Salt Lake City, UT 84109

ASI
GP 146

RECEIVED JAN 11 2005

Dear Sir —

Just a note to advise you that I & my family are totally opposed to the "Legacy" Highway. All alternatives (transit) should be positively considered. We need to learn to use other transportation. It is

GP 146

possible! I have lived in NY City and Paris. They are proof of the use other transportation than cars.

Sincerely —

Alice L. Lund
2136 S. 2200 E.
SLC 84109

RECEIVED
JAN 10 2005
FHWA Utah Division

GP 147 Sep

RECEIVED JAN 11 2005

January 6, 2005

Gregory Punske, Program Manager
FHWA – Utah Division
2520 W 4700 South, Ste 9A
Salt Lake City UT 84118

Dear Gregory Punske,
Please give The Citizens Smart Growth Alternative your full support, when considering transportation alternatives between Davis to Salt Lake Counties (My brother, who commuted from Centerville to the VA Hospital for work each day until the end of 2003, replied to my question of commuter-traffic problems, "I wish that were my biggest problem Traffic was sometimes slow, but always moved reasonably I chose my job, and all the benefits and drawbacks inherent to it ")
The five parts of The Citizens Smart Growth Alternative provides thoughtful, workable, and cheaper solutions than the Legacy Highway It also is kinder to the hemispherically-important and very sensitive avian flyway Damaging the flyway would likely be irreparable
Thank you for your consideration
Sincerely,
Debra R Scott.

Debra Scott
328-8834
debrarscott@aol com

PS Here's some ideas for what to do with the money saved by this rational (both long- and short-range) plan

- Extend commuter rail to Provo – this corridor seems even more crowded during rush hour than the lanes to the north of SLC
- Widen and improve the road up Emigration Canyon, to include wide bike and runner lanes Though I don't recreate there, any time I drive it, I find it amazing that more recreationalists aren't regularly killed The road surface is uneven, the bike lane seems to be intermittent, and at certain times of day, sunlight and curves blind automobile drivers

129 G STREET
SALT LAKE CITY, UT 84103

GP 148 6

RECEIVED JAN 11 2005

Sir:
I urge you to give full consideration to the Citizens Smart Growth Alternative. It meets future travel needs – after the awful polluted air we've been forced to breathe already this winter we do not want to increase car use to make it worse – Citizens Smart Growth Alternative would ensure a better quality of life and save open space.
Ruth Mager

GP 149 GSP

RECEIVED JAN 11 2005

Date - Jan 3, 2005

To - U S. Army Corps of Engineers

From - Gary Daniels (Farmington, Utah)

Regarding - Delays in building the Legacy Parkway

To whom it may concern

Since I received your request for comment on this project and have been a Davis County resident for almost 30 years, I wanted to offer the following

Though my knowledge of the scientific impact of this highway on the wet lands west of here is very limited, I have spent alot of time in the proposed area. I have been to some of the open houses to present the route options and felt that the initial route sellected would have had little impact on the existing area, because of existing roads and right of ways I feel that first plan should have been adopted and construction should be well under way by now.

With the extremely rapid growth in the west areas of our valley, this highway is essential Even though I agree we need additional mass transit options, any logical and realistic person can see the great benefit this highway would be to all of use, especially those who live out west

It's a sad thing that individuals (with vast finances) who live out side the affected area, have been allowed to cause these very expensive delays in a project that I'm sure will eventually (hopefully soon) become a reality. When it does happen, we the local tax payers will be paying the bill for these ill advised delays.

I love the out of doors and don't wish to adversely impact our wet lands and from what I know at this time I really don't think the proposed route will do that

I am thankful for your time.

Let's get going!

Gary Daniels

PO Box 398
CENTERVILLE, UT 84014

GP 150 GSP

RECEIVED JAN 11 2005

Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118

January 5, 2005

Kathleen Jones
2478 East Elm Avenue
Salt Lake City, UT 84109

I am writing to protest strongly the DSEIS issued by UDOT and the Federal Highway Administration on the building of the Legacy Highway It is obvious the decision by the 10th Circuit Court to send the plan back for study and modification to protect habitat corridors and vital wetlands was not taken seriously by the planners This latest draft does nothing to mitigate the disastrous environmental consequences if the highway is built as outlined 1

The citizens of Utah deserve better As our state faces phenomenal growth, we must deal with the resulting consequences Our air, water, open space, wetlands and wildlife habitat all are increasingly threatened Yes, we have to accommodate the transportation needs of a growing populace but not by building a sprawl inducing roadway Studies show that freeways always lead to more sprawl, more vehicles and, thus, unlimited spewing of poisonous fumes into our atmosphere

Utahns care about breathing clean air and Utahns For Better Transportation have developed a viable plan It will protect significant wetlands, maximize transit while slowing sprawl, save almost $300 million in state funds and create a non-freeway, alternative transportation route through Davis County The plan is one that will not only protect the environment - the very air that gives us life - but will serve the needs of a growing population 2

I urge the FHA to discard the current plan and give serious consideration to the one offered by the Citizens for Smart Growth Alternative

Sincerely,

Kathleen Jones

Kathleen Jones

GP 151

James M Brandi
1182 East Browning Avenue
Salt Lake City, UT 84105

January 5, 2005

Gregory Punske, Program Manager
FHWA – Utah Division
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118

Mr Punske,

I am writing to ask you to consider and support the Citizens Smart Growth Alternative (CSGA) as opposed to another version of the Legacy Highway The CSGA represents an overall better transportation and growth vision because it will protect valuable Great Salt Lake wetlands, maximize transit and slow sprawl growth, save an estimated $270 million in state funds over the legacy shared solution, and create a non-freeway alternative through Davis County

What we all need to consider is overall quality of life on the Wasatch Front, especially in Davis County We already have one interstate highway running north-south which can be improved, e g , widening and reconstruction of Beck Street and Parrish Lane interchanges Do we need the added air pollution that another north-south highway will carry with it, already the Wasatch Front, with it's susceptibility to inversions, is severely polluted from auto emissions I am also concerned about the loss of valuable wetlands along the southeast shores of the Great Salt Lake This is an area where my family and I enjoy watching the multiple types of birds which pass through the area during annual migrations

Utilizing commuter rail to Ogden and light rail or bus rapid transit to Farmington are just two ideal alternatives to building an expensive additional highway between Salt Lake City and Ogden Light rail and commuter rail have been overwhelmingly accepted and popular in the Salt Lake Valley Utah ought to be leading the way and setting a nation-wide example with transit instead of considering alternatives that will lead to destruction of natural areas and air quality, not to mention quality of life for Davis County residents

Mr Punske, I challenge you to consider and support the Citizens Smart Growth Alternative

Sincerely,

James M Brandi

GP 152 GSP 1-12-05

JAN 12 2005

January 7, 2004

Mr Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South. Ste 9A
Salt Lake City, UT 84118

Dear Mr Punske

Purpose of this letter is to voice my support for the Citizen's Smart Growth Alternative which consists of five integral parts

1) Commuter rail to Ogden
2) Light rail or Bus Rapid Transit to Farmington
3) Improvements to I-15 (widening and reconstruction of Beck Street and Parrish Lane interchanges)
4) Revitalizing Redwood Road, creating a low-impact extension to Parrish Lane and improving a frontage connector to Highway 89 in Farmington
5) Retain the Legacy Nature Preserve

I believe that this alternative is an overall better transportation/growth vision as compared to the UDOT proposal The Smart Growth Alternative will (1) Better protect hemispheric significant wetlands of the Great Salt Lake, (2) Maximize transit and slow sprawl growth, (3) Save about 270 million in state funds over the Legacy shared solution, and (4) create a non-freeway, alternative transportation route through Davis County

I have been a resident of Utah since 1972, moving here from California where I lived and worked in the Sacramento and Bay Area (Walnut Creek, Concord and San Francisco) I had (and still have) great difficulty with that kind of transportation system and believe that Utah citizens deserve better

This is the time for the people of Utah to do better than California has done in the Sacramento/Bay areas. The UDOT alternative is too single focus and traditional in its approach The citizen's Smart Growth Alternative has more balance and, in my opinion, will do a far better job in meeting future travel demands in Northern Utah while protecting important hemispheric resources associated with the Great Salt Lake.

Thank you for your time and consideration of my comments

Sincerely,

Paul Shields

Paul Shields
5813 Village Way
Ogden, UT 8404

GP 153 RECEIVED JAN 13 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1/8/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Carl Allen Title (if applicable) Taxpayer

Telephone Fax

Organization/Business (if applicable) Email

Address 535 No Main

City Centerville State UT Zip 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

We know to have the legacy highway. Getting through our County is nightmare. Lite Rail & all the other things won't help but with the truck traffic on I 15 it is at times impossible to get anywhere.

Sometimes I can't get out of my drive way because Main is the only alternative to I 15

tell Rocky & the ACLU to get on I 15 any time (day or night) and actually see the problem

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 154

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1/6/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Brian D. Cook Title (if applicable) Mayor Kaysville

Telephone (801) 546-1235 Fax (801) 825-8872

Organization/Business (if applicable) Kaysville City Email mailbox@kaysvillecity.com

Address 23 E Center Street

City Kaysville State UT Zip 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

It is beyond comprehension how the need of so many people can be ignored because of the actions of a few dissidents. A solid review process is healthy, but when the process turns to a program to destroy opportunities for necessary progress it goes to far. There is no question this road needs to be built. The delay has cost over a hundred thousand dollars an is mounting every day. I would like to know the monetary and environmental costs of slowing and stopping the massive amount of traffic twice a day? How much extra pollution is being spewed into the air? How much time and salary is being wasted by the delays? How do you value the family time lost? It is time to build the road! I represent 23,000 people and have never had a negative response to the building of the road BUT do face constantly comments of, originally frustration now turning to down right anger over the delays. BUILD THE ROAD

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 155

RECEIVED JAN 13 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: David Hansen Title (if applicable):

Telephone: 801-546-6396 Fax: ~~801~~

Organization/Business (if applicable): Email:

Address: 977 S. 225 E.

City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy Parkway is needed for Davis County because our population continues to grow + sprawl. I keep hearing this road will hurt the environment + cause sprawl. That is silly. Growth causes sprawl, not roads. The environment will have more protection by the new park than it will from private owners developing the land.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 156

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 11/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Paul Allred Title (if applicable): Planner
Telephone: 451-3278 Fax: 451-3281
Organization/Business (if applicable): Davis County Email: pallred@co.davis.ut.us
Address: 28 E State Street
City: Farmington State: Ut Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

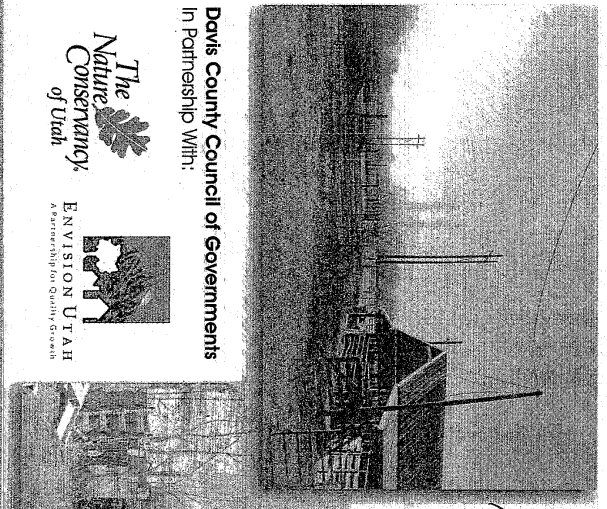
Emphasis should be placed on the Davis County Shorelands Master Plan. This document referenced in the 2nd EIS clearly supports the Legacy Parkway as a western boundary for development; an important environmental fact given the concern over the loss of habitat and wetlands. The collaborative effort of the Davis County Communities in developing and adoption of this Plan is noteworthy and reflects the combined will of those cities, ~~and~~ a balanced and reasonable approach to the shared solution for transportation needs in Davis County. Please consider this official Plan and give it proper respect in decisions on the future development of the Legacy Parkway. Thank you

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

D.C. Shorelands Comprehensive Master Plan attached to original.

DAVIS COUNTY SHORELANDS

Comprehensive Land Use Master Plan



Davis County Council of Governments
In Partnership With:

The Nature Conservancy of Utah

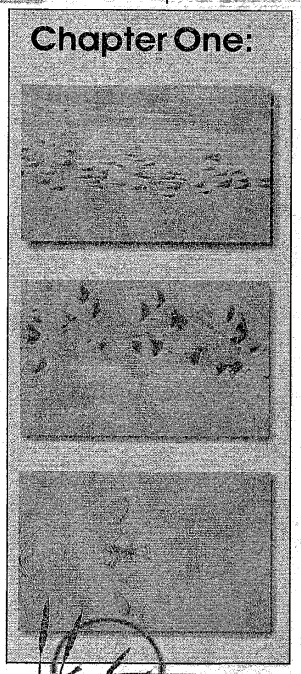
ENVISION UTAH
A Partnership for Quality Growth

A Plan for the Conservation and Preservation of the lands along the Great Salt Lake

SEARS BROWN
DOVE

Please attach to my written comment at Public Hearing 11/7/05.
Paul Allred - Planner
Davis County 28 E. State Street
Farmington, UT 84025
801-451-3278

Chapter One:



A Discussion of Issues Leading to This Plan

The Great Salt Lake is a vast inland sea that is home to thousands of shorebirds that migrate thousands of miles between South America and the Arctic. The Lake has international significance as part of the Western Hemisphere Shorebird Reserve Network. The Lake represents a critical link in the survival of 33 species of shorebirds. Of critical importance to these birds are the un-diked natural wetlands on the eastern shore of the Lake which only occur in Davis County.

Active support for recreational uses along the Shorelands are increasingly supported by a growing constituency of conservation and outdoor enthusiasts. These uses include equestrian, walking/running, hunting, boating, and bird watching.

For the most part, the Davis County Shorelands, stretching from North Sale Lake north to West Point are untouched by modern development. Davis County residents value their agricultural heritage, sense of space and freedom, and the quality of life in their communities. They also respect private property rights and are experiencing rapidly increasing property value as a result of our robust economy. Before these lands are impacted by development, it is important to identify a systematic mechanism for enabling the protection of this resource while allowing for appropriate development.

Previous Efforts/ Previous Study
These sensitive lands have in the past received attention from regulatory agencies such as the Army Corps of Engineers and the Federal Emergency Management Agency(FEMA). However, most of the communities adjacent to the Shorelands had not addressed these sensitive lands within the context of their community's long range goals and zoning regulations. Any planning of these sensitive lands that had occurred had been on a limited scale and not within the regional context. Additionally, previous studies had not included opportunity for public response and endorsement. It was recognized that only through citizen endorsement of conservation and development would the Shorelands continue to be a great asset.

Sponsors of the Study
Given these reasons, the Davis County Council of Governments along with Envision Utah[1] and The Nature Conservancy determined that a comprehensive planning effort was needed.

This collaborative process included the nine Davis County municipalities which border the shoreline, Davis County, residents of the area, property owners, planners, conservation groups, regulatory agencies, and others to develop a publicly-supported plan that identifies areas for quality growth and preservation.

The study presented opportunity to envision future development, incorporating natural, agricultural, and recreational values into a plan for tomorrow's neighborhoods.

Directing The Planning Process
With each community having its own planning issues, long range goals, and zoning regulations, it became clear that the means to create a unified plan was to bring everyone to the same table. A Steering Committee was established to guide the direction of this work. The Steering Committee was made up of a representative from each of the shorelands communities and was crucial to the process.

The Steering Committee[2] was strategically involved in finalizing the scope of work, plan approach, project schedule, and scheduling the Public Community Workshops. The Committee reviewed the compilation maps, public comments, and determined possible issues to be addressed in subsequent public meetings. The committee was dedicated to the process of working together as a cohesive unit to address sensitive issues and to direct the project agenda. Sear-Brown worked closely with the Steering Committee during the course of the project.

[1] *Envision Utah is a coalition of citizens, business leaders and policymakers in Utah's Wasatch Front area under the sponsorship of Coalition for Utah's Future. Envision Utah undertook an extensive community consensus process and with that input developed a 10-county area regional vision. The Davis County Comprehensive Shorelands Plan is part of Envision Utah's effort to support implementation of the strategies and goals articulated by the communities involved in the visioning process.*

[2] *The Steering Committee included council members, city planners, city managers, mayors, county commissioners, and representatives from the Wetlands Advisory Committee, The Nature Conservancy, Envision Utah, Army Corps of Engineers, and Department of Natural Resources.*

GP-C-87

Foreward

While growth is welcomed for bringing a period of economic prosperity to Davis County, it should be accommodated without threatening the fragile ecosystems of the Great Salt Lake Shorelands. This ecosystem is a valuable resource. The Davis County Shorelands Master Plan process has been crucial in helping Davis County and the Shoreland communities agree on a standard for the preservation of this important resource. The Plan presents a balanced approach with solutions to the problems found at the confluence of developable lands and sensitive lands.

Adoption of The Plan will give each City the tools needed to manage land use at a local level while preserving the regionally important resources of the Great Salt Lake Shorelands. This countywide approach to problem solving has helped unify the citizens of Davis County to work together towards solutions that can be appreciated far into the future.

The following chapters will discuss the important issues that are faced every day in Davis County as development meets the Great Salt Lake. This delicate interface between the lake and the land must be carefully studied and well understood before any plan is proposed.

Antelope Island:
The lands found along the shores of the Great Salt Lake in Davis County are unique. These lands are home to many species of birds and animals. A varied collection of fresh water and salt water wetlands creates diversity and beauty. The views across the Lake can be breathtaking.

The soil along the Lake is some of the most fertile in the State of Utah, and many of the residents who work the land are descendants of the first pioneers to enter the Salt Lake Valley. The Davis County Shorelands are a special place.

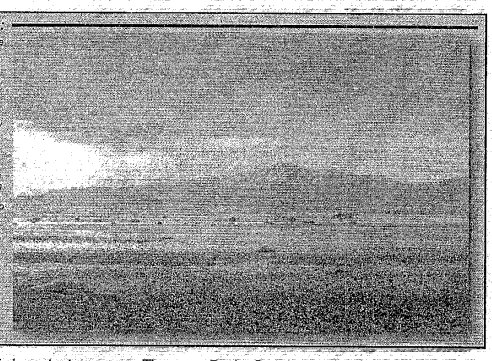


Table of Contents

Chapter One: Background, A Discussion of Issues Leading to The Plan **3**
Chapter Two: The Planning Effort **10**
Chapter Three: The Davis County Shorelands Master Plan **15**
Chapter Four: Implementation Strategies **21**

Steering Committee

This Master Plan was created in accordance with the guidance of the Davis County Shorelands Steering Committee. The Steering Committee was created by the Davis County Council of Governments. This Committee was made up of residents and officials of the nine municipalities within Davis County. The Committee was charged with overseeing the creation and development of the Davis County Shorelands Master Plan. The members of the Steering Committee are as follows:

Gary Mecham; Syracuse City Council
Peter Matson; Layton Community Development
Tim Stephens; Woods Cross City Planner
John Thacker; Kaysville City Manager
Mayor Richard Harvey; Fruit Heights
Barry Burton, Wetlands Advisory Committee
Mayor Greg Bell; Farmington City
Wendell Wild; West Bountiful City Administrator
Carol Page; Davis County Commissioner
Brian Gold; Centerville City Council
Jerry Chatterton; West Point City Council
Stan Porter; North Salt Lake City
Amanda Eyre; The Nature Conservancy, Program Manager
Alex Beseris; Envision Utah, Project Manager
Brooks Carter; Army Corps of Engineers
Karl Kappe; Division of Forestry, Fire, & State Lands
Jim Newsome; Clinton City Planning Commission
Aric Jensen, Davis County Community Development

Consultants

Sear-Brown:
Sear-Brown was retained to assist the County and the Steering Committee with the creation of the Master Plan. Sear-Brown is a national engineering and planning firm.

Bio-West
Bio-West was retained as a sub-consultant for the Master Plan. Bio-West has vast expertise in wetland and upland systems, as well as in ecological implications of development alternatives.

Photo Credits
Some of the photography in this document was provided by Gary Crandall, The Dancing Crane. These are as follows:
Cover: All sidebar photos
Chapter One; Page 3: All three photos
Chapter Two; Page 10: First two photos
Chapter Three; Page 15: All three photos
Chapter Four; Page 21: Second two photos

All remaining photos and graphics were provided by Sear Brown, unless otherwise noted.

Document 1.3, August 21st 2001
First Printed July 25th, 2001

Watershed & Recharge Zone Importance

The Great Salt Lake is an important part of the Great Basin Drainage System. It is the terminating point for much of the water in the Great Basin Region. The watershed of the Lake includes much of northern Utah, parts of southern Idaho, and Wyoming. Once the water reaches the Great Salt Lake, there is no natural outflow. This results in a high salinity and mineral level, an ecological feature that is not found at this scale anywhere else in the Western United States.

Because there is no outflow from the Lake, the Great Salt Lake is an extremely sensitive ecosystem. Pollutants are not periodically flushed downstream, as they would be in a system with an outlet. Small changes in the surrounding watershed can serve to drastically change the composition of the Lake water. This can have a large effect on the wildlife, vegetation, and various lake industries.

Wetlands in the Watershed

The sensitivity of the Salt Lake's closed-basin ecosystem heightens the importance of shoreline wetlands, which serve as pollutant filtering systems. Wetland vegetation physically traps contaminant-laden sediments, uptakes nutrients, and helps chemically decompose toxic materials. Thus, shoreline wetlands provide a defense mechanism that helps prevent pollutants from degrading the Lake.

Regionally, riparian wetlands located many miles upstream also play an important role in the health of the Lake. Healthy riparian wetlands prevent bank erosion, filter pollutants, trap sediment, provide shading, and enhance in-stream aquatic habitat. These wetland functions help improve the water quality of tributary streams that enter the Lake. Stream-side wetlands also provide wildlife migration corridors between the Great Salt Lake and the Wasatch Mountains.

Both salt water and fresh water wetlands are found along the shores of the Lake. Some of these are natural, un-diked systems, while others are man-made, intensively managed systems. The diversity and scale of wetland types is what makes the Lake ecosystem such an attractive refuge for the wide diversity of wildlife it supports.

The Recharge Zone

The Great Salt Lake Basin includes both groundwater recharge and groundwater discharge areas. A major groundwater recharge zone lies along the Wasatch Front, at the interface between the mountains and the valley. Surface water from canyon streams infiltrates into both shallow and deep groundwater aquifers in this area. The valley upland area between the mountains and the Great Salt Lake serves as a recharge area for shallow groundwater. The valley transitions to a groundwater discharge zone at its interface with the Lake shoreline areas; specifically, the shallow groundwater that has accumulated in the valley uplands is released at this fringe, providing water to support shoreline wetland communities. Regionally, each of these distinct groundwater zones plays an important role in the proper functioning of the Great Salt Lake Watershed and ecosystem.

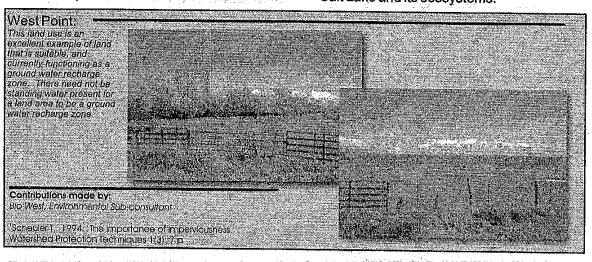
Effects of Development

Historically in Davis County, much of the land area between the mountains and the Lakeshore was used for agriculture. Agriculture is a land use that is compatible with the natural hydrologic function of this area as a ground water recharge zone. Rain and irrigation water that fall on agricultural lands are able to penetrate the soil and recharge the groundwater that ultimately feeds the freshwater wetlands along the Great Salt Lake shoreline.

When agricultural lands are converted to residential or commercial land uses, soils become compacted and much of the land area is converted to streets, sidewalks, driveways, parking lots, and rooftops. These impervious surfaces do not allow water to infiltrate and recharge the groundwater. Instead, water runs off rapidly, leading to increased flood flows in nearby streams. Storm water runoff from paved areas also picks up pollutant residues such as oils, salts, sediments, fertilizers, and pesticides. This runoff is discharged directly into local streams, degrading the water quality of these systems as well as downstream receiving waters. Studies have found that increased levels of impervious cover are correlated with reduced base flows and increased pollutant concentrations in streams (Schueler 1994[1]). Under high impervious cover levels, water bodies that were previously fed by sustained, groundwater-derived base flows now receive water in periodic "flashes" of poor-quality, high-velocity runoff.

Within Davis County, development of agricultural lands in the recharge zone has the potential to disrupt the hydrologic processes that currently provide lakeshore wetlands with a sustained, steady supply of high-quality water. Therefore, within critical recharge zone areas, it is important to preserve agricultural lands to the extent possible and to encourage the use of low-impact techniques where development occurs.

This document explores a number of development and land preservation options that will allow important ground water recharge functions to be maintained. The overall quality of the watershed will ultimately determine the health and quality of the Great Salt Lake and its ecosystems.



West Point:
This land use is an excellent example of land that is suitable, and currently functioning as a ground water recharge zone. There need not be standing water present for a land area to be a ground water recharge zone.

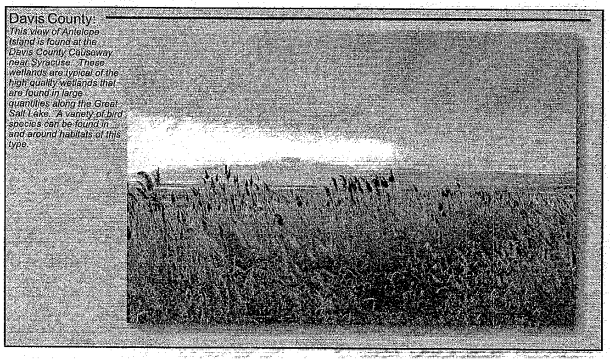
Contributions made by:
Bio-West, Environmental Sub-consultant

[1]Schueler, T. 1994. The importance of imperviousness. Watershed Protection Techniques 1(4): 7 p.

GP-C-88

The Importance of Wetlands

Only a few decades ago, wetlands were believed to be wastelands, areas not economically suited for farming that harbored mosquitoes and other nondesirable pests. Clearly, the most appropriate thing to do was to drain and clear them. With the support of bills such as the Swamp Land Act of 1849, wetlands began to be destroyed at a record pace that increased throughout the 20th century. Today, no fewer than 99 million acres remain, and each year at least another 300,000 acres are lost (Niering 1991[1]). In Utah 30 percent of our historical wetlands have already been eliminated.



Davis County:
This view of Antelope Island is found at the Davis County Causeway near Syracuse. These wetlands are typical of the high quality wetlands that are found in large quantities along the Great Salt Lake. A variety of bird species can be found in and around habitats of this type.

As population growth causes changes in water and land uses, the amount and quality of Great Salt Lake wetlands continues to be impacted. At the same time, flooding causes damage to residences and businesses where development pressure motivates encroachment on the Great Salt Lake and its wetlands.

Fortunately, the destruction has slowed because the value of our wetlands has been discovered. Wetlands sustain more life than almost any other ecosystem (as much as many tropical rain forests and more than most good farmland). With ample food supplies, wetlands encourage and sustain a multitude of species, adding greatly to the area's biotic diversity (Niering 1991). The Great Salt Lake wetlands are critical to migratory birds, providing a extremely important link in the Pacific Flyway between North and South America. Between two and six million birds, representing over 240 species, visit these wetlands annually. Not only do birds visit, but the Great Salt Lake is also the world's largest breeding location for the white-faced ibis (Plegadis chihi) and the California gull (Larus californicus), and the third largest breeding population of American white pelican (Pelicanus erythrorhynchos). One of the rarer guests that use the area for wintering is the American bald eagle (Haliaeetus leucocephalus).

As important as wetlands are for wildlife habitat, they also play a vital role in conserving a balance in the intensely manipulated human environment. The same plant life that provides food and cover also takes in carbon dioxide and releases great quantities of oxygen, much in the way rain forests do, but at a local level. Wetlands also contribute to water quality by catching sediment and consuming pollutants. Their vegetation can absorb phosphates and nitrates from agricultural and sewage run-off, and accumulate industrial pollutants, including heavy metals.

Many wetlands are integrally linked to our water supplies, replenishing groundwater aquifers and retaining and gradually releasing large quantities of water. For example, a 1 foot rise in the water level over 1 acre of wetland places 300,000 gallons of water in temporary storage without harming any plant or animal life. By storing flood water, reducing flood peaks, slowing flood waters, and increasing the duration of the flow after floods, wetlands also help minimize flood damage.

Of all the benefits gained from wetlands, the most difficult to quantify are aesthetic and recreational. As development intensifies, wetlands still offer some of the best remaining open spaces. As our understanding of how these complex areas maintain productive ecosystems increases, we should realize that if wetlands are preserved, the earth will remain habitable for its millions of species, including us (Niering 1991).

Contributions made by:
Bio-West, Environmental Sub-consultant

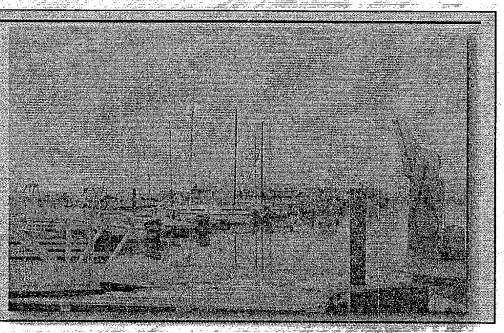
[1]Niering, W.A. 1991. Wetlands of North America. Charlottesville (VA): Thomasson-Grant. 160 p)

Associated Lake Industries

The Great Salt Lake's unique ecosystem and habitat serve to support various industries associated with the Lake. One important industry is the harvesting of brine shrimp cysts. One of the largest uses for these cysts is for the prawn industry. Prawn growers purchase the cysts as feed. This is a multi-million dollar industry. The size of the harvest of cysts is dependant on a number of factors, including weather patterns and lake salinity, but ultimately the health of the Lake's ecosystem and habitat directly influence how many cysts are available for harvest. As the health of the Lake declines, so does the potential crop of brine shrimp cysts. This loss also affects the rich food source of the wildlife habitat.

For bird enthusiasts, the Great Salt Lake is a paradise for bird watching. With thousands of birds representing over 200 different species, the bird watching opportunities are limitless. A number of bird festivals are held at the Lake in Davis County drawing bird enthusiasts from around the world. This industry brings an influx of people and is an economic draw for Davis County. The Antelope Island Causeway provides access to an entire island of wildlife diversity and bird watching opportunities. Antelope Island is also home to the bulk of the brine shrimping fleets.

Antelope Island:
This shrimp boat fleet is representative of the unique systems found at the Great Salt Lake. This rich ecosystem supports a number of wildlife habitats not found elsewhere in the inter-mountain west. These habitats, while providing for many species of animals, also provide an economic boost to the County. Brine shrimp harvesting is a large industry that relies on the Lake's ecosystem for its very existence.



Mineral extraction, such as a variety of salts, is a large part of the Lake's industry. The Lake's water is filled with a number of nutrients and minerals that have been washed into the Lake from tributaries that run from many different parts of the West. Since there is no outflow for the lake, these materials accumulate within the Lake.

The minerals being extracted from the Lake are a product of the Lake's overall ecosystem. The overall quality of the Lake, and its tributaries will determine how well the Lake can sustain these industries into the future. While the Lake can adapt to changing environmental conditions to a certain extent, large changes in the Lake's water quality and composition can greatly effect the ability of some of the industries to efficiently extract the valuable minerals.

There are many other industries that are based upon the Lake's resources. While only a few examples are listed here, there are many other companies using the Lake's resources for the basis of their operations.

GP-C-89

Internationally Significant Wildlife Habitat

From the tiniest brine shrimp to majestic birds of prey, the number of creatures found at and around the Great Salt Lake is truly amazing. Few places in the world match the significance of the Great Salt Lake's wildlife habitat. The watershed of the Great Salt Lake serves to support the Lake with the necessary salts and minerals to create this unique wildlife habitat area.

There are over two hundred different species of birds found at the Great Salt Lake[1]. Many of these species depend on the Lake for their very existence. For a number of species, the world's largest single breeding populations can be found at the Lake. In addition, the Great Salt Lake is a layover for thousands of birds as they migrate between Canada and Mexico. The location and uniqueness of the Lake habitat and ecosystem make the Lake a very important habitat for these birds.

International Significance

The Great Salt Lake is part of the Western Hemisphere Shorebird Reserve Network. This makes the Great Salt Lake an internationally important wildlife refuge. Certain species of birds migrate from locations in Mexico to Canada and back on an annual basis. The large number of birds that can be found indicates the importance of this resource. For instance there is a population of over 500,000 of the species Wilson's Phalarope. This is the largest staging concentration in the world. Over 280,000 Red Necked Phalaropes have been counted in a single day. 400,000 Eared Grebes, 160,000 California Gulls and 10,000 Snowy Plovers plus thousands of others use the Lake as their species' primary breeding ground. A number of Peregrine Falcons and Bald Eagles also make the Great Salt Lake their home.

The birds that visit and live at the Lake do so because of the Lake's unique habitat. The Lake's wetlands and uplands, including agricultural lands, provide a rich source of food and a unique habitat for breeding. Many birds nest in dryer upland areas, but live and search for food in nearby wetlands. In addition, the unique salt playas and mud flats of the area supply other food sources and habitat for bird species.

Food Sources & Habitat

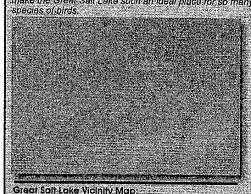
One of the most important food sources is the brine shrimp and the brine fly[2]. These two organisms are plentiful in and around the Lake. It takes a unique ecosystem to support these species, as well as other important food sources that are found in coordination with the wetland and upland vegetation communities at the Lake. These wetlands help cleanse surface and ground water as it enters the Lake, thus preserving an uncontaminated water supply needed for the systems that support the brine shrimp and brine fly.

The life cycle of the brine shrimp is a very delicate process, found few places in the world. The Great Salt Lake supports the brine shrimp populations that in turn support the bird populations. Within the Lake there are two habitat types: The Planktonic Habitat and the Benthic Habitat. These two habitats that support the brine shrimp population, though separate, are closely linked, and would not be possible without the rich nutrients brought to the Lake from the surrounding watershed.

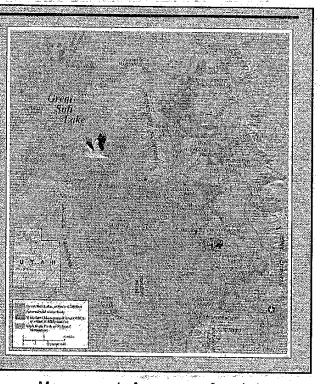
The Planktonic Habitat produces phytoplankton blooms (algae) early in the year. The brine shrimp cysts hatch near spring each year. A valuable lake crop, the brine shrimp use the algae as a main food source as they grow to become adults.

Wildlife Management Areas:
There are a number of Wildlife Management Areas (WMA) found within the Davis County Shorelands Project. Included is the Farmington Bay Wildlife Refuge. Over 200 species of birds can be found at this refuge. In addition to these, there are lands owned and managed by private organizations such as The Nature Conservancy of Utah.

Habitats such as wetland vegetation, salt water playas and mud flats, are important ecological elements that make the Great Salt Lake such an ideal place for so many species of birds.



Great Salt Lake Vicinity Map:
United States Geological Survey
http://www.wdutslc.wr.usgs.gov/birds



The Benthic Habitat supports the growth of the brine fly. Photosynthesis occurs in the Lake due to the production of blue-green algae that is formed on the Lake bottom. brine fly larvae develop on the Lake bottom and feed on the blue-green algae in the Lake. This process, coupled with the brine fly development process, serves to produce a rich supply of food for the large number of birds and other wildlife found around the lake.

To help preserve habitat and wildlife opportunities, a number of Wildlife Management Areas are found in Davis County. These areas are thriving due to the intact ecosystem of this region. These systems are truly interconnected. The impact on one aspect of the system will affect the entire system in one form or another. The regional approach to land use decisions discussed in this document is important for preserving the viability of the entire ecosystem.

[1] *Bird and wildlife information is available at the following web address, maintained by the United States Geological Survey: http://www.wdutslc.wr.usgs.gov/birds/index.html*

[2] *Lake Habitat and brine shrimp/brine fly information are available at following web addresses, maintained by the United States Geological Survey:*
http://www.wdutslc.wr.usgs.gov/shrimp/index.html
http://ut.water.usgs.gov/plankton/plankton.html

Current Trends in Growth

New growth is an important part of our economy. New commercial and retail developments generate the needed funds to provide services to residents, while new residents provide the market for new retail developments. This is a cycle that is playing out in every community in Davis County. All this development takes land, and fortunately there is still a lot of very good land in the county at reasonable prices. This land, for the most part, is very suitable for development.

Development Trends

There are a number of trends in the development industry that are currently being followed in the communities of Davis County. Some of these trends follow home buyers' needs and desires. Developers and builders incorporate elements into their design that fill the needs of the home buyers. While a number of elements included in new developments are implemented by buyer demand, the majority of trends found in today's new developments are mandated by the current zoning within cities and towns.

Cities use a number of tools to control growth and development within their boundaries. Cities typically have a general plan that dictates what types of developments are allowed in various parts of the city. Each city in Davis County has a general plan in some form or another. The goal of The Plan is to chart a vision for what the city will look like as development takes place. Many general plans break the city into a number of zones. These zones are assigned specific land uses that are allowed within each zone. Typically, the density of the development is assigned by the type of zone, as well as the design guidelines for the allowed type of development.

Results of current zoning codes?

While each city approves new subdivisions and developments based on their current zoning codes, the desired goals aren't always met. A common trend in rural preservation is to zone land for one acre lots or larger with the intent to preserve the town's rural character. This is done to put fewer homes on the land, thus allowing more unbuilt space possibly suitable for farming or other activities consistent with the existing rural character. This low density residential zone is effective in limiting the number of dwelling units built on the land, but results in very little consolidated open space. These lots are too small to support farming and too large for most homeowners to maintain. When all is said and done, cities trying to preserve rural character are usually disappointed with the resulting one acre lot developments.

Cities also try to preserve rural character by implementing agricultural zoning within their cities. The hope is that while neighboring lands are subdivided, a few farms will maintain an open feel to the community. However, this rarely works. Most agricultural zones soon become subdivisions as many zoning ordinances allow agricultural lands to be subdivided. In these cases, agricultural zoning provides a false sense of security. In addition, farmers that choose not to develop their lands are typically subject to nuisance complaints associated with their farming practices. This causes headaches for all parties involved.

Cities typically have design guidelines that help form what new developments look like. Such guideline can help to preserve the rural character within the city. Besides size of lots, cities may mandate landscaping standards, street designs, building materials, and structure size. Many of these strategies are useful. Homes can be designed to look rural in character by designating the size of the building pad, and acceptable styles. Also, recreational features such as trails and parks are required for many new developments. However, these improvements are sometimes hard to notice when other requirements are implemented.

Many cities have ordinances that require new subdivisions to have wide streets and wide building setbacks. The result of this approach has been the typical subdivision. Neighborhoods often have no sense of place and no identifying features. These usually have street layouts that facilitate traffic flow, but do not allow pedestrian access to other parts of the community.

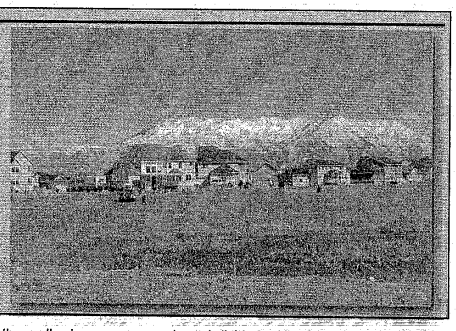
Current ordinances often remove the opportunities for creativity in new subdivision design. Zoning ordinances and design guidelines should set the proper parameters for new developments by encouraging creative design solutions. The rural character of a town can be preserved by design guidelines that encourage new developments to include features that are consistent with the existing character of the town, while discouraging features that are not.

City of Syracuse:

New Large Lot Development

This is representative of a trend in new development that is currently found in Davis County: homes built on fairly large lots. This example also includes open space in the form of a golf course.

A golf course is an economical way to preserve lands that may otherwise be developed as housing. However, there should also be some areas of consolidated open space available to the public as unmanaged open space.



GP-C-90

Historical Character of Agriculture

Agriculture has been an industry in Davis County ever since the first Utah pioneers settled here after 1847. These early farmers recognized the lands along the Lakeshore as viable for growing crops and grazing animals. In fact, until recently, most cities in Davis County were rural in character with many residents rooted in the agriculture industry. Although this has changed significantly in recent years, farming is still an important industry along the Lakeshore as many of the open and agricultural lands remaining in Davis County exist in the western part of the county.

Climate Consideration

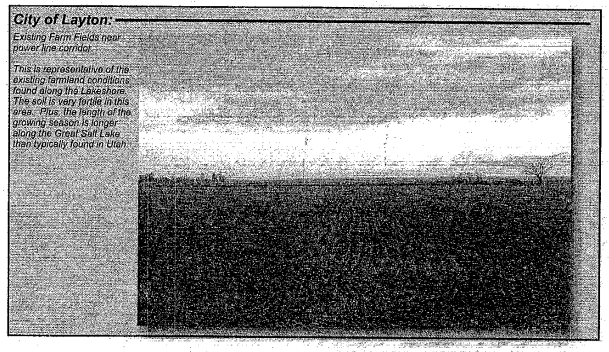
Early settlers realized that the climate along the Great Salt Lake has an advantage over other areas of Utah. The length of growing season here is one of the longest in the state. Typically, the Lake temperature is warmer than the air temperature. As the Lake emits heat into the air, it serves to warm the air over the lands adjacent to the Lake. This extends the growing season enough to make it possible to grow a variety of crops not typical in other parts of Utah. Crops that can be found in Davis County include carrots, onions, alfalfa, pumpkins, and corn. This "lake effect" used to explain the longer growing season along the Lake is also responsible for the increased snow fall that sometimes occurs near the Lake in winter months.

The soil along the Lakeshore in Davis County is also different from the soils found around the State. The lands above the wetlands and mud flats, although void of salt contamination found around the Lake, have not escaped the influences of the Lakes' watershed. As streams meander out of the mountains, they carry mineral deposits that are deposited on the soil in times of flood. These deposits help replenish the nutrients needed to grow crops.

City of Layton:

Existing Farm Fields near power line corridor.

This is representative of the existing farmland conditions found along the Lakeshore. The soil is very fertile in this area. Plus, the length of the growing season is longer along the Great Salt Lake than typically found in Utah.



Current Trends

Despite the unique growing conditions found in Davis County, the land available for farming is decreasing. Many farmers are ready to get out of the farming business and are anxious to "cash in" their holdings. Utah's strong private property rights support the notion that individuals should be allowed the opportunity to receive monetary gain from their land. There are measures available,(as identified in Chapter 4 :Implementation Strategies) which compensate the land owners while preserving the land for agriculture.

The ecological effects of development on the Lake and ecosystem are varied. It is commonly understood that development to the Lakes' edge results in the loss of a number of important resources including functional wetlands, diverse wildlife, and usable open spaces. However, other resources such as historic character and viable farmland are typically overlooked. Land that no one wants to farm doesn't appear to be a resource, and historic character is difficult to quantify. But, at second look, these two resources are very important.

Natural Resources

Soil and prime farmland should be considered a resource much like we consider water and timber as resources. Farmlands are essential to our lives. We need soil to grow crops and graze animals. Only certain soils can support these functions. As farmland is converted to development in Davis County, a resource is lost.

As the agricultural lands resource decreases, so does the historic character. Historic character is one of the elements that makes the area a desirable place to live. Historic places within a community provide a dimension that is not available through any other resource. Particularly in an age when commercial growth and urban sprawl reinforce the notion of "geography of nowhere", historic structures and landscapes provide a community with a sense of place and connectivity. These places bring written history to life. Many people desire to live in communities that feature a sense of place, and move to Davis County to obtain it. But, unfortunately, every new development built to accommodate these people slowly removes a bit of the historic rural character. The resource attracting people to the area is being lost.

There are a number of options for dealing with the loss of natural and historic resources. This document explores ways to allow farmers to retain their land for farming or retire without turning the land over to development. These methods provide options for cities to consider so that they receive needed tax base and preserve some of the rural character. Just like any resource that must be preserved for the future, farm land and historic character can be managed to enable its protection and efficient use.

An Inclusive and Informed Public Process

To ensure proper community involvement, a managed participatory planning process was created that coordinated the varied interests of each jurisdiction. A collaborative atmosphere was established in which land owners and other stakeholders came together in the planning process.

Rather than engendering heated debates over density and subdivision design, the Shorelands Plan enabled the residents of Davis County to plan for quality development and to identify and protect the natural and recreational features that make Davis County unique.

The specific planning process for creating the master plan included:

- Base Mapping
- Public Comment and Compilation
- Planning & Analysis
- Final Plan Synthesis

Base Mapping

The process included defining the project boundaries with each of the nine communities, allowing for specific circumstances. Initially lands to the east of the proposed Legacy Highway north of Farmington and lands west of the Legacy Parkway in South Davis County were included within the mapping exercise. As the boundaries of the study were further defined, it was agreed that the Legacy Corridor (in most cases) would be the eastern boundary for the Comprehensive Shorelands Plan.

Preliminary Mapping was prepared which included extensive technical data gathered from the State of Utah Automated Geographic Reference Center (AGRC). Aerial and land use maps were prepared at a Scale of 1"= 660' and included the following base information:

- City Boundaries
- The Nature Conservancy Management Area
- Legacy Parkway/Proposed Legacy Highway
- Existing Duck Clubs
- Proposed Legacy Wetland Preserve
- Flood lines including Federal Emergency Management Agency (FEMA), Army Corps of Engineers line (ACOE), and 4217 contour line.

Woods Cross City: One of three public workshops held to gather public comment. Citizens and other stakeholders wrote and drew comments on large scaled maps. These comments were compiled and organized as the foundation of the Davis County Shorelands Master Plan.

Another aspect of The Plan taken into account was the ecological considerations of the Lake and its important systems. Ecological data was gathered on migratory birds, other wildlife, wetlands, uplands, and watershed implications of the Lake. The services of an environmental sub-consultant were retained to ensure accuracy of the recommendations.

The best available resources and research methods were employed to prepare the base maps and to communicate technical data to non-technical participants so that the public could provide educated comments during the process.

Public Comment and Compilation

A series of workshops were held which began the process at ground zero[1]. In an attempt to get the entire spectrum of input from the public, each of the cities with land bordering the Great Salt Lake was asked to invite 100 residents to attend. The County took the initiative to invite representatives from environmental groups as well as state and local leaders. These representatives as well as a mix of developers, realtors, farmers, conservationists, residents, duck club members, Sierra Club members, and elected officials were invited.

Davis County was divided into a north, central, and south region with each being the focus of discussion at a regional workshop specifically targeted to that particular area. The central region (Region Two) and the north region (Region Three) were subdivided into two pieces due to the amount of area included to be studied.

The workshops began with an audio/video presentation by The Nature Conservancy of Utah and followed with an opportunity for stakeholders to participate in a hands-on land use exercise.

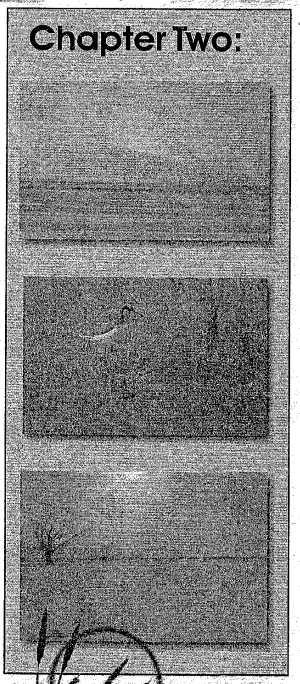
Sear-Brown facilitated the workshops, working together with the Stakeholders in small groups to identify existing land uses and to plan what future development, recreation, and critical land habitat designation should look like.

This activity, established and coordinated with Envision Utah, had participants place 10-acre color chips (designating specific land uses and development types) on large aerial maps. The mapping was designed in coordination with the State of Utah Automated Geographic Reference Center and allowed Stakeholders to easily portray their comments in graphic form. This process helped identify the issues, goals, and vision of The Plan.

[1] *The Region 1 Workshop was held on Sept. 27, 2000 and specifically targeted the communities of West Bountiful, Woods Cross, and North Salt Lake. The Region 2 workshop was held on October 12, 2000 and specifically targeted the communities of Centerville, Kaysville, and Farmington. The Region 3 workshop was held on October 26, 2000 and specifically targeted West Point, Syracuse, and Layton. Clinton participated as well even though their community did not border on the Shorelands.*

GP-C-91

Chapter Two:



The Planning Effort

No attempt at a regional plan can be made without the input of the local community. There are so many issues at hand that no "expert" could claim to know them all. Landowners, residents, city and county officials, developers, conservationists, and concerned citizens all have a stake in the planning of The Davis County Shorelands. Each of these groups have a wide variety of ideas, concerns, experience, and opinions, each of which is very important to The Planning effort. Of course no plan will be perfect for everybody, but a good plan will address the issues and make recommendations as to their solutions.

This chapter explains how comments from citizens who attended the planning workshops were compiled, addressed and included in the plan.

County Wide Issues

As explained in Chapter One, a large number of issues were addressed in formulating the Davis County Shorelands Master plan. Decisions made at the local level can have negative effects on the Lake as a whole. It is the possibility of these negative effects that this Plan strives to avoid.

of these resources help drive the statewide economy in industry as well as tourism.

Since the resources of the Lake are important, a key issue is how to preserve these resources while meeting the needs of the local communities. This is a complicated question with some complicated answers.

Howard's Slough:

Although Howard's Slough runs primarily through the City of West Point, its realm of influence runs both up and down stream. Any stream that runs through a community has regional implications for farmlands, water quality, wildlife habitat and recreational opportunities. Although these issues are regionally important, solutions to issues must be implemented locally. The Plan attempts to address these issues at the local level.

At stake are many acres of prime farmland, beautiful scenery, internationally important wildlife habitat, and an important ecosystem. While these items are on the minds of residents, they are also on the minds of others who live in the inter-mountain west. Many would like to see these resources forever preserved. Some

Solutions

It was apparent from the public workshops that many of the resources important ecologically were also important to local residents, however for other reasons. This makes a case for preserving these lands. It was recognized by workshop participants that there should be no development west of the FEMA Flood Line in most of Davis County. This recognition helps to preserve some of the most sensitive lands along the Lake shore.

Agriculture is an important historic use and resource in Davis County. It was apparent that many workshop participants desired to preserve some farmland. Agricultural land use is a compatible use that should be allowed to remain next to sensitive lands. It provides a buffer between development and the lands that would be affected if development was to occur nearby. Plus, some of the state's best agricultural lands are located along the Lake's shore.

New housing is a need for the growing communities along the Lake. Many communities want new developments within their boundaries to have a rural feel. Conservation developments (explained in Chapter Four) located in rural cluster housing areas can help obtain this feel, and are well suited to exist next to sensitive lands. This land use is a great way to transition between sensitive lands and developing lands. Denser developments with housing and retail, as cities see fit, should be located east of the rural cluster housing.

How this will help

Farmland will be preserved as a valuable resource. Wetlands important for wildlife habitat, water cleanliness, and ecosystem health will remain intact. Conservation developments will not interfere with ground water recharge zones or the natural flow of the ground water decharge areas. The rural feel will be preserved for all to enjoy, and new growth will not be a burden on the landscape. In short, a balance will be struck. This balance, can serve to improve the quality of life for all those living along the Lake's shore.

GP-C-92

Planning & Analysis

At the conclusion of the three workshops, the resulting data and public input from the large maps were compiled and digitized into regional compilation maps showing the public's desired land uses for the county study area.

and long range goals of each community during the preparation of the Shorelands Plan.

A specific difficulty during the process was defining the location of important protection areas vs. critical protection areas. Although

Davis County:

This photo is representative of the existing conditions found near the shorelands just west Kaysville. This land, historically used as farm land, is typical of the type of uses that are found along the Lake's shore. This rural character is a very desirable quality that residents want to preserve within their communities.

This was a complex process. Data from nearly 200 workshop participants had to be sorted and properly represented on the compilation mapping. Mapping was difficult due to the large area of land being studied. The mapping also required a careful study of the existing land use and general plans of the nine Davis County Communities. It was necessary to understand The Planning issues

the process of creating the compilation maps was time consuming, it was extremely valuable to the project's outcome.

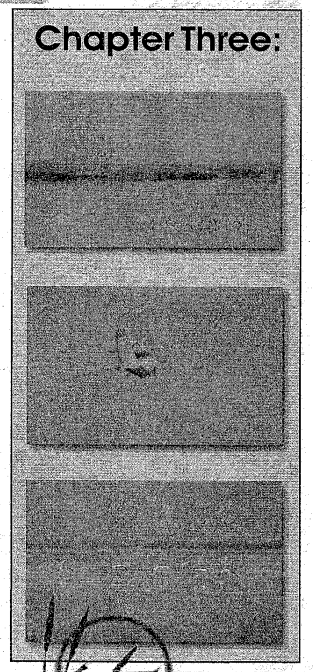
The planning process resulted in the public advocating a number of planning concepts for the Shorelands, demonstrating that conservation and development goals need not be mutually exclusive.

Planning concepts derived from the public process are included in the master plan.

These are:

- No development below the FEMA Flood line.
- Maintain an agricultural buffer between shorelands and developable lands.
- Enact conservation development and transfer development rights ordinances to preserve land in sensitive areas.
- Transition land use (shorelands buffered by agricultural lands, low density development to high-density development).

Chapter Three:



The Davis County Shorelands Master Plan

The final product of the comments gathered from numerous public workshops and Steering Committee meetings have been incorporated into the final Davis County Shorelands Master Plan. This Plan is a compilation of comments, ideas, and opinions of those who participated in the planning process.

This chapter graphically portrays the desired land uses along the Davis County Shorelands. Chapter Four includes some land use policies and tools that can be utilized on the local level by communities desiring to implement the proposed land uses.

For graphic representation purposes, Davis County has been split into five maps. The map areas are loosely based on the original three regions where the public workshops were held and graphically represent portions of the Conceptual Land Use portion of the Davis County Shorelands Mater Plan. Every attempt has been made to ensure the quality and accuracy of this map. The Plan is intended as a conceptual recommendation for cities to adopt as an element to existing general plans. No attempt has been made to pass judgement on individual parcels in individual communities. Land uses have been generally placed in locations that appear to be appropriate. By adopting this Plan into their general plan, each community indicates their endorsement of these concepts.

Land Use Legend

Rural Cluster Conservation Housing
This land use type is intended to be implemented in sensitive land areas. It is intended to allow gross density at one unit per acre. Units may be clustered in less sensitive areas, thus preserving the overall density, as well as sensitive lands on the site.

Very Low Density Housing
This land use type is intended to be implemented in areas next to or near sensitive lands. This land use allows development at one to one-half acre lots.

Low Density Housing
This land use type is intended to be implemented in areas of low land sensitivity. This land use allows a density of one-half to one-quarter acre lots.

Commercial Zone
This land use type is intended to be implemented in high traffic areas for commercial and retail use. This use is typically proposed at major intersections and highway interchanges.

Business Park\Light Industrial
This land use designates areas that may be suitable for business parks or light commercial parks. These areas are typically near highway interchanges and should not be located near sensitive or preserved lands.

Utilities
This land use designates areas that may be suitable for business parks or light commercial parks. These areas are typically near highway interchanges and should not be located near sensitive or preserved lands.

Preserved Agriculture
These Lands should be preserved for perpetuity and are meant to be used as a buffer between housing developments and wetlands.

Managed Open Space
This type of land use describes land utilized for Duck Clubs, Golf Courses, and parks.

Nature Preserves
These lands have been purchased and put into a conservation easement for preservation. Some lands were purchased as highway mitigation lands, others were purchased by private groups such as The Nature Conservancy.

Preserved Open Space
These lands should not be developed, or used as managed open space. This land is very sensitive, and should remain untouched. If existing farming is present in these lands, it may remain as an acceptable land use.

Proposed Wetland Mitigation Zones
This symbol represents lands that may be appropriate for wetland mitigation areas. Nearby development, as well as future highway segments will displace wetlands that will need to be mitigated. These are identified as viable sites for consideration.

Trail Head/Interpretive Center
This symbol represents locations that may be appropriate for trail access and/or ecological interpretive centers.

Proposed Legacy Interchange
This symbol represents locations that have been proposed for an interchange on the Legacy Parkway and the proposed Legacy Highway.

Army Corps of Engineers Flood Line
This line has been prepared by the Army Corps of Engineers to represent the extend of flooding that may occur during a 100 year flood event, based on existing land form and possible wind and wave action.

FEMA Flood Line
This line has been established by the Federal Emergency Management Agency in the late 1980's. It is meant to represent an elevation on the landscape that is likely to be flooded in a 100 year flood event. This line takes into account possible wind and wave action.

4218 Contour
The 4218 contour has been established as the point to which flooding is likely to occur during a 100 year flood event.

Road System
Existing Road System of Davis County.

City Boundaries
Existing City Boundaries of the Davis County Communities.

Legacy Parkway/Proposed Highway Alignment
These lines represent the alignment for the legacy parkway in south Davis County, and the proposed Legacy Highway in north Davis County. As of May 2001, The alignment for the south portion had been finalized while the alignment for the north portion had not.

Trail System
These lines represent proposed trails that may be an amenity to the communities they run through.

Proposed Commuter Rail Corridor
This line represents the UP Main Rail Line that is being proposed as the commuter rail corridor.

A Plan for the Conservation and Preservation of the lands along the Great Salt Lake

SEAR-BROWN
UNLIMITED DONE.

GP-C-93

Local Issues

Each community expressed some concerns that they felt needed to be addressed in the Davis County Shorelands Master Plan. In some instances, overall planning principles for the region were adjusted to match a community's future plans for an area, or to match current approved city general plans. On the other hand, some cities had already planned on implementing some of the proposed planning principles. A balance was struck to ensure that each community was involved in the planning process. Some of the lands described are located within Davis County jurisdiction. These lands are mentioned here as associated with the nearest city as any new developments would most likely be serviced by these cities.

North Salt Lake
The lands west of the Legacy Parkway corridor within the City are to be preserved as a Nature Preserve as part of the mitigation required to construct the Legacy Highway. A portion of the land near the I-215/Redwood Road interchange is also proposed as open space due to access restrictions and land sensitivity. Any trail in the area shall follow the Jordan River, and not enter the nature preserve as it has been designated to protect wildlife and wetlands in the area.

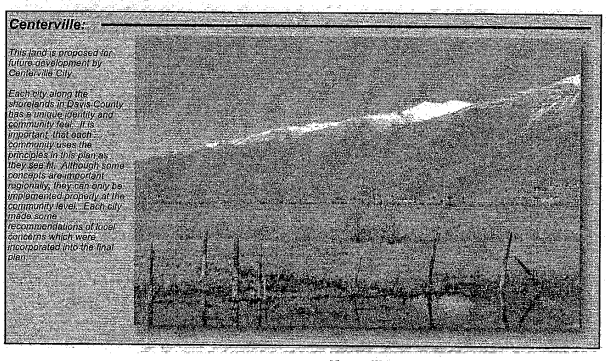
Woods Cross
Although a small portion of land at the Legacy Parkway/500 South interchange will be developable, the majority of the land west of the highway corridor will not be developed. Most of this land is currently used by duck clubs. This use is unlikely to change due to the sensitivity of the land. Because the highway corridor bisects an existing private golf course, a new golf course has been proposed for the lands south west of the proposed interchange. This use will be compatible with the sensitive lands on site and the nearby nature preserve.

West Bountiful
There will be no development west of the Legacy Parkway, with the exception of an access road to a treatment plant and the Bountiful City Landfill.

Centerville:

This land is proposed for future development by Centerville City.

Each city along the shorelands in Davis County has a unique identity and community feel. It is important that each community uses the principles in this plan as they see fit. Although some concepts are important regionally, they can only be implemented properly at the community level. Each city made some recommendations of local concerns which were incorporated into the final plan.



Centerville
Centerville plans a future development between the Legacy Parkway Corridor and the D&RG Rail Corridor to the west. Wetland mitigation will likely be necessary in this area due to the nature of the site. It is possible that the southern portion will be mitigation lands for developing the northern most portion of the site.

Farmington
With a lot of land available for development near the FEMA Flood Line, Farmington has approved a new development as a conservation development that will result in many acres of land preserved as open space and farmland.

Kaysville
Lands west of the proposed Legacy Highway corridor are to be preserved as open space. This is due to access limitations as well as sewer service limitations.

Layton
Layton has no plans to annex any land west of the proposed Legacy Highway Corridor. Because of this, and due to the large land holding of The Nature Conservancy in this area, most of the lands west of the proposed Legacy Highway and south of Gentile Street will remain undeveloped.

Syracuse
Many acres of land remain west of the Legacy Highway corridor in the northern part of Davis County. This land will likely develop to the FEMA Flood Line. However, agriculture preservation techniques are in place to preserve a proposed agricultural buffer. A large amount of this land is already owned by the North Davis Sewer District as a buffer to their operations. Most of the land west of the FEMA Flood Line is already preserved and managed by The Nature Conservancy.

West Point
The City of West Point desires to limit development to lands east of the FEMA flood Line. Much of the land west of the flood line is currently in duck club use and not likely to change. The Howard's Slough corridor has also been identified for preservation.

The Plan: Map Two

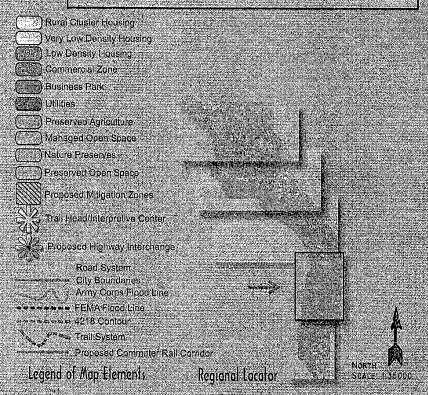
Map Two :

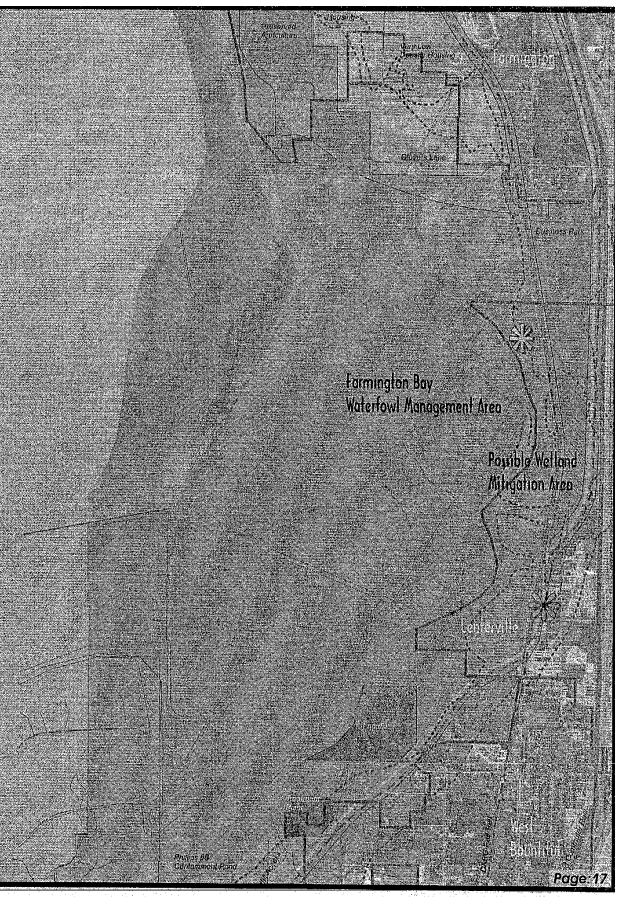
Description

Including the cities of West Bountiful, and Centerville, Farmington, this map covers the narrowest strip of land in the shorelands study area. It is bounded by Interstate 15 on the east and Farmington Bay on the west. There are a number of sensitive wetlands along the Lakeshore in this area. Some will require mitigation as part of the Legacy Parkway construction.

Planning Principles

No development is desired west of the Legacy Parkway south of Centerville. In Centerville, from approximately Parrish Lane north to Glovers Lane in Farmington, the D&RG Rail Corridor becomes the western edge of development. Northward from Glovers Lane, the FEMA Flood Line becomes the western edge of development. Existing farmland that is located west of the no build line is an appropriate use for the area.





DAVIS COUNTY SHORELANDS
COMPREHENSIVE LAND USE MASTER PLAN: REGION 2A

SEAR·BROWN
designed & done.

The Plan: Map One

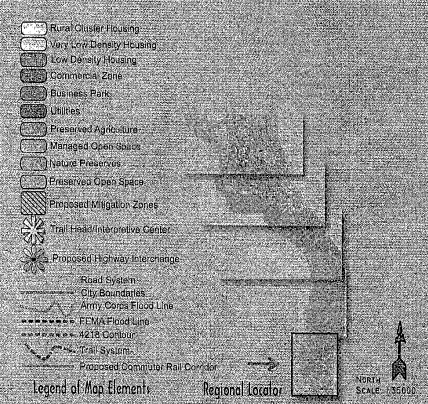
Map One:

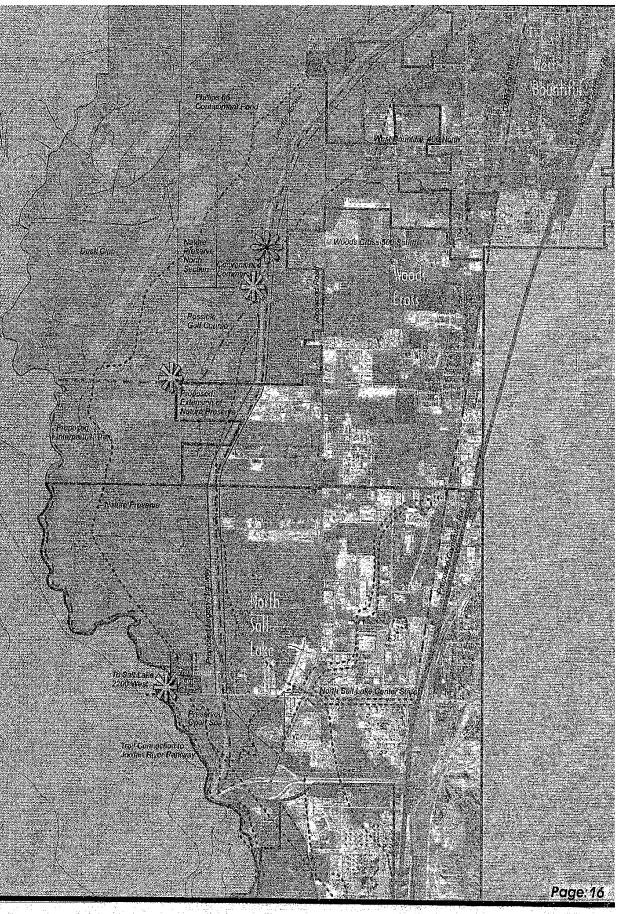
Description

Including the cities of North Salt Lake, Woods Cross, and West Bountiful, Map One is the southern most portion of the Davis County Shorelands Study. The Legacy Parkway is the approximate eastern boundary for the study area. Most of the land west of the Legacy Parkway is to be preserved as a nature preserve as part of the mitigation for the highway construction. Another large portion of the land is held privately in duck clubs. This land will not be developed due to the nature of its use.

Planning Principles

No development is desired west of the Legacy Parkway Corridor, except for a small portion of land on the Woods Cross 5th South interchange. This land does not appear to have any development limitation. It is recommended that some of the lands to the south of the interchange on the west side of The Legacy Parkway be used in some form of recreational use. The lands north of the interchange along the west side frontage road are generally unsuitable for development. The road is the only access for trucks traveling to the landfill.

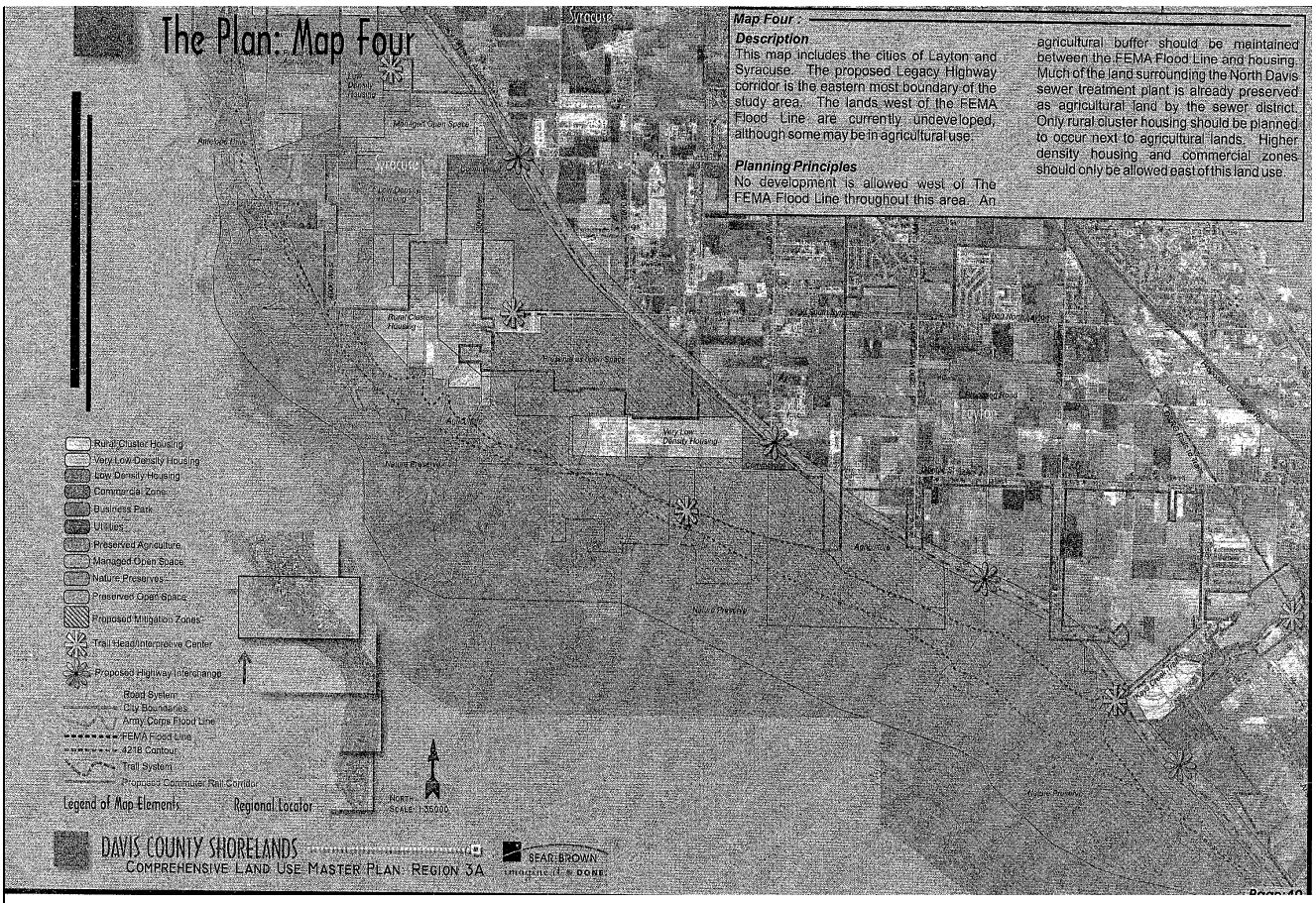




DAVIS COUNTY SHORELANDS
COMPREHENSIVE LAND USE MASTER PLAN: REGION 1

SEAR·BROWN
designed & done.

The Plan: Map Four



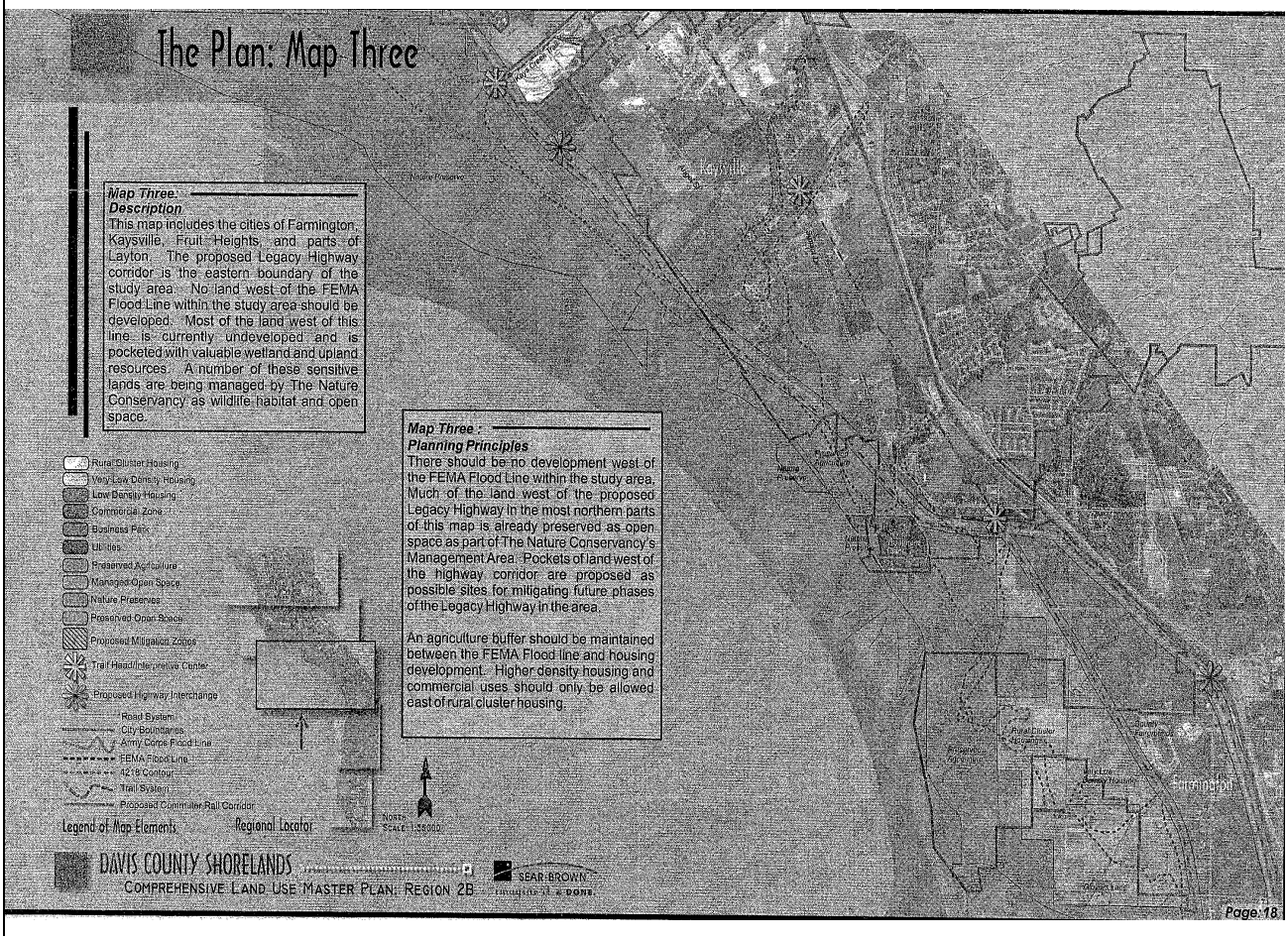
Map Four :
Description
This map includes the cities of Layton and Syracuse. The proposed Legacy Highway corridor is the eastern most boundary of the study area. The lands west of the FEMA Flood Line are currently undeveloped, although some may be in agricultural use.

Planning Principles
No development is allowed west of The FEMA Flood Line throughout this area. An agricultural buffer should be maintained between the FEMA Flood Line and housing. Much of the land surrounding the North Davis sewer treatment plant is already preserved as agricultural land by the sewer district. Only rural cluster housing should be planned to occur next to agricultural lands. Higher density housing and commercial zones should only be allowed east of this land use.

DAVIS COUNTY SHORELANDS
COMPREHENSIVE LAND USE MASTER PLAN: REGION 3A

SEAR·BROWN
Engineers & DONE

The Plan: Map Three



Map Three:
Description
This map includes the cities of Farmington, Kaysville, Fruit Heights, and parts of Layton. The proposed Legacy Highway corridor is the eastern boundary of the study area. No land west of the FEMA Flood Line within the study area should be developed. Most of the land west of this line is currently undeveloped and is pocketed with valuable wetland and upland resources. A number of these sensitive lands are being managed by The Nature Conservancy as wildlife habitat and open space.

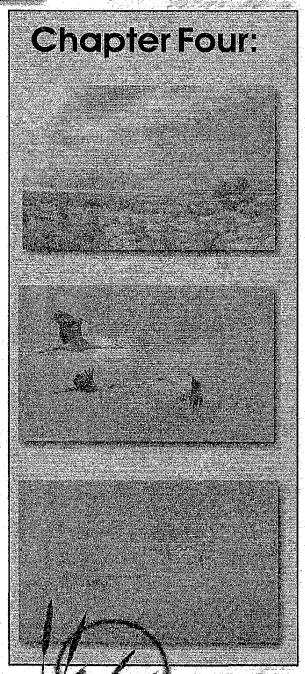
Map Three :
Planning Principles
There should be no development west of the FEMA Flood Line within the study area. Much of the land west of the proposed Legacy Highway in the most northern parts of this map is already preserved as open space as part of The Nature Conservancy's Management Area. Pockets of land west of the highway corridor are proposed as possible sites for mitigating future phases of the Legacy Highway in the area.

An agriculture buffer should be maintained between the FEMA Flood line and housing development. Higher density housing and commercial uses should only be allowed east of rural cluster housing.

DAVIS COUNTY SHORELANDS
COMPREHENSIVE LAND USE MASTER PLAN: REGION 2B

SEAR·BROWN
Engineers & DONE

Chapter Four: Implementation Strategies



No master plan is useful unless there is a way to properly implement the strategies listed within it. This chapter lists some tools that will be helpful for implementing the land uses proposed in the Davis County Shorelands Master Plan. These tools are by no means a perfect solution to every problem. However, they are a good starting point and can be used on a community by community basis to implement the proposed land uses graphically portrayed in chapter three.

Each of the tools available is best used for a specific desired effect. The proper use of these tools in the proper location and context can solve many land related issues. Each tool can be implemented properly, as well as improperly. The improper use of these tools will cause problems and make any existing problem harder to rectify. The best way to solve issues is a balanced approach to land use that provides a number of tools and options to landowners, developers, and city officials.

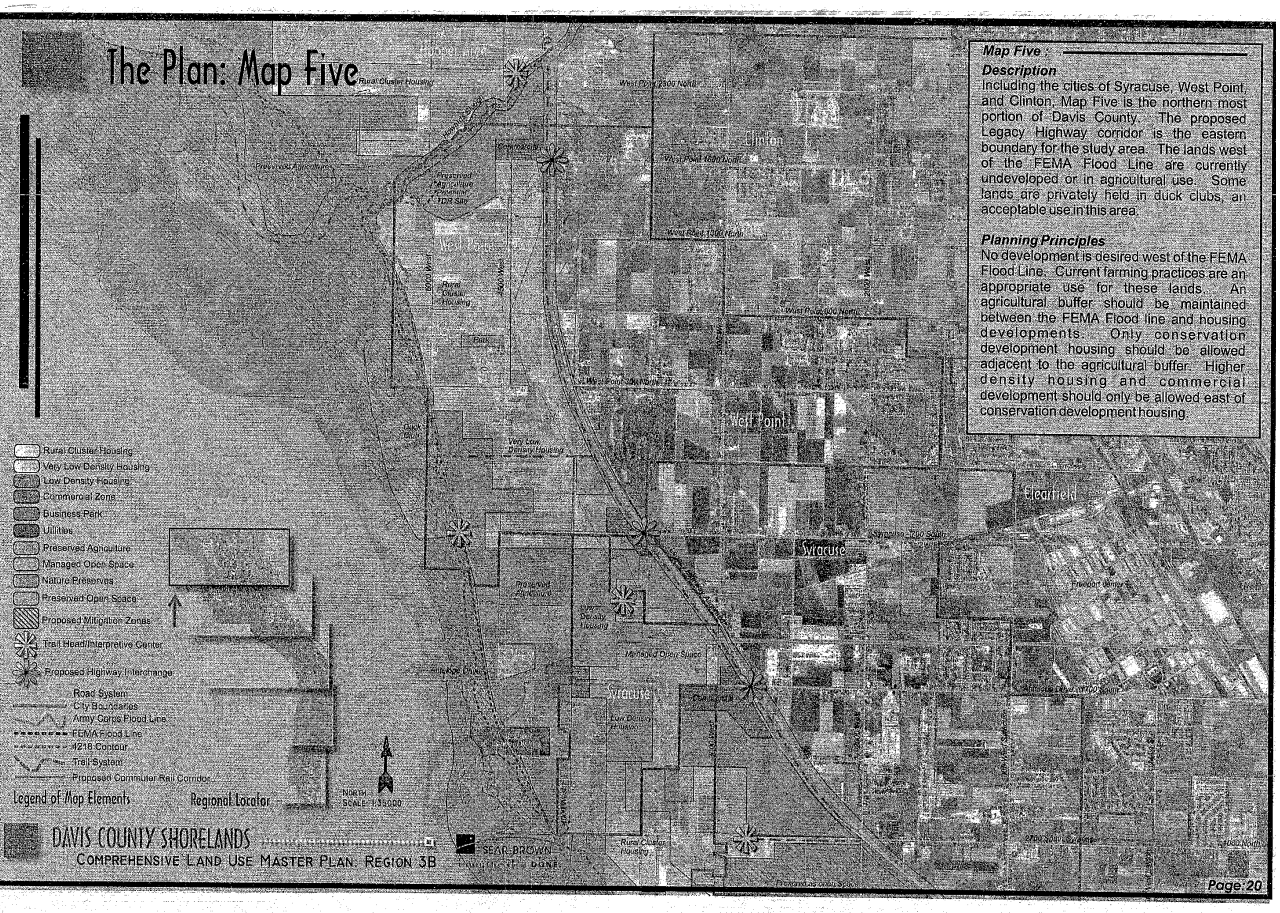
These strategies are provided within Utah's strong property rights traditions and identify arrangements that are incentive rather than regulatory based. These strategies can be implemented while still maximizing local control.

It is hoped that each municipality will begin the implementation process by adopting the appropriate portions of The Plan as an element of their community's general plan. This step will be the first to ensure that the vision of the Shorelands Master Plan moves forward.

In addition, it will be critical to the implementation process that the Steering Committee continues to function. This will allow greater voluntary coordination of local plans with the Shorelands Master Plan.

The Steering Committee should continue to:

- Encourage one another toward implementation.
- Coordinate implementation efforts.
- Identify new funding mechanisms.
- Develop benchmark objectives for the application of these concepts.
- Identify new implementation strategies.
- Provide an opportunity for coordination of local plans with the Shorelands Master Plan.
- Develop a checklist for local community self-certification to give local communities an opportunity for comparing their plans with the Shorelands Master Plan for consistency.
- Identification of opportunities for regional application of Transfer of Development Credits.



Map Five

Description

Including the cities of Syracuse, West Point, and Clinton, Map Five is the northern most portion of Davis County. The proposed Legacy Highway corridor is the eastern boundary for the study area. The lands west of the FEMA Flood Line are currently undeveloped or in agricultural use. Some lands are privately held in duck clubs, an acceptable use in this area.

Planning Principles

No development is desired west of the FEMA Flood Line. Current farming practices are an appropriate use for these lands. An agricultural buffer should be maintained between the FEMA Flood line and housing developments. Only conservation development housing should be allowed adjacent to the agricultural buffer. Higher density housing and commercial development should only be allowed east of conservation development housing.

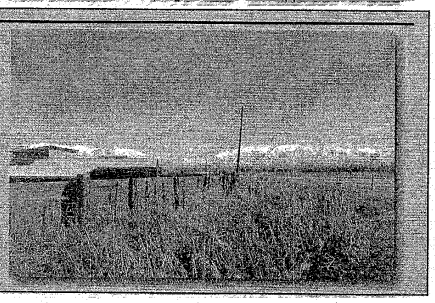
GP-C-96

USDA Programs

A number of Federal Government programs are designed to help farmers improve their lands for conservation. These programs typically pay a farmer a certain percentage of their costs for conservation improvements. Various time restrictions are attached to these programs. These programs are available through the USDA Natural Resources Conservation Service. Robert Sennett, (801) 524-4566, is the current local manager of these programs.

USDA Funded Programs:

The United States Department of Agriculture has a number of programs that help farmers improve the environmental quality of their operations land while improving their financial outlook as well. These programs help reimburse land owners for voluntary improvement to the land.



At this time, three funded programs with application to the Davis County Shorelands are available.
These are the Environmental Quality Incentive Program (EQIP), the Wetlands Reserve Program (WRP), and the Wildlife Habitat Incentives Program (WHIP).

Environmental Quality Incentive Program (EQIP)
The purpose of this program is for the improvement of irrigation and animal waste systems and range improvements. The program has broad application for the use of its funds.
Contract Limitation- Varies. 10-15 years. (Herbaceous Plantings only- 10 year limitation; Woody Plantings - 15 year limitation.)
Cost/Share- Reimbursement for up to 50% of the total amount paid out. Expenses reimbursed can include fencing and site preparation.
Land Value Payment- Pays $10/acres times the life of the contract. (Payment is made up front.)
A number of other incentives attached to this program, such as a rental fee, a maintenance payment, and an additional 40% bonus payment once completed.
Restrictions- The land must be either cropland or riparian buffers on marginal pastures.

Wetlands Reserve Program (WRP)
Within this program there, the land owner can utilize three options. Congress sets limitations on the program each year; however, the program is not limited by dollar amount, but by total acreage allocated each year to receive this funding. It is expected that the total acreage will continue to increase on an annual basis. Availability of funds for Utah projects will be dependent upon demand for the same funds from other parts of the country. This program has been extremely popular and is under the Farm Bill. The Farm Bill is up for renewal in 2002. Due to its popularity, it will most likely be renewed.

Option 1-
Purpose- Riparian Restoration. The corridor has to be associated with a recognized conservation easement and ownership must be by a recognized entity.
Contract Limitation- 10 Years (After the 10-year period expires, the land returns back to the landowner with no restrictions attached.)
Cost/Share- Reimbursement for up to 75% of the total amount paid out.
Land Value Payment- Pays up to 75% of the appraised agricultural value of the land impacted.

Option 2-
Purpose- Restoration only.
Contract Limitation- 30 Years (After the 30-year period expires, the land returns back to the landowner with no restrictions attached. The easement is held by the NCRS.)
Cost/Share- Reimbursement for up to 75% of the total amount paid out.
Land Value Payment- Pays up to 75% of the appraised agricultural value of the land impacted.

Option 3-
Purpose- Restoration only.
Contract Limitation- Permanent Easement (The land remains in perpetuity as an easement).
Cost/Share- Reimbursement for up to 100% of the total amount paid out for restoration.
Land Value Payment- Pays up to 100% of the appraised agricultural value of the land impacted.
Examples-

- Swaner Memorial in Synderville Basin (includes 530-acres in a wetland preserve);
- Mike Stangl property in Box Elder County (includes 1000-acres with restored wetlands);
- Richfield area (includes an 80-acre parcel)

Wildlife Habitat Incentives Program (WHIP)
This program is strictly a cost/share opportunity related to fish and wildlife habitat enhancement. The program's first priority is the enhancement of shelter belts through the re-establishment of woody plant materials as windbreaks.

Funding is determined based on recommendations of local conservation work groups. A State Technical Committee reviews the applications. Currently, Skip Nelson is the State Conservationist. Originally part of the Farm Bill, the Wildlife Habitat Incentives Program funding has been reduced substantially in the last year. In 2000, Utah received $130,000 of the 20 million dollars allocated nationally.

GP-C-97

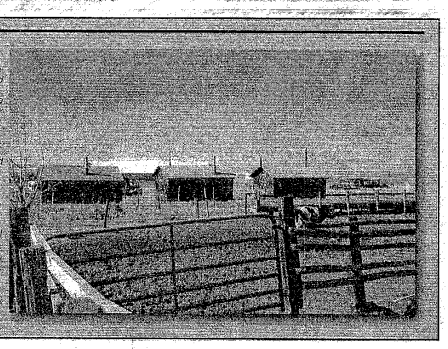
Protecting Agricultural Business

A number of tools can be used to help preserve the agricultural land of a community. Most of these techniques focus on preserving large parcels of farmland and keeping them in production. While there are many ways to keep farmland undeveloped, there are fewer ways for keeping farmland profitable. Although this document primarily focuses on how to preserve the agricultural land and sensitive open spaces, we also suggest ways of keeping farming profitable as a desirable land use within the Davis County Shoreland Communities.

Zoning Strategies:

Agricultural zones should not be holding zones for future development. Agriculture zoning should be a means of preserving agricultural land use and should help maintain that use by not allowing agricultural zoned lands to be subdivided. Cities should change agricultural zoning to allow land uses that are related to the agricultural industry found on the land. These may include food processing and sales, as well as food, equipment, and supply storage.

Other land uses associated with farming can be allowed in agricultural zones. These land uses are meant to enhance the rural character of the land, while keeping it in an agricultural use. Examples of this concept are restaurants and bed & breakfasts.



Inevitably there will be farmers who simply are no longer interested in working their land and cannot find anyone interested in taking over operations. This is a situation becoming more common throughout the County. Solutions to this problem are tied to the profitability of the land.

Protecting Agricultural Business
Farming has been an industry in Davis County for many years. However, the profitability of farming has declined in recent years. This drop in profitability makes it hard for farmers to stay on their land. If cities want the agriculture industry to remain in their communities, the value of the land for farming must be increased. This may be accomplished by allowing farmers to carry out operations on their land that may not be typically allowed in an agricultural zone. These operations may include processing of the crop that the farmer grows. This may allow the farmer to produce and sell the product directly to consumers. This cuts out the middleman and directs more profits to the grower.

Many communities around the inter-mountain west are known for their farmer's markets. Residents can drive directly to the source to buy fruits, vegetables, and even dairy products that have been processed by local farmers. There is a market for locally produced fresh products. Road side stands and markets distinguish a community and help preserve a community's rural atmosphere.

Sometimes farmers find it profitable to have uses associated with their operations that aren't necessarily farming oriented. These operations can add profitability to the land without removing the land from the farming use. An example of this concept may be a bed & breakfast or restaurant. The historic Knott's Berry Farm in Southern California is a world renowned example of this. While operating a bed & breakfast or small town restaurant is not feasible for everyone, it is a concept that has great potential and helps the rural economy stay viable.

Farmers may also consider such operations as food, supply, and equipment storage. Equipment repair may also be a viable option. In addition, they may also consider the ecological tourism market, such as bird watchers. These and other uses can add profitability to the land.

Required Strategies
For the agricultural zone to function properly, the zoning codes cannot allow the land to be subdivided. If subdivision of land for development is an allowed use, there will likely be little preserved farmland remaining over time. However, a density would be applied to this land if a transfer of development rights(TDR) was to take place. A TDR, explained further on following pages, allows the landowner to receive the equity for the land as if it were to be developed. The density that is applied to the land is allowed to be bought and transferred to another parcel of land. This is an important tool to use in conjunction with the agricultural zone.

The following is a sample process for enacting an agricultural protection area. The lands in these areas should have the proper agricultural zoning that excludes subdividing as an allowed use as well as ordinances that protect farmers from nuisance complaints of neighboring residents.

Agricultural Protection Planning Practice

Designate an agricultural protection area.
Utah Code, Title 17-41-201 provides for Agricultural Protection Areas. According to this law, local ordinances must exclude normal and sound agricultural operation or activities from public nuisance definitions if they are located in "agricultural protection areas." This legislation helps farmers defend themselves from nuisance claims from encroaching suburban residents. To take advantage of this state law, the city or county government must designate the land as a protection area. Preliminary steps include a signed petition of the majority of property owners in the prospective area.

Protecting Agriculture as a Business
Contributions made by:
Envision Utah, A Partnership for Quality Growth.
"Urban Planning Tools For Quality Growth"

Transfer Development Rights

The Transfer of Development Rights (TDR) is a concept for land preservation that has not been used extensively in the inter-mountain west. However, the concept has proved a useful tool in other areas of the country. The concept has been gaining in support in Utah recently due to the quick pace of growth in many communities. While cities enjoy the financial benefits of growth, they are also eager to preserve sensitive lands and open space for the enjoyment of residents.

Transfer of Development Rights cannot occur without the proper mechanisms in place. Municipalities must enact codes and ordinances that allow the Transfer of Development Rights from one location to another. The transaction can be tricky if the transfer occurs between two different municipalities. Community leaders must have the ordinances in place for this type of situation. The recognition of a countywide planning effort is very useful for the TDR process. As sensitive lands are important in the function of the regional ecosystem, countywide development right transfers are important for preserving these lands and building regional town centers.

The TDR Mechanism

For TDR to take place, there must be a willing buyer and a willing seller. The seller's land must be located in a "sending zone", usually designated for land preservation and protection. The buyer must be transferring the development rights to "receiving zones," designated as areas desirable for higher densities such as town centers and transit stops.

A TDR is similar to a conservation easement in that the development rights of the sending zone land are purchased while the landowner retains ownership of the land. The land is left to be used as per its historic use, typically farmland or open space, held in a conservation easement. This easement can be held by the city, county, or conservation group. A TDR differs from a conservation easement in that the development rights are allowed to be sold and applied to another parcel of land.

For a TDR to function properly, the sending and receiving zones must have the proper zoning applied to them. The sending zone must have an allowed development density set for the land so as to know how many development rights are available to be sold. The receiving zone must also have a set allowable density, but based on the typical large lot zoning found in the surrounding areas, not based on the desired higher density. When the development rights are purchased from the sending zone, the allowable development drops to zero units per acre, while the receiving zone density rises to the existing allowed density plus the added density from the sending zone.

An agricultural zone is a land use type that may be found in many sending zones. An agricultural zone, while not allowing development as a use, should have a density applied to it as part of the sending zone designation. This is necessary to determine what density can be transferred to a receiving zone. Since the land is in an agricultural zone, the density applied to the land is only usable as part of the TDR process.

While the concept may sound fairly simple, the density ratios between the two zones may be very complex or varied. The ratio of density between the sending and receiving zones must be determined and adopted with the intent of not adjusting them under pressure from landowners or developers. For example, if the receiving zones density is adjusted to meet the request of a party involved, the incentive of buying development rights for higher density may be lost.

Incentives

In some instances, a community may offer incentives to a developer for purchasing development rights. The land in a sending zone may be so important that a city may grant a developer additional units in a receiving zone, beyond what is purchased from the sending zone. Although this incentive process is useful for preserving lands, overall receiving zone densities should be carefully watched to prevent incompatible densities within a community.

The TDR process, while regulated by codes of the community, can take place between property owners without the intervention of government officials. The buyer can negotiate with the seller for the cost of the development rights. It is important that the compensation for the development rights be determined by market conditions for the area as to make the process fair for all parties involved.

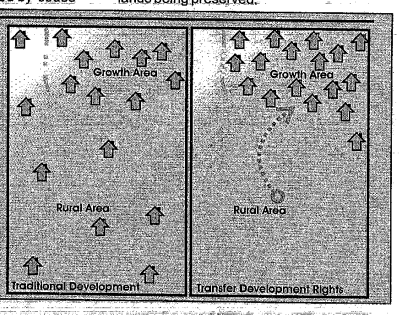
Zone Determination

When determining where sending and receiving zones will be located, it is important to choose lands that fit within the general plan for the city or county. Sending zones should be located where the general plan designates farmland or open space, while receiving zones should only be located where higher density is desired. Designating these zones in locations that don't legitimately meet the requirements for a sending or receiving zone may allow these types of trades to occur without any sensitive lands being preserved.

Transfer Development Rights Conceptual Diagram:

The transfer of development rights is a method of preserving lands that can be very useful where it is not possible to sell development rights to a conservation group.

The transfer of rights will allow land owners to receive value for their land, as well as retain and work the land as they previously had. In addition, the buyer of the development rights can use them on other parcels to increase the density of their development and improve profitability.



Conservation Easements

Conservation easements are one of the most widely used tools available for protecting sensitive lands. A conservation easement is the purchase of development rights for a piece of property that keeps a parcel of land undeveloped for perpetuity. The buyer of the development rights is typically a conservation group or government entity. The seller of the rights is the land owner. The purchase price for the development rights is negotiated between the buyer and seller, and is typically based on fair market value for the development right. In exchange for selling the development rights, a conservation easement is placed on the land. This easement is held either by the purchasing agency or sold or exchanged with a conservation management group or agency.

Economic Considerations

The concept of a conservation easement can be a very profitable situation for land owners. Land owners retain ownership of the property, but are still able to receive the value for the land as if they had sold it. Farmers are able to continue working the land as they had previously, thus earning the income they have historically expected. Land owners are also able to earn significant tax benefits as a result of the conservation easement. Since there is no development value to the land, the land is taxed at agricultural value instead of fair market value. When the farmer or landowner no longer wants to work the land, they may sell the land to another buyer who is willing to carry out the same use on the land. Thus the land owner is able to receive the value of the land itself in addition to the development value of the land.

Aspects of the conservation easement must be carefully addressed to ensure the future profitability of the land. The conservation easement will specifically state what land uses are allowed to take place on the land. In some cases, only the historic use is allowed.

The Nature Conservancy:

The Nature Conservancy of Utah is a group that specializes in raising funds to purchase conservation easements on sensitive lands. The Nature Conservancy owns and manages over 4000 Acres of land in Davis County. This land is managed for wildlife habitat and bird hunting. Some of the land is also used for agricultural purposes. This land will be kept as open space for perpetuity.

This can be troubling if the market for the historic use drops or disappears. Landowners should take into consideration additional uses that may be profitable for the land and have them written into the easement. These uses may include operations such as processing and sales facilities, food, supply and equipment storage, as well as possible bed & breakfast services. These operations usually do not ruin the historic character of the land and improve the probability of future profitability of the land.

Funding Sources

A number of groups and agencies have funding available for purchasing conservation easements. Conservation groups are a huge source of funding for conservation easements. In Davis County, The Nature Conservancy of Utah currently owns and/or manages over 4000 acres of land along the Great Salt Lake. This organization specializes in raising funds for purchasing these conservation easements. Numerous other organizations have similar funding available.

The State of Utah has allocated some funding for the purchase of sensitive lands. The Quality Growth Act, passed in 1999, created the LeRay McAllister Fund. This fund has over $3 million appropriated annually for purchasing land conservation easements. This and other programs are helpful in obtaining the necessary funding for purchasing conservation easements.

The Utah Department of Transportation(UDOT) has purchased approximately 1500 acres of land in South Davis County as wetland mitigation lands. These lands are to be preserved in perpetuity as open space in response to the wetlands affected by the first phase of the Legacy Parkway in South Davis County. Future phases of the highway will also affect a number of acres of wetlands. At the time that future phases are constructed, more mitigation lands will need to be purchased by UDOT. Many acres of sensitive lands can be preserved by this funding source. These lands may not necessarily be farm lands, but they should be lands that for many reasons would not be profitable for development due to environmental restrictions.

More money will become available for preservation as time passes and open lands become scarce. While it may take some patience and a lot of effort to raise the funding necessary, the results can be very rewarding.

Contributions made by:
Envision Utah, A Partnership for Quality Growth.
"Urban Planning Tools For Quality Growth"

GP-C-98

Transfer Development Rights Model Ordinance

The Following is a sample ordinance that communities could adopt to implement a Transfer of Development Rights.

Agricultural TDR Program

Section 1. Intent

The primary purpose of the Transfer of Development Rights (TDR) Ordinance is to permanently preserve open land, agricultural land, sensitive natural areas, and rural community character that would be lost if the land were developed. In addition, this ordinance is intended to protect property rights by allowing landowners whose land is intended for preservation to transfer their right to develop to other areas of*(insert municipal name)*. Specific objectives are as follows:

A. To effectively achieve the land use planning goals identified in the *(insert municipal name)*'s comprehensive plan while preserving existing property rights.

B. To preserve unique community features in low density residential districts while creating a more efficient land use pattern and provision of services and infrastructure in areas of the municipality proposed for growth.

Section II. Concept

The Transfer of Development Rights ordinance allows landowners in areas of *(insert municipal name)* proposed for preservation, called sending areas, to sell the right to develop their land to landowners in areas of *(insert municipal name)* proposed for additional development, called receiving areas. Transfer of Development Rights Provisions set forth below are specifically authorized under *(insert code)* of the state of *(insert state name)*, under the terms of which development rights are acknowledged to be severable and separately conveyable from a sending area to a receiving area.

When landowners in the sending area sell their rights to develop, they must deed restrict the land against any future development, although it may still be used for purposes that do not involve development, such as agriculture or forestry. When landowners in the receiving area buy the development rights from landowners in the sending area, they receive the right to build more homes on their land than they would have been allowed if they had not purchased development rights.

Section III. Sending Area Qualifications and Calculations

A. Owners of tracts which meet the following requirements may sell their development rights:

(1) The sending area tract of land shall be located in the following zoning district(s):

(Insert list of sending area zoning districts.)
(Insert other desired requirements for land to qualify as a sending area)

B. The number of development rights which may be sold shall be computed as follows:
(1) First, net developable area shall be determined by subtracting the following from gross tract area:
(a) All land restricted from future deployment by covenant, easement, or deed restriction.
(b) All land within ultimate rights-of-way of existing roads and land subject to easements or rights-of-way for railroads, power lines, and other utility lines.
(c) The number if existing dwellings units on the tract multiplied by the minimum lot size of the zoning district in which the tract is located.
(d) Land used for non-residential purposes, unless used for agriculture, parkland, or similar use. The amount of land subtracted for each non-residential use shall be at least as large as the minimum lot size of the zoning district in which the tract is located and shall be large enough to fully contain the use and all required yard setbacks for this use.
(e) All lands which lies within the 100 year floodplain boundaries, consists of alluvial soils, and/or has slopes of 15% or greater.

(2) Second, the net developable area shall be converted to square feet, multiplied by .90 and divided by...

(Insert the minimum lot size, in square feet, that existed in the sending area prior to an increase in the minimum lot size.)

This number, rounded off to the next lowest whole number, represents the number of development rights that may be sold.

(3) Instead of following step 2 above, landowners may prepare a sketch plan showing development of the net developable area, based on

(Insert the minimum lot size, in square feet, that existed in the sending area prior to an increase in the minimum lot size.)
...Lots.

The number of residential lots, excluding lots with existing dwelling units, shown in this sketch plan represents the number of development rights that may be sold, provided The Plan complies with all zoning ordinance, subdivision and land development ordinance, and other government requirements.

C. All land from which the development rights have been sold must be totally and permanently restricted from future development by a restrictive covenant which meets the following requirements:
(1) The restrictive covenant shall permanently restrict the land from future development of any non-agricultural uses, except for public parkland, conservation areas, and similar uses.
(2) The restrictive covenant shall be approved by the *(insert municipal governing body title)*, in consultation with the *(insert municipal name)* solicitor. Final plan approval will be contingent upon the developer recording the restrictive covenant at the County Recorders Office.
(3) The restrictive covenant agreement shall designate *(insert municipal name)*as the beneficiary/grantee, but shall also designate both (a) all future owners of all or a portion of the sending parcel, and (b) all future owners of any portion of the receiving parcel as having separate and independent enforcement rights with respect to the restrictive covenant.
(4) The restrictive covenant may apply to a portion of a tract of land, provided the covenant applies to at least 50% of the tract area and provided that the number of development rights sold is based on the net developable area of the portion that is restricted. Areas subject to restrictive covenants may not be used for yard setbacks or lotarea requirements of any development on portions of the tract not subject to the covenants.

Section IV. Receiving Area Qualifications and Calculations

GP-C-99

The TDR concept will not work in every community. If a lot of good developable, inexpensive land is available with no reason for high density development to occur, there will be no financial incentive for a developer to purchase development rights. Receiving zones must be located in areas of fairly high land prices, thus making extra density necessary for financial success of a project. Transit stops, pedestrian centers, and town centers are good locations for receiving zones. Codes for these types of areas should be examined to ensure that requirements don't make a TDR impossible. Landscaping requirements, building setbacks and height requirements, street widths, and parking requirements may have to be adjusted to allow for higher density developments to take place. In addition, creative design solutions should be sought in these areas to ensure that appropriate developments are constructed.

The process of enacting TDR codes and ordinances is a precise process that must be completed with caution. These codes must be specific to each community, while allowing coordination with neighboring communities. City leaders should recognize the county wide planning application of this concept. Regional town centers or transit stops may be in different communities than the region's sensitive lands. The acceptance of a countywide planning effort for sensitive land preservation will require neighboring communities to work together in order to identify sending and receiving zones. Working together with neighboring communities is an important aspect of the TDR process.

Transfer Development Rights Example Scenario:

As development approaches this rural community, local planners have decided to zone the land at a density of one unit per five acres. They have done this in a try to preserve the rural atmosphere of the community.

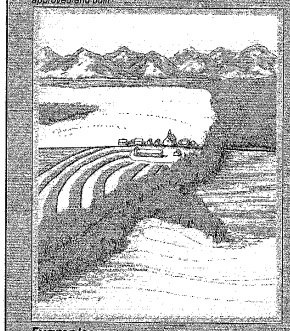
Existing Landscape:
This sketch depicts an existing landscape. It is a rural community surrounded by farmland and natural countryside.

Option One:
The developer purchases some land and approaches the local planners. No TDR mechanism is in place. Option One is approved and constructed at one unit per five acres.

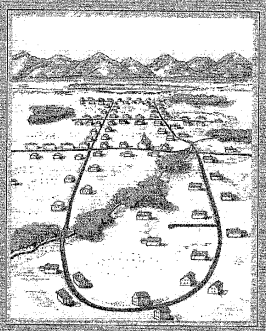
Option Two:
The developer purchases some land in a designated receiving zone and approaches the local planners. A TDR mechanism is available, and is used to negotiate new densities. The developer purchases the development rights from a designated sending zone. In exchange for leaving the sending zone in open space, the developer is allowed to increase the density in the receiving zone. Rather than one unit per five acres, the developer is allowed a higher density. The resulting design is Option Two which is approved and built.

Zoning Strategies:

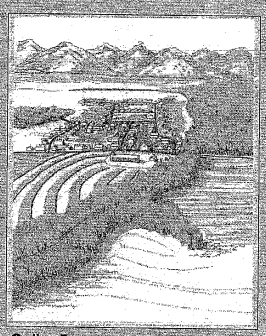
- *Cities must establish sending zones (lands to be protected) and receiving zones (lands where additional development is desired). Transfer of Development Rights can occur on land in neighboring towns and cities. Codes should allow for this community exercise to occur.*
- *Receiving zones should have a maximum density as to prevent incompatible densities from occurring.*
- *Ensure that receiving zones limit allowable density so a density increase purchase is possible. Other features such as landscaping, setbacks, and height requirements, should be revised to ensure that higher densities are plausible.*



Example:
Existing Landscape



Option One:
Traditional Development



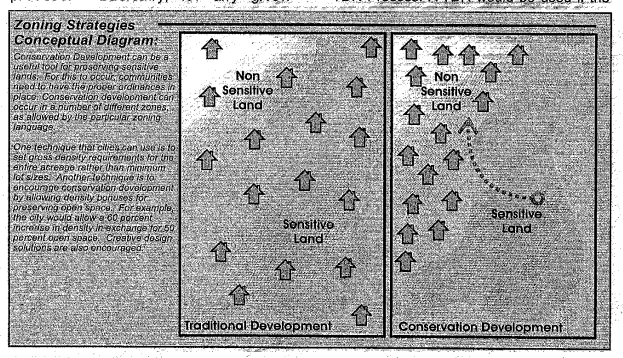
Option Two:
Transfer Development Rights

Contributions made by:
Envision Utah, A Partnership for Quality Growth.
"Urban Planning Tools For Quality Growth"

"Saved By Development, Preserving Environmental Areas, Farmland and Historic Landmarks with Transfer of Development Rights" Rick Pruetz, AICP

Conservation Development

Conservation development is a design strategy that can serve to preserve sensitive lands. Conservation development utilizes creative design techniques in a fairly simple development process. Basically, for any given development, if there are portions of the land that should be preserved, the number of units that would have been approved for the entire land acreage is built on smaller lots on the portion of the land that is suitable for development. The overall density of the site does not change. If 50 one-acre lots were to be allowed on a 50 acre-piece of land, and the units were designed on half acre lots, the overall density of the 50 acres remain 50 units.



This concept sounds similar to a Transfer of Development Rights (TDR) in that density is moved from one spot to another. While density is increased on suitable land, and removed from sensitive lands, this is not a TDR Process. A TDR would be used if the entire parcel of land is deemed sensitive and un-buildable, moving development totally off the parcel, while the conservation development concept simply tries to locate development around sensitive lands on the same parcel, or group of parcels.

Since the conservation development concept is only applied to single parcels or groups of parcels, it isn't as useful on a larger scale as a TDR would be. Conservation developments cannot move development to other parts of the city or county. It can only try to move it to the best part of the site. While this is a good start for land use preservation, it is not the best way to preserve large tracts of farmland, especially if the parcels being developed are fairly small. This type of situation will result in the placement of conservation developments in patches across the county, disturbing the continuity of the land. If the existing matrix of farmland should be preserved, it is more useful to look at the land in a regional context and use other methods of land preservation.

Conservation developments work best when there is a specific portion of the land that should be preserved. Typically, conservation development is used if there are sensitive lands such as wetlands or important wildlife habitat on site. Many times, river corridors and buffers are preserved through conservation development. The remaining open space can then be used as open space for the community. While sometimes it may be necessary to discourage human use to uphold vegetation communities and habitat, many times trails and other uses are built as convenient recreational activities for residents. This offsets the smaller lot size that is usually found in a conservation development.

For these developments to work, cities must have the proper ordinances in place that describes and encourages the conservation development process. An ordinance is required that allows the conservation development process to be applied. Conservation development and creative design can be encouraged through the use of density bonuses, an allowance that should be written into the ordinance. This incentive allows a developer to sell a larger number of lots, sized smaller than typically allowed, if a portion of the land is preserved as consolidated open space. This would increase the overall density of the parcel. The land left as open space is typically held in or by a recognized land trust or the home owners association. These bonuses, while useful for large developments, don't work very efficiently for developments less than 50 acres.

Conservation Development is a tool to preserve open spaces. Whether it is farmlands or sensitive lands, conservation development can be used on a parcel by parcel, or development by development basis to help communities manage their open space needs. While this may not be the best solution to large tracts of viable farmland, it is an important tool on the local level for land preservation. It is also easily implemented on a developer by developer basis, as it does not require coordination among other entities once a zone is in place. Like any land use tool, it must be used with other tools for an overall solution to land use preservation.

Conservation Easements
Contributions made by:
Envision Utah, A Partnership for Quality Growth.
"Urban Planning Tools For Quality Growth"

A. Owners of tracts which meet the following requirements may use development rights that are purchased from sending area landowners:

(1) The tract of land shall be located in the following zoning districts:

(Insert list of receiving area zoning districts.)

(2) The tract shall be at least 5 gross acres in size.

B. Calculation of Potential Development in Receiving Sites

(1) Landowners in receiving districts have the right to build 1 additional dwelling unit for each development right purchased.

(2) In order to make the use of development rights feasible, the standards of the receiving zoning districts are modified as follows:

(Insert list of alternative dimensional standards for each receiving area zoning district.)

(3) The total number of additional dwelling units allowed to be built by the landowner shall be computed in accordance with the following provisions:
(a)To determine the base density if the site under existing zoning without the purchase of development rights, the landowner shall use one of the following formulas:

(i) If density standards exist in the zoning district, multiply the tract's ...*(insert net, developable, or gross, depending on the municipality's method of measuring acreage.)*... Acreage by the density standard in units per acre. The resulting number, rounded off to the next lowest whole number, represents the base density of the site.

(ii) If there is no density standard in the zoning district, determine net developable area as outlined in Section III.B.1, convert the resulting area to square feet, multiply by .90 and divide the resulting product by the minimum permitted lot size, in square feet, allowed by the existing base zoning. The resulting number, rounded off to the next lowest whole number, represents the base density of the site.

(b). To determine the maximum number of dwelling units that could be built with the purchase of development rights, follow the same procedure outlined above for determining base densities, except substitute the modified density or lot size outlined in section IV.B.2 that applies to the property, based on the zoning district in which the site is located and the proposed housing type.

(c). The difference between the base density and the potential density with development rights is the maximum number of additional dwelling units that can be added with the purchase of development rights.

(d). The landowner must propose to build at least half of the number of potential additional dwelling units derived above in section IV.B.3 in addition to the full number of base density dwelling units.

(4) The applicant must purchase one development right for each additional dwelling units proposed.

Section V. Plan Submittal Process
A. Applicants shall submit a preliminary plan showing development with purchase of development rights; this plan shall meet requirements of the *(insert municipal name)*'s Subdivision and Land Development Ordinance.

B. Along with the preliminary plan, applicants shall submit;
(1) An agreement of sale for all development rights proposed to be purchased from sending area sites.

(2) A note on The Plan showing the total number of dwelling units proposed on the site.

(3) A note on The Plan showing the total number of dwelling units that could be built on the site when development rights are purchased, the number of dwelling units that can be built under the base density, and the difference between the two. This difference represents the number of additional swelling units that could be constructed on the site.

(4) A note on The Plan which shows the actual number of proposed additional dwelling units. As well as the number of development rights that must be purchased in order to build the additional units.

(5) A plan of all sending sites from which the applicant proposes to purchase development rights. This plan shall show all information needed to determine the number of development rights which may be sold, as shown in section III.B. In addition, The Plan shall be accompanied by a metes and bounds description of the property's parcel number, owner name, and block unit number.

If the applicant is purchasing development rights from a portion of a sending site, this portion shall be shown on The Plan and described with metes and bounds.

C. In order to receive a final plan approval, the applicant must agree to record restrictive covenants for all sending area land whose development rights are being used by the applicant. These restrictive covenants must meet the requirements of Section III.C., Above. The restrictive covenant on the sending area land shall be recorded first, followed by the Deed of Transfer which transfers the development rights from the sending area landowner to the receiving area landowner.

Source:
"Guidebook for Creating a Municipal TDR Program"
Montgomery County, Pennsylvania

GP-C-100

Creative Design Solutions

Reaching Results

What most cities fail to recognize is that current zoning codes and ordinances are not designed with the preservation of agriculture in mind. While these zoning codes and ordinances are very useful and have been around for a long time, they are simply designed to standardize development to ensure that similar land uses are found with one another. Early city planners were seeking to discourage incompatible uses. While valuable, implementation of typical zoning codes and ordinances will not preserve rural character. Early city planners were not necessarily concerned with this concept. In addition, these policies typically do little to take into account sensitive lands and give no incentives to developers for completing quality projects with consideration for local amenities and resources.

In general, to achieve results that are more consistent with an existing rural character, text needs to be included in codes and design guidelines that emphasize efficiency in proposed land use and the preservation of certain lands for existing uses. This means that current design trends should be reviewed and updated to include provisions for alternative design ideas that are responsive to the area's sensitive lands. Changes should also be included that give incentives for high design quality as well as for site amenities and sensitive lands preservation. These incentives, coupled with revised zoning, ordinances, and design guidelines, can foster design creativity, as well as improve profitability of developments while preserving the resources of the land for perpetuity. Once these guidelines are in place, it will be possible for creative design solutions to be implemented.

Creative Design:

This development was designed using some creative design solutions.

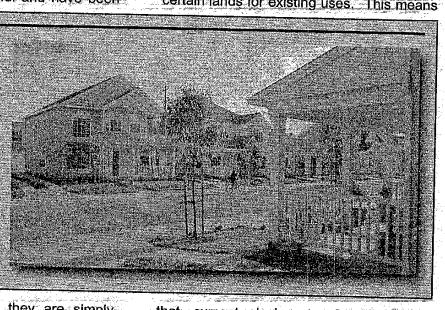
Site Layout:

Narrow streets
Small setbacks
Smaller lots

Architecture & Design

Front Porches
Street Trees
Building Materials

Creative design should be an essential part of new developments. This can enhance the sense of community and help in the conservation development design process.



The Process

The first step in the creative design process is to complete a simple analysis of the site. If any of the conservation methods are to be employed in a development, it is important to determine which parts of the land are suitable for development and which should remain untouched. Once it can be determined which lands are suitable for development, the type of conservation method to be used can be determined. If the site is mostly unbuildable, or the site is worth preserving due to its character, perhaps a TDR process should be used to allow the development to be transferred to another location. If there is enough land available to make development environmentally and financially feasible, perhaps a conservation development should be designed.

Creative design solutions work best when the final product is envisioned from the beginning of the process. For example, using the conservation development process, the planned preserved open space can be used as a design element or amenity to the final development. This is an important step. For a development like this to be successful, the open space and other natural site amenities must be integrated into the development. This can be accomplished without an increase of cost, through some creative solutions.

Site layout, drainage, architecture, and open space can be coordinated to ensure a quality final product that relates specifically to the character of the city. A number of developments have used this process in other areas of the country. Typically, the resulting development becomes a community with a distinct identity and character. By respecting the lay of the land, a more natural design can be employed that will blend the development into the landscape. In many cases, this overall approach to design reduces the cost of construction to the developer and improves the character of the development.

Final touches are what will complete the development. Of course human scale homes and yards are essential, but public spaces should include site furnishings such as benches and lighting, as well as proper landscape design to connect residential landscapes with the natural open space. Proper street design and home setbacks, as well as other design features can be encouraged by codes to increase the character of these developments. Again, it takes action on the local level to encourage developments that provide something unique to a community while allowing land owners, developers, and builders to preserve their financial interests.

Contributions made by:
"Some information on this page, including photo was obtained from:
"The New Urbanism", Peter Katz

Conservation Development Sample Ordinance

The following is a sample ordinance that communities could adopt to implement conservation development.

Conservation Development Ordinance
Draft Date: 3-29-01

Purpose:
The City recognizes the fundamental concept that each parcel of land is unique, and that some land is more desirable for open space, agricultural use, or natural preservation than others. At the same time, the City acknowledges that some land is not desirable for open space and that property owners expect a reasonable return on their investments. Therefore, the purpose of the Conservation Development Ordinance is threefold:

(1) To protect the natural environment, public welfare, and property values through improved stewardship of the land;

(2) To preserve public open space, wetland/upland habitats, and agricultural lands which are designated as important to preserve; and

(3)To establish and/or expand a park and trail system.

Overview
The Conservation Development Ordinance consists of a Critical Lands Map and Development Standards section. The Critical Lands Map identifies areas of the City that are important to preserve as natural open space, agriculture, or park/recreational/trail use. The Development Standards section provides a framework for creating subdivisions and/or development plans on parcels of land that have been designated on the Critical Lands Map as having areas important to preserve.

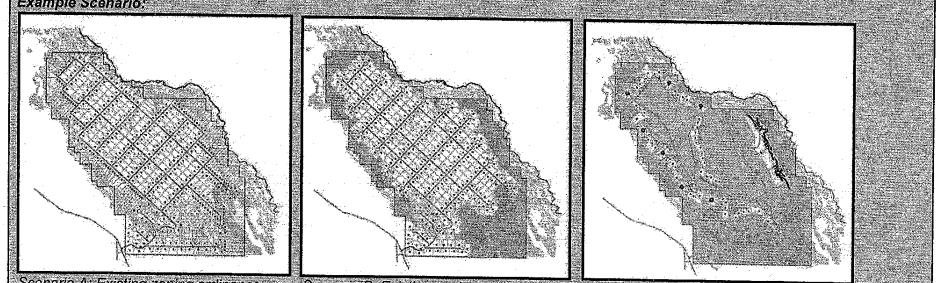
Critical Lands Map
[Insert map here]

Development Standards
(1) Conservation Development shall occur on every parcel of land that has been designated on the Critical Lands Map as having area(s) important to preserve. The Planning Commission may exclude existing lots smaller than 1 acre at the property owners request. Conservation development may occur on parcels of land that have not been designated on the Critical Lands Map, however the City may choose to not accept this open space, and/or may require a homeowner's association to maintain it.
(2) All proposed developments on parcels of land that have been designated on the Critical Lands Map as having areas important to preserve shall submit 2 conceptual plans. One plan showing how the property could be developed under City ordinance without conservation development, and one plan showing how the property would be developed to preserve open space through conservation development techniques. Both maps would identify areas that are designated on the Critical Lands Map, with the conservation development plan showing those designated areas as protected open space. The purpose of this exercise is to demonstrate what is required for a property owner and/or developer to achieve the same financial return on a parcel of land under both scenarios. The conceptual plans could include spreadsheets, appraisals, and any other information to support this analysis.

(3) The Planning Commission may recommend or require any changes to a conservation development plan as long as they do not decrease the expected financial return. In some instances where a large percentage of a parcel is covered in open space, it may be necessary for the City to allow density increased in order to make the conservation development plan fiscally comparable to the non conservation development plan. Setbacks, street widths, and other standards(not including the minimum lot sizes) shall be the same as the current zoning on the property unless the developer proposes another standard that the Planning Commission agrees is more appropriate.

Source:
Aric Jensen
Davis County Community Development

Conservation Development Example Scenario:



Scenario A: Existing zoning ordinance
No open space, 5 acre lots

Scenario B: Existing zoning ordinance
Including 90% open space & 5 acre lots

Scenario C: Conservation Development
80% open space, homes clustered on smaller lots

GP-C-101

Conclusions

The Davis County Shorelands Master Plan is a conceptual land use plan that suggests the types of land uses that may be appropriate in order to accommodate new growth while preserving the sensitive lands of the Great Salt Lake. The Plan suggests a number of land use concepts that should be implemented along the length of the shoreline in Davis County. These concepts, compiled from public comment, have been suggested on a countywide basis as the Lake knows no municipal boundaries.

While the Plan has been created to cover the entire shoreline of the county, it still remains the responsibility of individual municipalities to enact the appropriate tools within their communities to encourage the proper direction of growth and development. If cities choose not to act, there may not be any change in the current growth trends. There is no way to enact policies on a regional level if cities will not participate on a local level.

A countywide plan is important if the problems to be solved are larger in scale than individual cities. In the case of the Great Salt Lake, issues of ecological health must be solved on a regional basis in accordance with individual cities. No one city can implement a procedure to solve entire Lake issues, and no one plan can solve the Lake's issues without the help of each individual city. This plan is truly a model for countywide cooperation. The successful implementation of this plan will show a high level of the willingness of each municipality to work together to solve complex issues.

GP-C-102

Creative Design Solutions

Reaching Results

What most cities fail to recognize is that current zoning codes and ordinances are not designed with the preservation of agriculture in mind. While these zoning codes and ordinances are very useful and have been around for a long time, they are simply designed to standardize development to ensure that similar land uses are found with one another. Early city planners were seeking to discourage incompatible uses. While valuable, implementation of typical zoning codes and ordinances will not preserve rural character. Early city planners were not necessarily concerned with this concept. In addition, these policies typically do little to take into account sensitive lands and give no incentives to developers for completing quality projects with consideration for local amenities and resources.

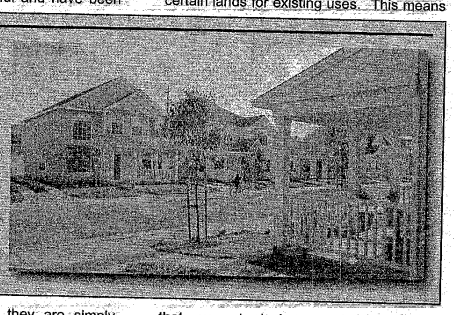
Creative Design:

This development was designed using some creative design solutions:

Site Layout:
-Narrow streets
-Small setbacks
-Smaller lots

Architecture & Design
-Front Porches
-Street Trees
-Building Materials

Creative design should be an essential part of new developments. This can enhance the sense of community and help in the conservation development design process.



In general, to achieve results that are more consistent with an existing rural character, text needs to be included in codes and design guidelines that emphasize efficiency in proposed land use and the preservation of certain lands for existing uses. This means that current design trends should be reviewed and updated to include provisions for alternative design ideas that are responsive to the area's sensitive lands. Changes should also be included that give incentives for high design quality as well as for site amenities and sensitive lands preservation. These incentives, coupled with revised zoning, ordinances, and design guidelines, can foster design creativity, as well as improve profitability of developments while preserving the resources of the land for perpetuity. Once these guidelines are in place, it will be possible for creative design solutions to be implemented.

The Process

The first step in the creative design process is to complete a simple analysis of the site. If any of the conservation methods are to be employed in a development, it is important to determine which parts of the land are suitable for development and which should remain untouched. Once it can be determined which lands are suitable for development, the type of conservation method to be used can be determined. If the site is mostly unbuildable, or the site is worth preserving due to its character, perhaps a TDR process should be used to allow the development to be transferred to another location. If there is enough land available to make development environmentally and financially feasible, perhaps a conservation development should be designed.

Creative design solutions work best when the final product is envisioned from the beginning of the process. For example, using the conservation development process, the planned preserved open space can be used as a design element or amenity to the final development. This is an important step. For a development like this to be successful, the open space and other natural site amenities must be integrated into the development. This can be accomplished without an increase of cost, through some creative solutions.

Site layout, drainage, architecture, and open space can be coordinated to ensure a quality final product that relates specifically to the character of the city. A number of developments have used this process in other areas of the country. Typically, the resulting development becomes a community with a distinct identity and character. By respecting the lay of the land, a more natural design can be employed that will blend the development into the landscape. In many cases, this overall approach to design reduces the cost of construction to the developer and improves the character of the development.

Final touches are what will complete the development. Of course human scale homes and yards are essential, but public spaces should include site furnishings such as benches and lighting, as well as proper landscape design to connect residential landscapes with the natural open space. Proper street design and home setbacks, as well as other design features can be encouraged by codes to increase the character of these developments. Again, it takes action on the local level to encourage developments that provide something unique to a community while allowing land owners, developers, and builders to preserve their financial interests.

Contributions made by:
"Some information on this page, including photo was obtained from:
"The New Urbanism", Peter Katz

GP 157

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 10 00 AM
To: Kimberly J Stevens
Cc·
Subject· FW Legacy Highway
Attachments

-----Original Message-----
From: Randy Tucker [mailto randygcrvrguy@hotmail com]
Sent: Wednesday, January 05, 2005 1 32 PM
To: Legacy
Subject: Legacy Highway

Gregory Punske, Program Manager

FHWA-Utah Division

Sir

As a tax paying citizen , and registered voter, I respectfully request that you give full considerati
Citizens Smart Growth Alternative in deciding upon the Legacy Highway issue It will greatly i
valuable wetlands, meet future travel needs and promote better quality of life with more transit f
development patterns It will also give us better long term air quality and preserve more open sp

Thank you for your time

Respectfully,

Randy W Tucker

PO Box 606

Green River Utah 84525

GP 158

Kimberly J. Stevens

From: Kang, Nancy SPK [Nancy Kang@spk01 usace army mil]
Sent: Thursday, December 23, 2004 8 37 AM
To: Legacy
Subject: FW Legacy Highway Comment

-----Original Message-----
From· rob allen@am dynonobel.com [mailto rob allen@am dynonobel com]
Sent Monday, December 13, 2004 12 16 PM
To· Kang, Nancy SPK
Subject Legacy Highway Comment

I support the approval and construction of the Legacy Highway.

I live in Farmington, Utah and work in West Valley City, Utah. The distance to work is 22 miles My drive can last anywhere from 25 minutes to hours if there is a problem on Interstate I-15.

Unfortunately there are no valid alternatives Opponents to the highway have suggested an alternative - Redwood Road from North Salt Lake to Centerville, then the east side frontage road to Farmington. This is not a valid alternative. The traffic flow does not fit this type of road. (Semi trucks, Lighted Intersections, Centerville's only bridge over I-15, safety,
etc)

I believe the current route was a good compromise.

Please approve the supplemental environmental review.

Sincerely,

Robert Allen
1537 North Oakridge Park Drive
Farmington, Utah 84025
801 447 8846

GP 159

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent** Tue 12/21/2004 4 10 PM
To Kimberly J Stevens
Cc
Subject. FW Comments
Attachments

-----Original Message-----
From: Brent Gardner [mailto bgardner@utah gov]
Sent: Tuesday, December 21, 2004 1 20 PM
To: Legacy
Subject: Comments

It is past time to get on with the construction of the Legacy highway The alternative proposed is not only more costly, but highly impractical The use of the east side frontage road in Farmington and Centerville is nonsense, especially with the difficulty alrready existing at its two ends

Adding more buses to the existing I-15 won't relieve congestion, it would only add to it

The commuter rail is a "believe when you see it" issue Clearfield City was delayed for years on its Center Street overpass by delays from the railroad The commuter rail will deal with the same railroad I doubt that it will be in until I am eligible to retire in 2009

We need better transit, we need to expand I-15 (though taking it to 10 lanes only adds one lane each direction and we know how the exising 8 lanes can jam up already), we need commuter rail But we need the Legacy highway first Anything less only exacerbates the problem and probably increases pollution and environmental harm The 2,900 acre preserve more than offsets the 99 affected wetland acres (and is following an already accepted mitigation practice)

Let's get on with it!

GP 160

Kimberly J. Stevens

From. Punske, Gregory [Gregory Punske@fhwa dot gov] **Sent:** Mon 1/10/2005 8 59 AM
To· Kimberly J Stevens, nancy kang@usace army mil
Cc
Subject: FW Concerns about the Legacy Public meeting on Friday, Jan 7
Attachments:

-----Original Message-----
From Kevin Poff [mailto poffkevin@netscape net]
Sent Thursday, January 06, 2005 12 28 AM
To Punske, Gregory, Gibbs, David, Bolinger, Charles
Subject Concerns about the Legacy Public meeting on Friday, Jan 7

Dears sirs,

I would like to address some concerns I have about the public meeting scheduled on Friday, January 7th, for the Legacy highway project If I understand the arrangements correctly, both the time and format are arranged such that they will give an undue advantage to those who are opposed to the project This would result in a meeting that does not accurately reflect the sentiment of the community you are supposedly trying to hear

The notice that I first read in the paper seemed to indicate that the meeting would begin at 7 00 pm, however, as I began to make inquiries, I

was told that an open house would begin at 3 00 pm, and that anyone who wishes to speak will be required to sign in and obtain a number which will be given out beginning at 4 00 pm I was also told that many people

will be lined up much earlier in order to ensure getting a number In other words, most of the regular working people, who travel the highway every day, and who are most definitely in favor of the Legacy project, will be either at work or stuck in traffic on their way home during the time they are expected to be signing up in order to speak Even if they

went straight to the fairgrounds from work, they would arrive later in the evening I was told that even if those people got a number, they would be so far down the line that their chances of being heard would be

very slight, and even then, it would come after several hours of comment

If this is a correct understanding of the process, I think it is doing a

great disservice to the community The majority of those who are able to be there early enough to participate will be those who are working for the out-of-town special interest groups who come specifically to speak against the project, those who have no regular employment and are bused in by the special interest groups, or those who are wealthy enough

to leave their occupations early This will present a skewed impression

during the meeting, especially during the first hour or so, when the government officials who are present are forming their first

GP 160

impressions, and when the media who attend will take most of their material I would be willing to wager that a poll of those in attendance at 5 00 pm would show that the vast majority will be from outside Davis County

This meeting is structured to disenfranchise a huge segment of the population that supports the Legacy project At the very least, it suggests a lack of concern about hearing both sides of the issue At worst, there are some who would call it equal to criminal negligence If you were serious about hearing a truly representative range of comments, you would be holding this meeting on a Saturday, when regular

working people could attend I believe that you owe it to the citizens of Davis County to hold at least one more public meeting on the weekend

Since it appears I will not get the opportunity to address you at the public hearing, please allow me to indicate my support for Legacy highway in this communication

The Legacy project is desperately needed in Davis County

In addition to residents of Davis County who daily travel south to work,

there are residents from all over northern Utah who use I-15 to travel south for business and recreation There is also a large amount of traffic from north western states (and some from Canada) that travels south Whether the traffic is local or more distant, ALL north and southbound travel through this part of the west is funneled into three lanes of traffic when it crosses between Davis County and Salt Lake There is even a significant percentage of east - west travel, both local

and national, which must cross through the same bottleneck That amount

of roadway simply is not enough to handle that amount of traffic It isn't enough now (as evidenced by the parking lot conditions during rush

hour) and it certainly won't be enough in the future

The claims that Legacy is overly damaging to the local environment are also overblown or simply unfounded Among the arguments circulated by the opponents of Legacy, there are a number of half-truths and untruths For example, one organization's website (stopthelegacyhigway com) states that Legacy will destroy farmland and wetlands, encourage development, and add to polution They also suggest

that people will be forced into public transportation if we simply keep the roads narrow and crowded The other organizations that I checked into seem to echo the same kinds of arguments

The fact is, farmland in Davis County is disappearing, not because of roads, but because of houses and subdivisions If Legacy is not built, those same lands currently proposed for highway and nature preserve will

be developed into subdivisions and shopping centers within ten years When looking at the proposed route for Legacy, (from a document published by the Utah Department of Transportation) it appears that the route closely follows the current boundaries of development in Davis County With the addition of large areas to the west designated as a

GP 160

"preserve", this seems like it would limit development to the east side of the roadway It also seems like I read somewhere that a large parcel

of the land that UDOT has appropriated for the project was taken from developers, who were already planning on such developments Farmland in

Davis County will disappear, with or without Legacy The Stop the Legacy people even went so far as to claim that Davis County was a major

milk producer for northern Utah, when the truth is that the last dairy farm in Davis County was in South Weber, and it was forced out of business two years ago

Even before I heard of the "Parkway" concept, I didn't think that the amount of wetlands lost to Legacy was significant in either size or quality The wetlands in question are neither unique, critical, or especially different from any of the other wetlands in the area After including the Parkway concept, where wetland will be both protected and created, it seems to me that there will be a net increase in the amount of duck and mosquito nirvana that is available

The idea that killing Legacy will somehow ease pollution is also ill-founded Just as the houses will come, so will the cars, especially

since a large percentage of I-15 traffic is trans-regional Rather than

forcing people to use public transportation, the lack of roads will simply create more blockages, leaving more cars idling on the freeway belching fumes A person's decision to use public transportation is not

made simply because it's available, but because it also is convenient, frequent, and faster than driving I would be willing to bet that the majority of those opposing Legacy will drive to the fairgrounds on Friday, even though there is a UTA bus that runs from downtown Salt Lake

City to the front gate of the building where the meeting will be held

It is also offensive to those living in Davis County to hear these same groups harping continually about us ignoring public transportation options The truth is, mass transit has ALWAYS been a part of Davis County's master plan We were talking about bringing commuter rail and TRAX into Davis County before Salt Lake even began their construction of

light rail Commuter rail is scheduled to be operational by 2007 We have also known that no matter how many buses and trains run through the

county, we also need more lanes of roadway to the south

There is also the matter of public safety to consider Several times a year, there is an accident that shuts down I-15 between Farmington and North Salt Lake In some cases, accidents in the Farmington area have also closed down Highway 89 When that happens, the freeway traffic is forced into the neighboring communities Neighborhood streets and main arteries through town become clogged and traffic is at a standstill In

many cases, emergency vehicles have even had a difficult time moving through the area to where they are needed City streets clogged with cars are also dangerous for residents and children who may be trying to walk through the area In addition to being a simple hindrance to

GP 160

normal life in the area, it is dangerous

I also heard once that many of the federal emergency response teams for the area are located at Hill Air Force Base If this is the case, then it seems rather risky to have only one route to Salt Lake City, especially when that one route would most likely become a parking lot in

event of a major emergency

I have already taken more of your time than I intended, so I will end here, but I would like to appeal to you once more to please make plans for another public meeting on a Saturday when most working people could attend At the very least, I hope that you will remember that while you

are hearing very heated opposition to the Legacy project, that many of the supporters are still on their way home from work, stuck in traffic

Thank you for your time
Kevin Poff
555 N 100 E
Farmington, Utah 84025
801-451-0490
poffkevin@netscape net

2

1

GP 161

Kimberly J. Stevens

From. Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 9 56 AM
To Kimberly J Stevens
Cc:
Subject: FW legacy Highway
Attachments

-----Original Message-----
From: mike laVelle [mailto mplavelle@peoplepc com]
Sent: Thursday, January 06, 2005 8 46 AM
To: Legacy
Subject: legacy Highway

I have lived and flown all over the world as a Air Force and Airline pilot Utah is a uniquely beautiful state At some point preservation of that quality must come into play as the state considers its projects In this case the Legacy Highway The Citizens Smart Growth Alternative seems a reasonable solution to me Thank you
Mike LaVelle, 263 B Str SLC, Ut 84103

1

GP 162

Kimberly J. Stevens

From: Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 9 56 AM
To: Kimberly J Stevens
Cc:
Subject FW LETS GET MOVING ON IT!
Attachments:

-----Original Message-----
From CASEY LUNT [mailto CLUNT@wmccat com]
Sent Thursday, January 06, 2005 9 03 AM
To Legacy
Subject LETS GET MOVING ON IT!

All,

This is a project that is long overdue! The traffic is rediculous at anytime of the day anymore! This Legacy Highway is a much needed addition for both Salt Lake and Davis Counties

Thanks,
Casey Lunt

GP 163

Kimberly J. Stevens

From: Kimberly J Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9 56 AM
To. Kimberly J Stevens
Cc:
Subject FW legacy
Attachments:

-----Original Message-----
From Jim ANDERSON [mailto JANDERSON@wmccat com]
Sent Thursday, January 06, 2005 9 06 AM
To Legacy
Subject legacy

this road is way over due and the trade off for wetland is lopsided but it shows what will give up to make the commute to and from northern ut

fesable thanks Jim Anderson

GP 164

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 9 56 AM
To: Kimberly J Stevens
Cc
Subject· FW PLEASE PROCEED!!!
Attachments.

-----Original Message-----
From Merlin BARNHURST [mailto MBARNHURST@wmccat com]
Sent Thursday, January 06, 2005 9 55 AM
To Legacy
Subject PLEASE PROCEED!!!

We need this hiway! It is as critical to those living in the south west part of the salt lake valley as it is to those living up north

Thanks,

Merlin Barnhurst
Wheeler Power Systems
801-978-1541
Fax 978-1560

GP 165

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 9 55 AM
To: Kimberly J Stevens
Cc:
Subject. FW As a motorist who travels this area, I would like to give mysupport to the project It is needed an
Attachments:

-----Original Message-----
From Larry BROWN [mailto LBROWN@wmccat com]
Sent Thursday, January 06, 2005 9 07 AM
To Legacy
Subject As a motorist who travels this area, I would like to give mysupport to the project It is needed an

As a motorist who travels this area, I would like to give my support to the project It is needed and should not be stopped by a few narrow minded organizations Every major city in america has a bypass freeway to solve the problems like we experience in this area

GP 166

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent** Thu 1/6/2005 9 55 AM
To: Kimberly J Stevens
Cc:
Subject FW Legacy
Attachments

-----Original Message-----
From: Denene TORGENSON [mailto DTORGENSON@wmccat com]
Sent: Thursday, January 06, 2005 9 14 AM
To: Legacy
Subject: Legacy

I am not from the No Salt Lake area but I do travel through a lot and from the point of the mounatin to past Ogden this part of the freeway is in very much need of inprovement

GP 167

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:53 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Approval of Legacy Highway
Attachments:

-----Original Message-----
From: Claire CHRISTENSEN [mailto:CCHRISTENSEN@wmccat.com]
Sent: Thursday, January 06, 2005 9:30 AM
To: Legacy
Subject: Approval of Legacy Highway

To whom it may concern:

The Legacy Highway is a much needed development. Not only will it provide greater convenience to those living north of Salt Lake, but it will eliminate many injuries and fatalities. Statistics show that as you increase the number of people using a roadway you also increase the number of injuries and fatalities. It's a simple byproduct of overcrowding. If we disperse some of that congestion to another roadway, we will decrease the number of tragic incidents. Please do all you can to speed along the project of building the new Legacy Highway.

Thank you,
Claire Christensen
Holladay, Utah

GP 168

Kimberly J. Stevens

From Kimberly J Stevens on behalf of Legacy **Sent**·Thu 1/6/2005 9 53 AM
To. Kimberly J Stevens
Cc·
Subject FW Legacy Parkway Support
Attachments:

-----Original Message-----
From MARK Dibble [mailto MDIBBLE@wmccat com]
Sent Thursday, January 06, 2005 9 31 AM
To Legacy
Subject Legacy Parkway Support

Dear Sirs,
This is to let you know that I support the legacy parkway project I also support the heavy rail mass transit project and believe both should move forward Thanks for your consideration Sincerely,

Mark Dibble
Mining & Heavy Construction Sales
Wheeler Machinery Co
801-978-1354
800-779-4480 extn 1354
mdibble@wmccat com
fax 801-974-0115

GP 169

Kimberly J. Stevens

From: Kimberly J Stevens on behalf of Legacy **Sent**·Thu 1/6/2005 10 02 AM
To: Kimberly J Stevens
Cc.
Subject FW please build this hwy 1 drive from ogden and we need itthanks gordy roberts
Attachments·

-----Original Message-----
From Gordy ROBERTS [mailto GROBERTS@wmccat com]
Sent Thursday, January 06, 2005 9 06 AM
To Legacy
Subject please build this hwy 1 drive from ogden and we need itthanks gordy roberts

please build this hwy 1 drive from ogden and we need it thanks gordy roberts

Kimberly J. Stevens GP 170

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 10:02 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Highway construction
Attachments:

-----Original Message-----
From: John DAVIS [mailto:JDAVIS@wmccat.com]
Sent: Thursday, January 06, 2005 9:58 AM
To: Legacy
Subject: Legacy Highway construction

I t5avel from Davis County to work in Salt Lake County every day and experience expensive and polluting trafic delays almost every day.
I hope you have the good sense to go forward with this much needed road project.
John Davis

Kimberly J. Stevens GP 171

From Kimberly J Stevens on behalf of Legacy **Sent.** Thu 1/6/2005 9 59 AM
To. Kimberly J Stevens
Cc·
Subject. FW Legacy Highway
Attachments.

-----Original Message-----
From MAHoover [mailto hoove@mindspring com]
Sent Wednesday, January 05, 2005 2 12 PM
To Legacy
Subject Legacy Highway

I am emailing in reference to the Legacy Highway proposals I will be unable to attend the DSEIS public hearing and although my usual approach would be to write a letter, I doubt that a letter would reach the highway administration before the hearing on Friday I have seen the Citizen's Smart Growth proposal, which was designed with the advice of transportation consultants, and I appreciate that it combines highway improvements with mass transit options and includes preservation of the Salt Lake wetlands, which is a very unsuitable place to build a highway anyway It seems to me that we are well past the time for planning how to manage the burgeoning growth along the Wasatch Front instead of simply reacting with a patchwork of road development in response to the excessive building development that is occurring, especially in Davis County Although at this point mass transit isn't as popular here as in major urban areas, it will eventually have to replace much of the automobile traffic that is now the norm in this area In the past 50 years growth has followed the patterns of tumor growth, with development determining its own arterial supply and roads providing surface area for more development I think the Smart Growth Alternative provides just that--a good alternative to the status quo, and adopting its provisions would be a wise move for UDOT Mary Anne Hoover

Kimberly J. Stevens GP 172

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:58 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: legacy highway
Attachments:

-----Original Message-----
From: vardong@bigplanet.com [mailto:vardong@bigplanet.com]
Sent: Wednesday, January 05, 2005 2:50 PM
To: Legacy
Subject: legacy highway

Dear Sirs:

I think that the smart growth is a much better alternative than the legacy highway. I think that it is cheaper to take light rail and causes less pollution.

The area where the legacy is proposed to go would be served as march for wild life. wet land habitat is magnificant as a site for migrating water-fowl. This attracts tourists and bird watchers. We should preserve our wet land habitat and not let sprawl over run it.

Sincerely,

Gary Vardon

Kimberly J. Stevens GP 173

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:58 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: legacy highway
Attachments:

-----Original Message-----
From: Mark Hays [mailto:archer1955@msn.com]
Sent: Wednesday, January 05, 2005 3:44 PM
To: Legacy
Subject: legacy highway

Dear Mr. Punske,

Please consider the alternative that the Citizens Smart Growth has proposed for the future of legacy highway. It would seem to be more a more prepared plan for the future to go with a Light Rail or Commuter Rail. Also it concerns me if we do build a highway it will have an impact on the valuable wetlands around that area.

Thank you for your time.
Sandra Hays

GP 174

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:57 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Input
Attachments:

-----Original Message-----
From: LFUT@aol.com [mailto:LFUT@aol.com]
Sent: Wednesday, January 05, 2005 4:35 PM
To: Legacy
Subject: Legacy Input

Hello,

I strongly favor the Legacy Parkway being built. I don't know how detailed the project is at this point, but I would like to add my two cents about the trail system. South Davis cities are very closed-minded about having dogs in their parks. There are few places for people to exercise with their dogs and I hope that the new beautiful trail system will be a great additional place for people to enjoy the outdoors with their animals. I think you will find most people will clean up after their animals with a few strategically placed garbage cans and doggie sacks. By allowing dogs you open up the trail system for all to enjoy.

Thanks,
Lisa Northcutt
Woods Cross

GP 175

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:57 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Opposition to Utah's Legacy Highway
Attachments:

-----Original Message-----
From: Jeffrey Himsl [mailto:himsl@worldnet.att.net]
Sent: Wednesday, January 05, 2005 6:43 PM
To: Legacy
Subject: Opposition to Utah's Legacy Highway

Please **do not** support development of Utah's Legacy Highway.

There are other solutions that would avoid wetland destruction. A transportation system which includes commuter rail service, HOV lanes on I-15, road widening of I-15 via use of imminent domain, and integration of existing bus and light rail systems will promote responsible growth along the Wasatch Front. Failure to implement these solutions **before** building the Legacy Highway should not be allowed.

The Legacy Highway is, simply, the wrong solution. We must protect irreplacable natural habitat by promoting higher density development in areas that have already been compromised. There is no room for the sprawl the the Legacy Highway would promote. As long time Utah residents, we oppose further destruction of the State's unique, invaluable natural resources.

Do the right thing!

Sincerely,
Jeffrey and Rebecca Himsl

Kimberly J. Stevens GP 176

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Thu 1/6/2005 9:57 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy highway draft supplemental EIS
Attachments:

-----Original Message-----
From: Lewis Gordon [mailto:lewisfgordon@msn.com]
Sent: Wednesday, January 05, 2005 8:30 PM
To: Legacy
Subject: Legacy highway draft supplemental EIS

Dear Mr. Punske,

We'd like to offer our comments on the above subject.

We hope you will fully consider the Citizens Smart Growth Alternative, which we believe provides the best overall solution for our future transportation and development needs. The greatest threats to our local communities come from sprawl and poor air quality resulting from reliance on cars over other forms of transportation. The CSG alternative addresses both of these problems, which is why we favor it.

Thanks for your consideration.

Sincerely,

Lewis Gordon and Rebecca Forbes
521 Seventh Avenue
Salt Lake City, UT 84103

Kimberly J. Stevens GP 177

From: Debbie von Rechenberg [dvonrech@yahoo.com]
Sent: Tuesday, January 04, 2005 2:18 PM
To: Legacy
Subject: Citizens Smart Growth Alternative to the Legacy Highway

Dear Program Manager,

I am writing to you to encourage you to consider the Citizens Smart Growth Alternative as a better solution to the increasing transportation needs along the Wasatch Front than the Legacy Highway would be.

I live in Salt Lake City and have explored many of the priceless wetlands along the Great Salt Lake. You already know the amazing number of birds and diversity of species that rely on these wetlands, both for breeding and for crucial migration rest stops. Building a highway that comes anywhere near these wetlands could be devastating, and should be a last resort.

And the Sierra Club and Utahns for Better Transportation have proposed a solution that would prevent the need to endanger the global treasures these wetlands are.

However, it's not just wetlands this proposal will preserve. Our air quality along the Wasatch Front is sometimes dangerous and almost always embarrassing. Furthermore, gas prices are not going to go down over the long run. As Americans, we make up something like 5% of the world's population, yet use 25% of its resources. We must slow or reverse this trend, especially as our population grows.

The proposal offers a workable solution that will allow more commuters to get between Ogden and Salt Lake City and will also meet future demands. Train tracks already exist -- they can easily be used for light rail. Express buses can be added, carrying many people in a little space. And people will use these services -- witness the success of Trax in the Salt Lake Valley. I often use public transportation myself, whether it's the pretty-good bus system or the very pleasant Trax trains, even if my trip is only a couple of miles, because it's the right thing to do.

In my opinion, building more highways just leads to more car traffic, which leads to widening the highways, and so on. Please give the good people of Utah some credit. If you build a workable public transportation system between Ogden and Salt Lake, they will use it.

Thank you for reading my e-mail. I hope you will consider my comments.

Kind regards,
Debbie von Rechenberg

Kimberly J. Stevens GP 178

From: Kang, Nancy SPK [Nancy.Kang@spk01.usace.army.mil]
Sent: Tuesday, January 04, 2005 3:53 PM
To: Legacy
Subject: FW: Public Notice

-----Original Message-----
From: Fred Krommenhoek [mailto:fkrommenhoek@utah.gov]
Sent: Tuesday, January 04, 2005 3:52 PM
To: Kang, Nancy SPK
Subject: Public Notice

In the Public Notice mailed to me on December 23, 2004, particularly, Public Notice for a Department of the Army Permit Utah Department of Transportation Legacy Parkway, submitting comments has been extended to March 4, 2005. The following are my comments:

If the Legacy Parkway would come to a vote, the public would overwhelmingly support it, because the I-15 Interstate Freeway is presently a bottleneck in the area of question. Already traffic has
bumper-to- bumper problems. Whenever there is a traffic accident, traffic comes to a stand-still and alternate routes have the same problems. The Department of Transportation has planned to improve the impact the project has on the aquatic environment in the area of question. This project has to be built before it becomes a larger problem.

Kimberly J. Stevens GP 179

From: Gerald&Mary Ann Thompson [MRNMRSTHOMPSON@msn.com]
Sent: Tuesday, January 04, 2005 5:02 PM
To: Legacy

I am writing to request that the officials representing UDOT and the Federal Highway Administration please give full and fair consideration to the Citizens Smart Growth Alternative. I live in Layton in Davis County and I am very concerned about the impact that the proposed Legacy Highway will have on our community, on the valuable wetlands that will be affected, and on the air quality my family and neighbors will be living with.

I believe that the Citizens Alternative will greatly reduce the loss of these valuable wetlands compared with the Legacy proposal, that the Citizens Alternative will meet future travel needs based on anticipated transit rider-ship projections (TRAX has exceeded projections for usage and is valuable part of our transportation system), and the Citizens Alternative will promote better quality of life with more transit friendly development patterns, better long-term air quality, and open space preservation.

Please give the Citizens Smart Growth Alternative due consideration. It truly is a better alternative.

Thank you,

Gerald I. Thompson
3630 N 2550 E
Layton, Utah 84040

GP 180

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 1/5/2005 10:51 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Highway
Attachments:

-----Original Message-----
From: Elizabeth Chipman [mailto:elizachip@hotmail.com]
Sent: Tuesday, January 04, 2005 10:58 PM
To: Legacy
Subject: Legacy Highway

I support the Citizen Smart Growth Alternative. Please give it full consideration.

Thank you

GP 181

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 1/5/2005 10:50 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: highway
Attachments:

-----Original Message-----
From: susan.shields [mailto:susan.shields@comcast.net]
Sent: Tuesday, January 04, 2005 7:59 PM
To: Legacy
Subject: highway

Dear Sirs:
Please give consideration to the Citizens Smart Growth Alternative. I understand that it will reduce the loss of our valuable wetlands when compared to the devastation that the Legacy Highway will incur. It will still meet our future travel needs, but will promote open space preservation.
Thank you so much,
Susan Shields
susan.shields@comcast.net

Kimberly J. Stevens GP 182

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 1/5/2005 10:50 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Please Analyze Citizens Smart Growth Alternative in DSEIS
Attachments:

-----Original Message-----
From: Richard Spotts [mailto:spotts@infowest.com]
Sent: Tuesday, January 04, 2005 9:02 PM
To: Legacy
Subject: Please Analyze Citizens Smart Growth Alternative in DSEIS

January 4, 2005

Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City UT 84118

Dear Mr. Punske:

Please accept this letter with my comments on the recently issued Draft Supplemental Environmental Impact Statement (DSEIS) for the proposed Legacy Highway.

I am greatly disappointed that the Citizens Smart Growth Alternative was not addressed in the DSEIS. NEPA and the CEQ regulations require that a reasonable range of alternatives be analyzed that would feasibly meet the purpose and need for the project. As such, the Citizens Smart Growth Alternative should have been included in the DSEIS. It would meet future transportation needs while providing better protection for wetlands and the quality of life.

The traditional approach of building more freeways may reflect the unfortunate bias of the FHWA and UDOT, but it is not objective and history has shown that it may simply contribute to additional sprawl and auto-dependency. There is already too much sprawl and auto-dependency; new, innovative approaches are required.

I lived for over three decades in California, and suffered from too much freeway congestion, smog, noise, and sprawl-encouraging development. I moved to Utah largely because of its higher quality of life, with the fervent hope that Calfornia's and others' mistakes would not be repeated in Utah. Let's learn from this history, and strive not to emulate it.

Please correct the obvious deficiency in the DSEIS by including and objectively analyzing the Citizens Smart Growth Alternative.

Thank you very much for your consideration.

Sincerely,

Richard Spotts
1125 W. Emerald Drive
St. George UT 84770-6026
spotts@infowest.com

Kimberly J. Stevens GP 183

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 1/5/2005 10:50 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: The Citizens Smart Growth Alternative Is The Only Sensible Way To Go
Attachments:

-----Original Message-----
From: Marilyndin@aol.com [mailto:Marilyndin@aol.com]
Sent: Tuesday, January 04, 2005 9:16 PM
To: Legacy
Subject: The Citizens Smart Growth Alternative Is The Only Sensible Way To Go

Gregory Punske
Program Manager
FHWA - Utah Division

Dear Mr. Punske:

Please give full and fair consideration of the Citizen Citizens Smart Growth Alternative because it will:

* Greatly reduce the loss of valuable wetlands compared to the Legacy Highway alternative.

* Meet future travel needs. Transit rider projections studies and analyses need to be strongly emphasized.

* Promote a better quality of life with more transit friendly development patterns, better long-term air quality, and open space preservation.

Sincerely,

Marilyn L. Dinger
164 North 650 East
Kaysville, UT 84037-2169

Kimberly J. Stevens GP 184

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 1/5/2005 10:51 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Highway
Attachments:

-----Original Message-----
From: Georgiann Hernandez [mailto:geo_rh@hotmail.com]
Sent: Tuesday, January 04, 2005 10:56 PM
To: Legacy
Subject: Legacy Highway

I am in support of the Citizens Smart Growth Alternative. Please give it full consideration.

Georgiann Hernandez

Kimberly J. Stevens GP 185

From: Magali Lequient [magleq@yahoo.com]
Sent: Monday, January 03, 2005 2:11 PM
To: Legacy
Subject: legacy highway

To whom it may concern,

I take some precious time let you know that I oppose the Legacy Highway project, and that I would like you to take full and fair consideration of the Citizens Smart Growth Alternative.
I believe that this alternative will greatly reduce the loss of very valuable wetlands. Also I believe that this alternative will meet future travel needs better than the Legacy project. And finally, I think that the Alternative will promote a better quality of life for so many of us and our future generations with a friendlier development pattern, better long-term air quality (can you imagine that smog getting worse?!) and open space preservation.
Sincerely,

Magali Lequient
2939 E Delsa drive
Salt Lake City,
UT 84124

Kimberly J. Stevens GP 186

From: Raphael Cordray [rcordray@utah.gov]
Sent: Monday, January 03, 2005 3:56 PM
To: Legacy
Subject: As a citizen of Utah I urge you to take time and consider thesmart growth alternatives to the legac

As a citizen of Utah I urge you to take time and consider the smart growth alternatives to the legacy highway. After all the money that has been wasted it is your duty to consider the lower cost alternatives that many Utahns favor.

Sincerely yours Raphael cordray
801-293-9476

Kimberly J. Stevens GP 187

From: Richard Waldo [richardwaldo83@comcast.net]
Sent: Monday, January 03, 2005 7:40 PM
To: Legacy
Subject: Legacy Highway

Dear Sir/Ma'am
I am writing to convey my support for the Citizens Smart Growth Alternative proposal. I am strongly against the construction of the Legacy Highway. If we do not protect our last remaining wetlands from development, urban sprawl and runnoff pollution from automobiles, they will be gone forever. So much of Utah's fields and wetlands have been lost to housing development and urban sprawl. We as a people need to realize that we do not own this planet. But we share it with millions of other species. As for those who say that "We need the legacy highway because of congested roads" I reply Growth for the reason for growth is the ideaology of a cancer cell.
Sincerely Richard J. Waldo JR

Kimberly J. Stevens GP 188

From: Mindy Gonzalez [parsimony@mac.com]
Sent: Monday, January 03, 2005 9:52 PM
To: Legacy
Subject: Legacy Highway still a bad idea

I can't believe that anyone still thinks the Legacy Highway is a good idea. Building more roads doesn't decrease traffic--it increases it. Isn't the air quality along the Wasatch Front poor enough already without adding more exhaust pollution? I recently finished my MS degree at BYU. While I was a student, BYU made an agreement with UTA so that students could ride the buses for free with their IDs. It was a classic example to me of "If given options, people will use them." We need smarter transit options along the Wasatch front. To this end, and also to minimize cost and wetland destruction, I support the Citizens Smart Growth Alternative to the Legacy Highway. Please give this Alternative the consideration it deserves. It's a better alternative today, and will better meet the demands this area will face in the years to come.

Sincerely,

Mindy Gonzalez

2153 W. 220 N. #D
Provo, UT 84601
(801) 377-2690

Kimberly J. Stevens GP 189

From: Colleen Gregory [cgregory@csolutions.net]
Sent: Monday, January 03, 2005 10:18 PM
To: Legacy
Subject: Legacy Highway

I am a concerned citizen. My concern is the Supplemental Environmental Impact Statement issued by UDOT and the Federal Highway Administration in an attempt to build the Legacy Highway.
I don't think that there has been full and fair consideration of the Citizens Smart Growth Alternative to the Legacy Highway.
This alternative will greatly reduce the loss of valuable wetlands. It will meet future travel needs and promote a better quality of life , better long-term air quality and open space preservation.
There will never be the cheap gasoline that was so long available, and mass transit will become a necessity. Why not be prepared for the decline in oil . Build mass transit first.

I do not believe that the parties involved have considerd these facts:

Fact 1. The total remaining conventional oil of the planet is just less than 1 trillion barrels. About half of the Earth's original endowment.

Fact 2. The world is currently burning 80 million barrels per day. The United States has been the predominate user. But China is burning oil at a record rate and may soon surpass us This year China will import as much 120 million tonnes of crude.

Fact 3. The remaining oil is going to be harder and more expensive to harvest.

Fact 4 The remaining rich oil fields that exist lie under the desert landscape of the Middle East which is very unstable at this time.

I think the progressive way is to consider the Citizens Growth Alternative. Build Mass transit first. Maximize transit and slow sprawl growth. Save an estimated $270 million in state funds, which by the way come out of citizens taxes. Create a non-freeway alternative transportation route through Davis County.
Let Utah be prepared for the future. We will have better air quality and save our oil supply.

Sincerely Colleen C Gregory
3831 Villa Drive
Salt Lake City, Utah
cgregory@csolutions.net

GP 190

Rick Bliss
1945 Rock Hollow Road
Bluffdale, Utah 84065
Phone 801-254-3369
Cell 801-918-1500
email spacemaker@comcast net

Kimberly J. Stevens

From: Kang, Nancy SPK [Nancy Kang@spk01 usace army mil]
Sent: Monday, January 03, 2005 8 07 AM
To: Legacy
Subject: FW Legacy Parkway Project

From: Rick Bliss [mailto spacemaker@comcast.net]
Sent: Sunday, January 02, 2005 9:38 PM
To: Kang, Nancy SPK
Subject: Legacy Parkway Project

To: Whom it may concern

Subject Legacy Parkway

Upon review of the proposed plan, I have these comments

1 The parkway trail should be on the open space side of the highway toward the lake
  A The trail typically defines the end of development and the beginning of protected areas
  B I think UDOT's position is that
    * The greatest scenery is toward the mountains,
    * Access is best on the east side and
    * The trail space buffers residential areas from the highway
  so that the trail should be on the east side of the highway

However,
  A Limited access to key crossing points makes the trail more desirable
  B The trail's desirability is its connection to the land and wildlife, which will be on the west side
  C Even with the trail on the east side of the highway, sound walls will still be required in residential areas
  D Greater trail usage will occur with greater desirability

2 The legacy parkway trail should link to the Jordan River parkway trail even if the connection is a dirt surface
  A It can be paved by future projects
  B Reserve the connection space now

3 Provide a trail option for a future linkage to the southern causeway to antelope island

4 We should envision a trail system that eventually surrounds the Great Salt Lake as well as Utah Lake

5 On the west side, the trail could use board walks in key areas to minimize impact on wetlands as well as improve the trail experience and it pushes the highway a little further from the lake

6 The legacy parkway will help decrease congestion on I-15 and it is needed

7 Preserving large critical open spaces from development is a valuable benefit

8 Adding light and commuter rail services between SLC and Ogden would also be beneficial in relieving I-15 congestion

GP-191 Ast 1-13-05

Eric Wagner
1465 W. 200 North
Logan, UT84321

Gregory Punske, Program Manager
FHWA-Utah Division
2520 West 4700 South Ste. 9A
Salt Lake City, UT 84118
10 Jan '05

Dear Mr. Punske,

I am writing to encourage you to support the "Citizen's Smart Growth Alternative" to the Legacy Highway. I believe that light rail is ideal for the Wasatch Front communities and should be a priority for funding, rather than further highway development. Emphasis on rail would also improve air quality, which we all know is abominable. I favor protection of wetlands, which millions of migratory birds depend on and which improves and protects water quality in the Great Salt Lake. Brine shrimp in the lake contribute over $60 million to the Utah economy—clearly an asset worth protecting as well.

Future highway development may be inevitable, but mass transit should be the first priority. Please support the Citizen's Smart Growth Alternative.

Cordially,
Eric J. Wagner

GP-192

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Highway
Attachments:

Sent: Thu 1/6/2005 9:54 AM

-----Original Message-----
From: Bernard, Sheri [mailto:Sheri.Bernard@Ingenix.com]
Sent: Thursday, January 06, 2005 9:27 AM
To: Legacy
Subject: Legacy Highway

To whom it may concern,

Due to illness, I will be unable to attend the public hearing regarding the Legacy Highway January 7. However, please feel free to share my thoughts on UDOT's proposal to resurrect the Legacy Highway plan.

Our geography gives residents along the Wasatch Front a unique transportation challenge, but we cannot allow our population growth to compromise the wetlands to the west or the mountainous preserves to the east. The Legacy Highway represents an unnecessary compromise to our quality of life.

Although I currently live in Salt Lake, I was a Davis County resident for 15 years and for several years, commuted to Ogden by bus. The narrow corridor developed along the Great Salt Lake makes mass transit both an effective and convenient transportation solution. The benefits to air quality, wetlands, and government budgets make mass transit between Ogden and Salt Lake the obvious solution.

The Sierra Club's Legacy Highway alternative proposal would protect our wetlands, reduce winter inversion problems with air quality, and save money. Please consider their alternative of creating a commuter train to Ogden and light rail between Salt Lake and Farmington.

Thank you for your attention.

Sheri Poe Bernard
1531 E Roosevelt Avenue
Salt Lake City UT 84105

"Secure Server" made the following
annotations on 01/06/2005 10:27:38 AM
----------"This e-mail, including attachments, may include confidential and/or proprietary information, and may be used only by the person or entity to which it is addressed. If the reader of this e-mail is not the intended recipient or his or her authorized agent, the reader is hereby notified that any dissemination, distribution or copying of this e-mail is prohibited. If you have received this e-mail in error, please notify the sender by replying to this message and delete this e-mail immediately."

GP-193

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Duane L Gardner Title (if applicable): None.
Telephone: 801 397 2477 Fax: None
Organization/Business (if applicable): Bountiful City Planning Comm. Email: DLGard1@MSN.com
Address: 184 Country Springs Dr.
City: Bountiful State: Utah Zip: 84010

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We have waited too long for Legacy - The delays have been costly and the reasons for the delays inappropriate. I like and accept alternative Routt E. I only wish the original plan - clear through to Nephi - were still in the works.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-194

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jim Kirkham Title (if applicable): (Retired)
Telephone: 801 825 0129 Fax:
Organization/Business (if applicable): Email:
Address: 380 W 825 North
City: Sunset State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

A lot will be learned after the first 14 mile segment is built. Perhaps a lot has been learned already!!!
Future extensions of "Legacy" should not infringe on wetlands: more lawsuits!
"Progress" has always hurt or upset some one. The very much needed North/South corridors should be on the east side of the Wasatch Front - where the people are. not out in the marshes of Davis, Box Elder, Utah, & Weber counties.
Please serve the people - not the developers
Jim Kirkham

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-195

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 8:24 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Gary Smith
Address: 430 Aerie Circle
City, State, Zip: North Salt Lake UT 84054
Comments:

One of the main benefits for the present Legacy Highway location is the barrier it provides for westward expansion. This in turn provides for the greatest safety of existing wetlands. Without the highway, unbridled expansion is the greatest danger to wildlife and future congestion in the immediate area.

GP-196

From: Alliant03@aol.com [Alliant03@aol.com] **Sent:** Fri 1/7/2005 8:21 PM
To: Legacy
Cc:
Subject: Karen comments on Legacy Highway
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public Awareness imput is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name:Karen Meyers
Address:1290 East 1375 North
City, State, Zip:Layton, Utah 84040
Comments: I am completely in favor of the Legacy Highway and Wetland proposal.
Having lived in Utah all my life, I have seen continued growth and continuing congestionon the highways. We would all like it if we didn't need to worry about more growth but it is happening and not building roads to accomodate the growth will not stop it. I do not see a smaller population
for Davis county in the future unless we are hit with a tsunami from the Great Salt Lake,
which judging from the recent drought is highly unlikely.
Kidding aside, I feel that UDOT has addressed the issues of alternative transportation, the wetland are preserved and taken care of and we will have the roads we need for some years to come.
I do not travel I-15 on a daily basis but when I do need to travel to Utah county I feel the impact of so many travelers on so little road. I truly hope that the people who are impacted daily will take the time to voice their opinions and frustrations.
Let us move forward and get this project on it's way NOW!
p.s. I forgot to mention the money that has been wasted as this highway is stalled by lawsuits is a crime.

GP-197

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 8:12 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Gary Smith Adress: 430 AerieCircle
North Salt Lake,UT 84054
Comments:

I agree with the recognized need LegacyHighway. My hopes are twofold:

1)There should be provisions for encouraging the routing of interstate truck traffic to the Legacy Highway. Present truck traffic on I-15, at times, make a passenger car feel like one is in a war zone. In short, too many trucks going too fast! 1

2) There should be access from 215 and Legacy to Eagleridge Blvd in North Salt Lake. 2
This area is a growing area which is inconvienced by no direct access.

GP-198

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 8:10 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Darren Eyre
Address: 533 E. 1550 S.
City, State, Zip: Kaysville, UT 84037

Comments:

The Legacy project is a necessity for Davis County for many reasons. One of which is state security. If the I-15/Beckstreet area were blown up, north and south bound traffic would be completely shut down. The reason we have Interstate Highways is because the federal government set them up for national security to allow travel routes to defend our borders. If a national disaster occurred, Utahns would be effected very negatively. 1

Another major reason is commuter safety. With the conjested traffic, more accidents occur which kills people, raises insurance rates, impacts the economy, etc....

There are reasons that I could go on and on for. But I know this is a vital project that must go through. I support the Legacy Project.

GP-199

From: Alliant03@aol.com [Alliant03@aol.com] **Sent:** Fri 1/7/2005 8:03 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public Awareness imput is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Tim Ularich
Address: 4948 S. Glen St.
City, State, Zip: Murray, Utah

Comments:
I think that Legacy Highway is an integral part of a transportation solution. We need to also look at what is going to be protected from future development (on the shores of the Great Salt Lake) by the Legacy Highway Preserve. Housing will be built if the highway doesn't go in.

I am in favor of the Highway because much time and more than enough money has been spent to prove the validity and need of the highway. I believe that in the time that the Highway has been contested, the traffic increase has shown an increasing need for the highway.

Additional, there is always the concern of Terrorism, as in the train bombing in Spain. A single source of transit, such as rail, presents a weak point that can be exploited by terrorists or individuals intending harm. The economic impact and loss of life would be devistating.

I am for the Legacy Highway as an integral part of the transportation, way of life, and economic development solution. I believe that much though has gone into protecting the environment and this solution preserves much more than currently realized.

Tim

GP-200

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 9:13 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Peter Tang
Address: 7723 Casa Verde
City, State, Zip: Midvale, UT 84047

Comments:

My comment is about safety along the Legacy corridor. The schematic diagram shows a 50 feet, center median separation between the two traveling directions. Based on the history of the same type of design along the I-15 corridor, we know there will be cross over - head on accidents if there are no barriers in between. Many people died every year on I-15 from cross over and head-on accidents because of fatigue and drowsy driving. If a barrier system such as the new tensioned cable barrier is added to the project where there is a potential of cross over it would make this project much safer and for years to come, less injuries and fatalities.
Safety cannot be overlook in this project.

GP-201

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 5:04 PM
To: Legacy
Cc:
Subject: Comment on Legacy Parkway SEIS
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Max Forbush
Address: 73 South 100 West
City, State, Zip: Farmington, Utah 84025

Comments: I am the City Manager for Farmington City. Farmington is one of the pivotal points for resolving traffic congestion in central Davis County. US 89 merges into I-15 at Farmington. State Roads 106 and 225 also merge with US89 in Farmington. Presently, when there are traffic accidents on I-15 either north or Southbound, our City experiences tremendously adverse impacts through the center of our community. Motorists exit from I-15 in an attempt to navigate around the congestion by taking SR 106. SR 106 becomes so clogged with literally bumper to bumper traffic that it restricts residential property owners from even being able to access their own driveways. Moreover, we at Farmington City have found that emergency response along SR 106 and adjacent streets becomes very, very difficult if not impossible in many instances. I believe current traffic patterns create a substantial risk to the public's health and safety. Fire and law enforcement and ambulance response is slowed to a crawl and stopped in some instances.

I have first hand knowledge of this condition. I live in the center of our community and have had to walk home from City Hall rather than drive my car when I-15 is shut down. Although environmental issues are important, a threat to the public's life and safety should be given preferential consideration. I cannot see where national environmental groups should have veto power over this very important and vital project. I am for construction of the Legacy Highway. Let's get it done quickly.

I consider myself environmentally sensitive. I believe UDOT has done all within their power to study all the alternatives carefully. Their preferred Alterative E seems to make perfect sense. I strongly encourage those who are in a position to make a decision on Legacy Highway to give approval on Alt. E. To think that the State of Utah is willing to give 2000 plus acres towards a sensible preservation plan is laudable and should be highly regarded in the decision. We in local government appreciate UDOT's extraordinary efforts towards recommending a sensible and reasonable plan for the Legacy Highway. It should be quickly approved.

GP-202

From: Alliant03@aol.com [Alliant03@aol.com] **Sent:** Fri 1/7/2005 4:44 PM
To: Legacy
Cc: a1drvulcoop@iwon.com
Subject: Legacy Highway Comments
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Teri Cooper
Address: 172 East 1375 North
City, State, Zip: Layton, UT 84041

Comments: Unfortunately, my views and the views of many of my neighbors are not currently represented by our elected officials. We do not favor the legacy highway as currently planned out. We believe there needs to be alternatives, but are saddened that some jump to adding more lanes and roads vs encouraging other means. We believe people should be incentified to either live closer to where they work or find alternative ways to commute or pay for that commute. We believe that many of our local officials are short-sited considering only as far as their term or they believe they can be affected and are anxious to tie their name to yet another four lane roadway in Utah. I left California in large part to the congestion and travel on the roads. The additional roads did not simply or improve my commute, but deteriorated the overall experience, not to mention the issues associated with the business & communities along highways. I can not believe that we, a state and community that often mocks California, would seek to be more like it. Why haven't we learned from our neighboring states. We are certainly not the first community faced with transportation issues, but we seen apt to jump in and do the easy thing - add more lanes.

My views are not necessarily shaped by the environmental concerns. I agree there are environmental needs, but there are just as many long term negative ramifications from the commuting with or without the Legacy Highway, including increases dependency on gas and oil, long commuting distances, more accidents caused by more people on the road.

I strongly disagree with Jim Hansen's and Curt Odall's remarks. The sprawl they site wasn't caused by poor and no planning and shouldn't be the lynch pin in pursuing additional highways. I am offended at their lobbying of the environmentalists as the obstacle to this highway. I would propose that with so much contention, perhaps there is more to consider and such a plan should not be so eaily rammed down our throats and pockets.

I welcome any contact for further explanation.

GP-203

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 6:05 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name:Linda Hull
Address: 939 Fairview Avenue
City, State, Zip: Salt Lake City, UT 84105

Comments: I support completion of the Legacy Parkway. It's needed to meet current and future transportation demands. Construction of the Parkway needs to begin immediately.

GP-204

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 5:13 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Gary Crane
Address: 1227 N. Holly Circle
City, State, Zip: Layton, Utah 84040

Comments: I am currently a resident of Layton City. My wife and I have lived here for 12 years now and resided in Bountiful for 10 years prior to that. I work in Layton City and my wife commutes to 52nd south in Salt Lake City. We have watched with great irritation, as the I-15 freeway has slowly approached capacity. At peak, during a good day, it takes an hour to commute to Cottonwood Hospital where she is a surgical nurse. On a day when there is an accident or bad weather, it has added almost an hour or more to that commute. Enough is enough. The alternative highway is absolutely needed and will ultimately happen. The only question is when and how much will it cost the taxpayers of this state. The pendulum has swung too far the wrong direction when a few, with very little interest in our neighborhood, or even our State, can, with very limited resources, cost so many so much and hold up such an important project. Opponents appear to have an objective of planning our communities contrary to the best interest of the majority. Please approve this project as currently proposed.

GP-205

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 4:36 PM
To: Legacy
Cc: steve.rush@pacificorp.com
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Steve Rush
Address: 2820 E 3725 N
City, State, Zip: Layton, Ut 84040

Comments:I am strongly in support of the Legacy Parkway along with the other components of the comprehensive traffic plan. I frequently travel into SLC for meetings, to the airport, for sporting events and to shop. It is vital to all of us to have access to these key institutions. The notion that everyone can live near their work when so many of our key components of the community are clustered in the capital city is just plain ludicrous. I also feel that that the Parkway is necessary for Hill AFB in its role as a cog in the nations defense.

GP-206

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 4:32 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Harlan and Joanne Francis
Address:2797 E Brinton Way
City, State, Zip: Layton, Utah 84048

Comments:We support both Commuter Rail and Legacy Highway. Northern Utah needs both to handle present and future growth.

GP-207

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 4:05 PM
To: Legacy
Cc:
Subject: comments
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Kristina M. Neal
Address: 437 North Wasatch Drive
City, State, Zip: Layton, UT 84041

Comments:

Davis County is unique in that it is very small geographically, yet large in population. In addition, there is the geographic feature of the wetlands, etc in our county on the west. Currently, the I-15 corridor does not have enough capacity to handle the transportation needs of Davis and Weber counties. While I think that commuter rail will help alleviate the situtaion, ideas for additional capacity will need to be implemented when considering the population at build-out of the two counties. There are so many residents of the two counties who commute to Salt Lake for work and play. The Legacy Highway project is necessary to meet the transportation needs of northern Utah.

I am aware that the Project has gone through many different revisions, and currently legal action is pending. Much of this has been due to environmental activists who are concerned about the Great Salt Lake habitat for birds and animals that will be impacted. I, too, am concerned about such. However, I believe that the current project with the Nature Preserve is an appropriate project for the area. It will address the serious transportation needs of the area, while also protecting an unique ecosystem and providing recreation areas for citizens.

As a citizen and employee of the City of Layton, I express my support for the Legacy Parkway and Preserve.

GP-208

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 4:02 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Tina L. Johnson
Address: 429 N.Wasatch Dr.
City, State, Zip: Layton, Utah 84041

Comments:

Although Davis County is small geographically, we are the third most populated county in the State. The amount of traffic on the freeway from early morning until late evening is extreme. Not only are there major commuting delays on a daily basis, there are several areas, specifically within in the Farmington/Layton area that are prone to major crashes. Which only furthers the major traffic delays/problems.
As a 9-1-1 dispatcher, I have been working when there has been a major crash on the freeway and we have had to close the freeway for hours to accommodate medical helicopters, emergency personnel, accident investigation crews, etc. At times, the freeway is closed for hours. Not only does this cause a major inconvenience for all the citizens trying to utilize the freeway, it is also a problem for other emergency personnel that frequently transport critical patients from the Davis and Weber County hospitals to the trauma unit, burn center and children's hospital all of which are located in Salt Lake City. With only one major freeway through the entire County, this can mean life or death for a person.
Traffic accidents are only one scenario that could quickly close the freeway and cause major congestion within the county, the train rails that run parallel to some sections of i-15 could also pose as a threat to close the freeway. If/when there is a train fire, derailment, etc. it is very plausible that a portion of the freeway could be closed. The railways carry so many different types of chemicals, etc. The evacuation area could be extensive and for many hours, if not days.
The Legacy highway is important to Layton City. As our community grows (projected growth of over 100k by 2015), there is a real need for the Legacy.
I appreciate your willingness to read the feedback and comments.
Have a great day.

GP-209

From: Alliant03@aol.com [Alliant03@aol.com] **Sent:** Fri 1/7/2005 7:36 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Mendel Peterson
Address: 11489 Oberland Road
City, State, Zip: Sandy, Utah 84092

Comments: I am grateful for the opportunity to express my views.

I want the best outcome. I want the best open minds on the problem. I want a lot of collaboration on selecting the proper alternative. I do not care who creates the final adopted alternative. I just want the best plan. I am hopeful this has been done. But, I am concerned.

I have been a registered professional engineer most of my life. I understand sensitivity analysis. I understand how bias can impact studies. I am concerned escalating oil prices, dependency on foreign oil, rapid transit ridership, impact on the global flyway, pollution, etc. all can swing an environmental impact statement. Hence, as I see it, the conclusion regarding the competing alternative is, in fact, somewhat subjective in spite of what appears to be science.

Hence, I believe there need to be checks and balance.
I am not comfortable with the federal government making the final decision. It appears that UDOT while recommending is not a full participant in making the final decision. I understand someone has to make the final call. But I don't trust the federal government solely in the role.

As a citizen, I do want the Utah Government, Sierra Club, Federal Government to gain agreement or clearly articulate the differences of opinion. There will be differences, but I don't want to be run over by the federal government. While the judge said the Feds have the final say, it does not mean they have the right of preemption. The Federal government's role in my opinion is to gain consensus and work at until the issue have been articulate and resolve. I am not sure this has or will happen.

Please ensure the best outcome by sensitivity analysis, open minds and collaboration. The role of the Federal Government is to facilitate such an outcome.

Mendel Peterson

GP-210

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 7:29 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Doug Mayor
Address: P.O. Box 572521
City, State, Zip:SLC, UT 84157

Comments:

I tried to access the udot web site to see the copy of the SEIS and was told that the "page not found"

I use a computer w/an Athlon Processor....much like a Pentium III.

Would appreciate a reply to:

dougmayor@hotmail.com

thank you

GP-211

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 7:27 PM
To: Legacy
Cc: Charlenefwilson@aol.com
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: J. Lloyd Wilson
Address: 182 Country Springs D.
City, State, Zip: Bountiful, UT 84010

Comments:

My family & I moved 5 years ago from the San Francisco East Bay area. One the reasons is that we understood that Utah had a plan for moving people in the greater Salt Lake area. Much to our disappointment some how someone has delayed the very viable solutions to what now reminds us of some of the trafic problems one finds in California. Please, please let us get on with the proposed solutions of the Legacy Highway and the rapid transite rail system. Reasonable people have come up with the correct solutions without endangerment to our local environment. Thank you, 1

J. Lloyd Wilson

GP-212

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 7:44 PM
To: Legacy
Cc: troytam@comcast.net
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Troy R. Tonnesen
Address: 791 West 2350 North
City, State, Zip: West, Bountiful, Utah 84087

Comments:
I would like to know what the cost is to have the parkway/trail along the Legacy Highway. The reasons why is I would never want to walk or run next to a highway where I would be inhalling harmful exhaust from vehicles. Was the walk way implemented just to make the tree huggers happy? I just don't undestand why anyone would want to walk from Lehi to Brigham City. 1

Why does the burm stop at Porter Lane and not continue further north? No one here tonight could answer that question for me, including the man in charge John Thomas! 2

GP 213

From: RaMiKiDa@aol.com [RaMiKiDa@aol.com] **Sent:** Thu 1/6/2005 8:34 PM
To: Legacy
Cc:
Subject: Legacy High way is way over due
Attachments:

The legacy Parkway project is way past due. As a local citizen, tax payer and a northern Utah commuter I feel that it is imperative to move ahead with this project. The moderate impact on the wet lands [140 acres] will be replaced with 2000 plus acres of new wet lands. In my view this is a bonus for migratory birds and other wet land species. Alternate transportation such as light rail will be added to help lighten traffic loads. The currant interstate system is maxed out and the problem will not resolve it self with the projected growth in northern Utah. It is nice that the sierra club is so concerned about our state, how ever it would be nice if their voice was locally based. Also I have noticed that they are big on voicing their opinion, but lake intelligence to propose a LOGICAL alternative. The currant state of our road system through the Davis Weber County area poses safety risks and environmental issues during rush hour traffic. These risks and issues multiply during traffic accident, stalled cars, bad weather, pulled over vehicles and rush hour with increased large truck traffic. These situations bring traffic to a stop, increasing pollution, increasing fuel consumption, creates dangerous situations for emergency vehicles. We currently have no other routes when I-15 has become restricted do to high traffic flow, accidents, construction or bad weather. The sierra club does not have to live with these issues on an every day basis. THE ENVIRONMENTAL ISSUES HAVE BEEN ADDRESSED LETS MOVE AHEAD AND GET THIS PROJECT UNDERWAY. RANDY L HUNT

GP 214

From: Curt Hoskins [curthoskins@comcast.net] **Sent:** Thu 1/6/2005 9:17 PM
To: Legacy
Cc:
Subject: UDOT Legacy Highway Hearing (Comment)
Attachments:

The Legacy Highway is an absolute immediate need. I'm disgusted and angry with the "do gooders" in opposition. They have hidden agendas. Get on with this project now!

Curt Hoskins

From: BRIAN BIGGERS [trudimus@msn.com] **Sent:** Thu 1/6/2005 9:26 PM
To: Legacy
Cc:
Subject: Fw: legacy highway
Attachments:

GP 215

----- Original Message -----
From: BRIAN BIGGERS
To: legacy@jsanet.com
Sent: Thursday, January 06, 2005 9:18 PM
Subject: legacy highway

Utah State Department of Transportation,

As a resident of Davis County, and a commuter to Salt Lake each day I would like to **express my support for Legacy Highway.**

As I'm sure you are aware, other than Interstate 15 there is no continuous road from Salt Lake to Ogden.

Several times each year for one reason or another, be it weather conditions, refinery fire or tanker rollover just to name a few, Interstate 15 is shut down in at least one direction anywhere from several hours to a couple of days.

In the event of a catastrophe of natural or man-made proportions, residents of Davis and Weber Counties would be unable to return home from Salt Lake to their families.

Indeed, in 1983 during heavy Spring runoff Interstate I-15 was shut down in both directions in the Centerville area where the freeway is sandwiched closely between the Great Salt Lake on the West and the Wasatch Mountains on the East for 2 weeks due to flooding.

I would therefore implore intelligent citizens in Utah and it's surrounding states to traverse Interstate 15 a few times to truly understand the dilemma we face. And suggest that the **Legacy Highway be completed as soon as possible!**

Sincerely,

Brian K. Biggers
822 N. 1345 E.
Layton, UT 84040
(801)546-6835 home
bbiggers@wmccat.com
(801)978-1362

GP 216

From: Linda DeSimone [lindadesimone@yahoo.com] **Sent:** Thu 1/6/2005 9:36 PM
To: Legacy
Cc:
Subject: Legacy Highway alternative
Attachments:

I am writing to ask that you give careful consideration to the Citizens Smart Growth Alternative rather than proceeding with the Legacy Highway alternative. This approach would provide both cost savings and better transportation options as well as preserving wetlands. As stewards of the public good, you can provide a sensible combination of both public transit and highway improvements that makes more sense than yet another major highway with all its attendant problems. Please keep an open mind to a better choice that would also save hundreds of millions of taxpayer dollars.

Thanks for your consideration.

Linda DeSimone

Do you Yahoo!?
Meet the all-new My Yahoo! - Try it today!
http://my.yahoo.com

GP 217

From: Jodiehunt@aol.com [Jodiehunt@aol.com] **Sent:** Thu 1/6/2005 10:26 PM
To: Legacy
Cc:
Subject: smart growth alternatives
Attachments:

I write to voice my grave concern regarding the proposed Legacy Hiway... I think those who are again proposing it must look seriously at alternate proposals and give them very fair and balanced consideration. Redwood Road could be extended and linked up the arteries along I15...this would serve development along Redwood Road, too. thank you for your consideration . sincerely, Jodie Hunt salt Lake city

From: Kang, Nancy SPK [Nancy.Kang@spk01.usace.army.mil] **Sent:** Thu 1/6/2005 12:40 PM
To: Legacy
Cc:
Subject: FW: Legacy Parkway
Attachments:

GP 218

From: Susan Tanner Holmes [mailto:stannerholmes@msn.com]
Sent: Thursday, January 06, 2005 12:23 PM
To: Kang, Nancy SPK
Subject: Legacy Parkway

As a South Davis Citizen and a member of the Farmington City Council, I would like to express my overwhelming support for the Legacy Parkway. The people who elected me are in favor of the project, as I am. We are excited about the potential of BRT and Commuter Rail in our area, however, this will not solve our traffic problems. Legacy is a must.

1. We have only one major freeway from the beginning of Davis County in North Salt Lake and Salt Lake City. When there is an accident or problem or any sort, traffic is backed up for mile upon mile.

2. Care and consideration has been given to wetlands, property owners, and the environment. In fact, more consideration has been given to plants than to people.

3. It is time to stop useless and frivolous law suits about this project. UDOT has done a careful and complete job with the Draft Supplemental Environmental Impact Statement. It is clear, concise and meets all the necessary qualifications to be approved.

Thank you for your help in approving this project.

Susan

Susan Tanner Holmes
Holmes & Holmes LLC
Small Business Solutions Experts
P.O. Box 677
Farmington, UT 84025
Phone: 801.661.5659

From: Greg MADSEN [GMADSEN@wmccat.com] **Sent:** Thu 1/6/2005 12:45 PM
To: Legacy
Cc:
Subject: Legacy parkway
Attachments:

GP 219

To Whom it May concern:

While I only occasionally travel north to Davis County during rush hour, I am perpetually listening to the traffic problems that occur from 6th North in Salt Lake up to Ogden. I think of the frustration, personal time and money that is wasted stuck in gridlock and there is no question but that a solution needs to be found and found quickly. The Legacy Highway seems to be the best solution.

Please do it and do it quickly. Those who travel there have suffered enough.

Regards, Greg Madsen

GP-220

From: Deanna HALL [DHALL@wmccat.com] **Sent:** Fri 1/7/2005 8:46 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Hello,

I just wanted to let it be known that I am in favor of the Legacy Highway. I have heard several different view points and have formed the opinion that the wetlands would benefit greatly in the long run.

I have seen the traffic jams on I-15 and also been a part of them. I believe the environmental impact of the project will be considerably less then to have cars idling constantly in traffic jams (which will last quite a while longer the time frame of the project).

I hope that the voices of the many will drown out the wishes of the few for a change.

Thank you for allowing me to make my voice to be heard.

Deanna Hall

GP-221

From: Judy Player [jplayer@xmission.com] **Sent:** Fri 1/7/2005 10:54 AM
To: Legacy
Cc:
Subject: Legacy Hwy
Attachments:

I live in Draper, Ut and frequently travel to Twin Falls, Idaho. I strongly encourage that the Legacy Hwy be built as soon as possible. The alternative solutions of mass transit, etc. will be great for the people who live and commute from the involved area, but they do nothing for all us who are traveling through the area to go further north.

Thank you,

Judy Player
763 W. 11560 So.
Draper, UT 84020

From: Susaflem@aol.com [Susaflem@aol.com] **Sent:** Thu 1/6/2005 12:47 PM
To: Legacy
Cc:
Subject: Smart Growth Alternative to the Legacy Highway
Attachments:

GP 222

Please give careful consideration to the **Citizens' Smart Growth Alternative** which consists of 1) a commuter rail to Ogden; 2) light rail or rapid transit buss to Farmington; 3) improvements and widening of 1-15 and reconstruction of Beck Street and Parrish Lane interchanges; 4) revitalizing Redwood Road; and 5) retaining the Legacy Nature Preserve.

We must look forward in Utah to balancing growth with intelligent conservation and preservation of our natural resources. Wetlands have been proven, beyond a doubt, to be integral to the health of aquifers, lakes, wildlife, and birds. We have a precious resource in the Salt Lake wetland areas. Let's not pave everything with asphalt!

Utah can be a leader in preserving our landscape and in finding transportation alternatives.

Sincerely,

Susan Faye Fleming
PO Box 58858
SLC Utah 84158-0858

GP-223

From: Jay Goodrich [jgoodrich@wmccat.com] **Sent:** Fri 1/7/2005 11:04 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Let it be known to all concerned that I support the building of the Legacy highway 100%. Let construction begin NOW !!!!

GP-224

From: Allen Dodge [wdodge@dsdmail.net] **Sent:** Fri 1/7/2005 10:53 AM
To: Legacy
Cc:
Subject: Parkway/Highway
Attachments:

To Whom it May Concern:

I am in favor of building the much needed highway or Parkway or whatever you call it. How much longer are we as a state going to have to wait in order to get the much needed relief in transportation and congestion from heavy traffic on I-15?

We need another North-South corridor to handle the ever expanding population in the northern part of Utah.

People do not realize that the higher the population the more needs we have to plan for. We have to accomodate the expanding population and the resulting traffic: therefore, BUILD THE ROAD!!!!

We need to build it now!!!!!

Thanks for your hard work in the massive undertaking and best of luck with this much needed improvement. Allen Dodge

Allen Dodge
North Layton Jr
1-801-402-6600
Geography

My new e-mail address is:
wdodge@dsdmail.net

GP-225

From: Held-Warmkessel, Jeanne [J_Warmkessel@fccc.edu] **Sent:** Fri 1/7/2005 1:29 PM
To: Legacy
Cc:
Subject: A better way
Attachments:

There has to be a better way than destroying wetlands for a highway that will spawn more development and destroy more wetlands. What a novel concept. Of course there is a better way. It's called the Citizen's Smart Growth Alternative and is the road to success. This is the only road that will allow for future travel needs. This is a better way to move traffic.

The area does not need the old Legacy highway that will destroy wetlands and make already bad air pollution worse and to top it off, does not plan for the future transportation needs of the area.

So be smart and not stubborn thinking that your way is the only way. Leave a real Legacy of being smart and accepting the alternative highway. Often times the alternative is the way to go!!!

Jeanne Held-Warmkessel

GP 226

From: Daniel Purtschert [dpurtschert@yahoo.com] **Sent:** Thu 1/6/2005 1:13 PM
To: Legacy
Cc:
Subject: Commuter Rail instead
Attachments:

I only did a little bit of research about the legacy highway issue. I am absolutely AGAINST IT.

With UTA Trax being so popular and successful the city/state should CONSIDER ALTERNATIVES and focus their time, efforts and money on commuter rail instead of a destructive, expensive, new highway!

The future is in mass transit not mass roads....

Regards,

Daniel Purtschert
Sandy, UT

Do you Yahoo!?
Yahoo! Mail - 250MB free storage. Do more. Manage less.
http://info.mail.yahoo.com/mail_250

GP-227

From: Judith Baker [judithbaker@email.com] **Sent:** Fri 1/7/2005 2:31 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Dear Mr. Punske,

I support the Citizens Smart Growth Alternative and urge your Administration to adopt this plan. Utah is such a lovely place to live and I feel we should do all we can to protect the open spaces and natural land we have. Sincerely Judith Baker 801 423-7000, Salem, UT

GP 228

From: Shane Minor [SMINOR@wmccat.com] **Sent:** Thu 1/6/2005 2:35 PM
To: Legacy
Cc:
Subject: Yes to Legacy Highway
Attachments:

To whom it may concern:

Please, please, please, please. Please do what ever may be necessary to push the Legacy Highway Project forward. If there are any other ways we as induviduals may help as well please let us know. I am so tired of Rocky Anderson and his little pals at the Sierra Club making life miserable for thousands of folks in Davis and Weber Counties. Traffic is almost unbearable during peak times, and off peak times for that matter. It is a battle to get home to our Families. I have been rear ended twice because of the stop and go traffic all the way into and back from Salt Lake City. Please make it clear to those who make important decisions that this Highway Project is the will of the people, and that we are much louder that the shrill screaming of a few bleeding hearts.

Shane Minor
2899 W 2125 S
Syracuse, UT 84075

GP 229

From: Barbara Lewis [barbaralewis@mailstation.com] **Sent:** Thu 1/6/2005 8:38 AM
To: Legacy
Cc:
Subject: Transit First Solution
Attachments:

I can not attend he meeting but I do,want to commend yoy on the solutions you have come up with. They sound very thoughtful & pertinent & forward looking. Thank you for the work you are doing for all of us who are concerned about our environment. Barbara Lewis

GP-230

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 7:22 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Marguerite Peterson
Address: 11489 Oberland Rd
City, State, Zip: Sandy, UT 84092

Comments
I appreciate this opportunity to express my opinion about the highway.
I have children and grandchildren that live in Bountiful. One grandchild has asthma an attends a grade school that has about 1/3 if her classmates with asthma also.
My daughter teaches in Davis County and in her class there are many children that come to school daily with their asthma inhalers.
I live in Sandy and there are too many days that I cannot see Antelope Island because of the dirty air because of an inversion problems in the North Salt Lake and Bountiful area.
I am very sad that the air quality will probably be made worse with the Legacy Highway emmissions.
I understand the need for the highway because of our population growth. I just would like the pollution problem to really be studied and addressed in this process.

thank you,
Marguerite Peterson

GP 231

From: Robert Bond [rgbond@earthlink.net] **Sent:** Thu 1/6/2005 2:50 PM
To: Legacy
Cc:
Subject: Legacy Highway: Gregory Punske, Program Manager
Attachments:

Dear Mr. Punske,

For a long time we have been greatly concerned about the plans for the legacy highway. As nearly lifetime nature lovers we are distraught about the destruction of the world class, valuable wetland areas surrounding the Great Salt Lake that could be wiped out due to the highway construction. 1

The wetlands around the Great Salt Lake are crucial to the migration and life cycle of many bird species in the western hemisphere.

We would urge that alternate plans be adopted, such as the Smart Growth Alternative, to preserve as much of the natural areas as possible. We wish that mass transit systems would be employed. This would promote a better quality of life with less air pollution. 2

Thank you for your time.

Sincerely,
Georgene Bond
Robert Bond

GP-232

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 7:07 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Blaine Leonard
Address: 772 West Southampton Ct
City, State, Zip: Farmington, UT 84025

Comments: I am a life long resident of Farmington; a fourth generation resident. I have watched Farmington grow and develop for my entire life. I have commuted on I-15 for most of my adult life, and have observed the traffic conditions during this growth, and during the various stages of congestion and construction. As a civil engineer, I have a reasonable understanding of the effects of this growth, and the causes of traffic congestion. Despite what the opponents of this project say, Farmington's growth has been unrelated to the condition of traffic congestion on I-15. People move here when the freeway was fairly uncongested, and they moved here in equal numbers when the pavement rehabilitation made traffic unbearable. Growth will happen regardless of the traffic condition on these roads.
I understand most of the issues surrounding the Legacy Highway reasonably well. I have travelled most of the proposed corridor and reviewed the maps and information. I believe that this project has been well evaluated and conceived, and the negative impacts fairly mitigated. Highway capacity must be expanded to meet the traffic need, and this is a rational and needed solution. I encourage the construction of Legacy Highway, and urge that it be constructed soon. The need has been established, and it is time we move forward to meet the need. 1
I am in favor of the development of heavy rail into Davis County, and the continued expansion of bus service and other mass transit options. I work in a part of Salt Lake County where mass transit is not practical for me. Many of my neighbors are in a similar situation. I recognize the need for mass transit and applaud it's development. Some of my family and neighbors use mass transit, and it works well for them. A full transportation solution for the future of Northern Utah involves mass transit and highway development. I encourage both.
Thank you for the opportunity to comment.

GP 233

From: M. Elisabeth Barry [elisabeth_barry@yahoo.com] **Sent:** Thu 1/6/2005 2:50 PM
To: Legacy
Cc:
Subject: Visionary, progressive, intelligent...
Attachments:

Visionary, progressive, intelligent...those are three things that the Legacy Highway is not.

The Citizen's Smart Growth Alternative is all of those attributes and more. Please give it a full consideration during the next set of hearings and decision process.

Haven't we learned anything from the ugly and inefficient sprawl we've built in the past? Shouldn't we save the ~$270 million that the Alternative provides? If we want to keep putting money in the pockets of developers and increase ugly inefficient sprawl that costs more over time, build the legacy. Otherwise, let's use our intelligent minds and operate smarter this time. Let's build the Alternative using commuter and light rail, while improving what we've already built. Let's learn from the eastern US and Europe where they pack in many more people yet the infrastructure is more efficient and more attractive. Let's leave more money to our children, and a more attractive, effective, and healthy place to live that has quality of life.

Thank you for listening.
-Elisabeth

Do you Yahoo!?
Read only the mail you want - Yahoo! Mail SpamGuard.
http://promotions.yahoo.com/new_mail

GP-234

Kimberly J. Stevens

From: Kang, Nancy SPK [Nancy.Kang@spk01.usace.army.mil] **Sent:** Mon 1/10/2005 9:17 AM
To: Legacy; Kimberly J. Stevens
Cc:
Subject: FW: Legacy Highway
Attachments:

From: Donna Delanty [mailto:donnadelanty@mwutah.com]
Sent: Friday, January 07, 2005 7:32 PM
To: Kang, Nancy SPK
Subject: Legacy Highway

Jan. 7, 2005

Dear Ms. Kang,

I am a 33 year resident of Park City. I moved to Utah from Southern California in 1972. I grew tired of the endless sea of pavement they made, to bring more and more people DRIVING, from farther and farther away to go to work. The only thing that makes sense to me is mass transit. Let's not be another L.A. or Phoenix. We need to learn from their mistakes. Park City has grown tremendously in the past 33 years since I moved here, but it's done it tastefully. I hope my children don't have to experience the smog and the congestion that I did in the L.A. area.

Sincerely, Jim Delanty

GP-235

From: Sylvia Wilcox [swilcox@gbronline.com] **Sent:** Fri 1/7/2005 8:44 PM
To: Legacy
Cc:
Subject: legacy highway
Attachments:

Dear Sir/Madam:

I am very concerned as a nurse and as an environmental conservationist about the air, water, and plant health of our community. I have been to the Farmington Bay to enjoy the amazing variety of waterfowl, and know it is threatened by the proposed Legacy Highway. I also know that the Great Salt Lake wetlands are one of a handful of vital stopover points for migrating fowl of many varieties. I also know that the federal government, despite the problems associated with oil dependency, lacks the will to do anything significant or meaningful about finding other alternatives to the use of gas powered vehicles.

For these reasons, it is imperative that citizens and communities and states do what we can to preserve vital environments and clean up the air ourselves. I hope that you will consider seriously the Citizens Smart Growth Alternatives to the Legacy highway. We can be innovative, daring, courageous and do something other than build more roads and accept that the automobile is the only means of transportation worth supporting. Please join forces with concerned citizens and find another alternative to a highway that cuts through precious wetlands and will just add more to sprawl and air pollution.

I am sorry I could not attend the public hearing on January 7, but I was worried about the slick roads and my safety, and the pollution from driving my car up there! I hope that you will consider my comments as if I had attended.

Sincerely,

Sylvia Wilcox

GP 236

From: BRUCE JACKSON [BJACKSON@wmccat.com] **Sent:** Thu 1/6/2005 3:07 PM
To: Legacy
Cc:
Subject: Public comment
Attachments:

To Whom it may concern,

After driving to and from Ogden several times each month it is easy in my estimation to justify the building of the Legacy highway, and rapid transit to and from Ogden from SLC. You only have to drive from Ogden to SLC once to see how desperately this new highway is needed.
Past generations have made decisions that have lead to our current highway system. They were looking out 10 to 15 years when the decision to build I-15 was made. We now have to make the same commitment to our future. If we fail to adequately plan for the future it will only end up costing our children much more in the coming years.
Thank you for listening to my concerns.

Bruce D. Jackson
1838 E New River Drive
Draper, Utah 84020
X4Bruce@msn.com

GP-237

From: ALBERT ALVEY [bertalvey@msn.com] **Sent:** Fri 1/7/2005 8:24 PM
To: Legacy
Cc:
Subject: How do we help?
Attachments:

I am 110% **for the Legacy Highway!! Even it won't be enough! It should be 3-4 lanes!**

We in Davis county need it, Yes, as well as everyone else in the Intermountain West, North West, South West, Mid West and anybody that does interstate commerce or travels North and South from Canada to Mexico. This is not just a local light rail and commuter rail problem. I watch I-15 almost every night until the wee hours of the morning and it is almost always full, that's not local traffic! and as you know, there is **no** alternative. I am so tired of the few telling the rest of us what is good for us. They cost us time and money let alone the best time to build out there (during drought conditions).

The Sierra Club etc. should compensate the rest of us for the time, money and suffering they are causing.

I believe we can and need to be good custodians of the Earth, its resources and wildlife, and still move forward responsibly.

Where do I start digging?

Bert Alvey
Bountiful, Utah

GP 238

From: Mike Davies [Mike.Davies@ihc.com] **Sent:** Thu 1/6/2005 3:11 PM
To: Legacy
Cc:
Subject: DSEIS
Attachments:

Please implement the transportation plan laid out in the "Smart Growth Alternative". The construction sequencing of different elements is critical. We must have the mass-transit solutions in place **first** in order to develop desirable commuting habits **before** further highway improvements are allowed.
Emphasizing highway improvements first enables longer & longer commutes and development sprawl. In addition, once poor commuting habits are established, it will be difficult to achieve good transit ridership when it does become available.
Thanks for your consideration,
- Mike Davies

Mike Davies
LDS Hospital
Medical Informatics
(801)408-1282
ldmdavie@ihc.com

GP-239

From: Slymerzel@aol.com [Slymerzel@aol.com] **Sent:** Fri 1/7/2005 6:29 PM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

To Whom It May Concern:

I am writing as a concerned citizen of Salt Lake City, Utah whose family originated here long ago. I ask that you please consider the Smart Growth Alternative to the Legacy Highway. The population is growing and breathing the cleanest air possible is extremely important not only now, but in years to come. The Smart Growth Alternative provides the necessary accommodations to satisfy the Great Basin's growing demands, and doesn't proliferate gasoline and oil dependent modes of transportation. 1

The wetlands of Farmington Bay are also crucial habitat for many birds that we share this valley with. The last viable bald eagle's nest is at the heart of the matter. I know UDOT has provided the nest with a sturdy reliable structure, but it is not enough. The land is a vital part of our community for both humans and animals to thrive together in harmony. Preserving the land, will promote peaceful sense of place. The Smart Growth Alternative is the answer! 2

Thank you for your consideration, Stephanie Young Merzel

GP 240

From: David Winn [dedw22@comcast.net] **Sent:** Thu 1/6/2005 4:24 PM
To: Legacy; dedw22 >> David Winn
Cc:
Subject: Comments on the Smart growth Alernative
Attachments:

Gregory Punske, Program Manager,

I would like to share with you my opinions as to why the Smart Growth Alternative to the Legacy Highway should be given a full and fair consideration 1

For 15 years two to three times a week I commuted along the Wasatch Front. Each day I hoped for a faster, safer commuter system from Brigham City to Salt Lake City. I was impressed that some one finally saw the railroad tracks sitting along side the highway and thought maybe they could serve the commuter's need. Bigger, better highways are fine and herald in more pollution in a system filled beyond it limits. More wrecks and death clutter the speedway, but of course those that survive get to where they are going and live to start another day. These points alone beg for a more in-depth consideration of an alternative that provides for speed, comfort and efficiency of fossil fuels. The aesthetic wetland values along the front are a bonus to the travel route. While I think well maintained and efficient highways are important, a commuter rail systems is more conducive to the quality of population growth by reducing highway traffic and its' associated pollution. In the long term these values are far more important to the quality of life by enhancing population growth in a more positive way.

Thus in my view the promise of the future is looking at alternatives that provide for fast, safer travel, that is not impaired by adverse weather, reduces parking problems, utilizes existing travel facilities and limits the use of fossil fuels. Rail systems provide these characteristics and are far more cost effective. The "Smart Growth Alternative" meets these criteria and should be favorably considered.

Thank you for your efforts that attempt to reduce the travel problems along the front.

David S. Winn, Ph.D.
435 753 1334

GP-241

From: J Rooney [jrooneysprint01@earthlink.net] **Sent:** Fri 1/7/2005 6:42 PM
To: Legacy
Cc:
Subject: Transportation and air quality
Attachments:

Good and efficiently designed and managed roads that allow for high quality traffic flow will help solve several problems. No matter how great public transportation is, there are a large number of people who just cannot use it. For many, it is impossible to go from point A to B to C and back to A without spending a lot of time and hassle doing so. Many people in this state have large families and "mom" cannot possibly haul a van load of little kids on a bus or Trax. Providing good roads and keeping traffic flowing reduces air pollution. It also improves the fuel economy of any vehicle to keep it moving instead of stopping it every mile or less with a poorly timed traffic signal.

The idea of converting Redwood road into to some kind of highway is ridiculous! All you have to do is drive down Redwood road and almost any time of day to see how congested it already is.

We need limited access "freeways" (or toll roads) that can by-pass much of the Wasatch Front from Centerville to Nephi that can let vehicles that want to go around the problems, do so. The Salt Lake Valley desperately needs at least 3 east-west "freeways" that can move heavy traffic across the valley.

I keep hearing that Utah "needs more growth and industry". Well we need ways to move people and we also need to stop thinking that "downtown" SLC is where everyone needs to work. We need to spread the office bases, including the government offices to various areas in the valley. Having most of the "bedroom communities" all on the south end of the valley and the jobs on the north end is a major part of the problem..

Thank you.

Jim Rooney
West Jordan

GP-242

From: Jerry OSTLER [JOSTLER@wmccat.com] **Sent:** Thu 1/6/2005 4:44 PM
To: Legacy
Cc:
Subject: Legacy Parkway Project
Attachments:

To whom it concerns,

I am sending my input as to my position on the Legacy Parkway Project. First and formost I support the project. There is a definate need for the legacy. I dont feel that mass public transit is able to support the wants and needs of the general public and we need more options other than having Mass Transit shoved down our throats.

The Sierra Club has opposed the project mainly over the wetlands issue if they are to receive 2000 plus acres of wetlands in return for the 140 acres of disturbed it should be a non issue.

The amount of congestion on our current interstate system needs some kind of relief and the Legacy is a good start. I support the Legacy Parkway Project
Jerry Ostler

GP-243

From: David S. Chapman [dchapman@park.admin.utah.edu] **Sent:** Thu 1/6/2005 5:25 PM
To: Legacy
Cc:
Subject: Legacy Highway DSEIS
Attachments:

Gregory Punske, Program Manager
FHWA - Utah Division

Dear Mr. Punske,

My wife Inga and I would like to express our support for the Citizen's Smart Growth Alternative to the Legacy Highway.

We have lived in Salt Lake for 28 years and value what open space, air quality, and wetlands that still exist in the valley. Thus we support a comprehensive transportation policy that protects wetlands, combats sprawl, and looks ahead to a time not dominated by automobiles as we are today. We think the combination of commuter rail, light rail, buses, bike paths, in addition to expansion of the current interstate corridors provides the best solution to our current problems.

A vote for the Citizen's Smart Growth plans is a vote for all of our future.

David Chapman
Inga Chapman

1471 Gilmer Drive
Salt Lake City, UT 84105-1604

David S. Chapman,
Associate Vice President for Graduate Studies
and Dean of The Graduate School
310 Park Bldg; 201 S President's Circle
University of Utah
Salt Lake City, UT 84112-9016

Phone: (801) 581-7642
Fax: (801) 585-6749
Email: dchapman@park.admin.utah.edu

GP-244

From: John Clemens [jdcjc@redrock.net] **Sent:** Thu 1/6/2005 8:10 PM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments: "AVG certification"(201B)

Mr. Gregory Punske
FHWA - Utah Division

Dear Sir,

It is my hope that I have used an appropriate address to communicate with you.

It appears that the Legacy Highway continues to be seen as the solution to traffic challenges to the north of Salt Lake City. It appears that proponents continue to minimize the geographic scope of injury to the Salt Lake wetlands. It appears also that those promoting Legacy Highway are also promoting urban sprawl, possibly in some instances unwittingly.

With all due respect, I ask you to seek further light and knowledge of the long-term contrast in construction cost, environmental repercussions and open space attraction. Thank you!

Sincerely,

John D. Clemens

<<"AVG certification">>

GP-245

From: Karen Lindau [klindau@comcast.net] **Sent:** Thu 1/6/2005 8:27 PM
To: Legacy
Cc:
Subject: opposed to legacy
Attachments:

I am opposed to building the Legacy Highway. I believe that alternatives such as increased public transportation and the widening of I 15 would be much better.

Karen Lindau
1356 East Harrison Ave.
Salt Lake City, UT 84105

GP-246

From: Paul AYRTON [PAYRTON@wmccat.com] **Sent:** Thu 1/6/2005 10:10 AM
To: Legacy
Cc:
Subject: Re: Legacy Highway
Attachments:

The Wasatch Front population is ever increasing year after year. A couple years ago there was an estimated population study done and the projection along the Wasatch Front is suppose to grow to be around 5-million in the next 30- to 40 years! That is more than double what we presently have. With increased population comes the fact of moving people efficiently. How are we going to move these people efficiently from their homes to work, shopping and pleasure and then back to their homes again ?

Wasted time in traffic stand stills along with wasted fuel comsumption is something that should taken into consideration when it comes to our enviroment. Air quality along with the wetland studies need to be taken into consideration. Commuter and Light rail systems are great environmentally effective ways to move people but the majority presently cannot connect with bus or rail systems effectively. So these must drive their own vehicle.

I think that the Legacy Highway is an efficient and responsible way to move the increasing population effectively. Its been long overdue.

Paul Ayrton
Sales Inventory Manager
Wheeler Machinery Co.
801-978-1360 Phone
801-974-0115 Fax
E-mail; payrton@wmccat.com

GP-247

From: Todd Rigby [trigby@networld.com] **Sent:** Thu 1/6/2005 10:07 AM
To: Legacy
Cc:
Subject: My Comments in favor of the Legacy Highway Project
Attachments:

I want to thank you and everyone at UDOT for the hard work you have been doing in trying to bring this important project to the Wasatch Front. While I live in Salt Lake County I regularly travel the I-15 corridor from Salt Lake to Ogden and points North. It is always with a certain amount of trepidation that I travel through Davis County. So many times a two car accident, a storm or even just fog nearly shuts down the freeway. Having a single North/South route from Davis to Salt Lake County is wholly inadequate. It is not only an impediment to commerce but also a public safety hazard. Please note my vote in favor of developing the Legacy Highway.

Todd Rigby
2533 E. 6485 South
Salt Lake City, UT 84121
(801) 944-9586

GP-248

From: Lori HANBY [LHANBY@wmccat.com] **Sent:** Thu 1/6/2005 10:24 AM
To: Legacy
Cc:
Subject: I support Legacy Highway
Attachments:

I just wanted to voice my support for the Legacy Highway project.
Thank you,
Lori Hanby
West Valley City, UT

Lori Hanby
Account Coordinator
Wheeler Machinery Co.
Phone: (801) 978-1469
Fax: (801) 974-9404
lhanby@wmccat.com

GP-249

From: Keith WHITE [KWHITE@wmccat.com] **Sent:** Thu 1/6/2005 10:42 AM
To: Legacy
Cc:
Subject: Legacy in Need
Attachments:

I would like to take this opportunity to express my opinion on the Legacy Highway. As a Wasatch Front commuter I have experienced first hand how bad traffic congestion can be and the frustration it creates. Since the I15 reconstruction traffic has improved dramatically and since it has been expanded to the point of the mountain it is a joy to travel through and around SLC.

I believe there are many options for reducing traffic congestion into the Davis County area. Light Rail, Commuter Rail, and Legacy Highway. All of these are excellent improvements but, there is no replacement for improving existing roads and designing and building new roads for the future. Our population will continue to grow and many people will choose to travel by rail as it gets built. The problem is rail will alleviate some congestion but not all and not as much as needed. As the population continues to grow so does the amount of people on the roadways. Thus the need for new roads.

Legacy should be the beginning of the needed improvements and contruction should not be held up any further. The Legacy Highway should be built and can be built while respecting and maintaining a balanced ecosystem for many generations to come.

Thanks,

Keith White
Warehouse/Exchange Parts Mgr.
Wheeler Machinery Co.
E480
Ph. 801-978-1448
Fax. 801-978-1810
Kwhite@wmccat.com
Wheelerxparts.com

GP-250

From: msgfletch@juno.com [msgfletch@juno.com] **Sent:** Thu 1/6/2005 11:13 AM
To: Legacy
Cc:
Subject: Citizen's Alternative
Attachments:

Mr Gregory Punske, Prog. Mgr.
FHWA - Utah Div

Sir,

I am writing in support of the Citizens Smart Growth Alternative to the Legacy Highway.

We need to preserve the Salt Lake wetlands by using light rail or bus systems and establishing a commuter rail to Ogden. Improvements to I-15 and esstablishing connectors to Highway 89.

This should prevent growth sprawl and the increase of smog in our state.

Sincerely,
Naomi T. Fletcher
MSG/Ret, US Army
Sandy, UT

GP-251

From: galenstar@comcast.net [galenstar@comcast.net] **Sent:** Thu 1/6/2005 12:21 PM
To: Legacy
Cc:
Subject: Legacy Highway-NO WAY
Attachments:

Dear Gregory Punske
Please give full consideration to the alternatives of a new highway.
Let's look to the future.
Protect our wetlands, I've been out there and it is a wonderfull peacefull bird sactuary -much needed for birds of the world to migrate thru.
Once gone-gone forever.
Thank you
Galen Schuck
Sandy,UT

GP-252

From: Susan Payne [susan@paynefree.com] **Sent:** Thu 1/6/2005 12:22 PM
To: Legacy
Cc:
Subject: Citizens Smart Growth Alternative
Attachments:

To whom it may concern:

Please give full and fair consideration for the Citizens Smart Growth Alternative to the Legacy Highway. It will greatly reduce the loss of valuable wetlands in comparison to the Legacy Highway. It will more fully meet future travel needs and it will promote more transit friendly development patterns, better long-term air quality and open space preservation.

Thank you for your time.

Susan Payne

Coldwell Banker

Cell: 435-901-3808

Direct: 435-647-4350

Toll Free: 1-800-825-8889

Website: www.paynefree.com

GP-253

From: Maughan, Alan (Internal Auditor) [AMaughan@uta cog ut us] **Sent:** Thu 1/6/2005 2 33 PM
To: Legacy
Cc.
Subject: Alan Maughan doc [?? Probable Spam]
Attachments Alan Maughan doc(31KB)

GP-253

January 6, 2005

Alan Maughan
1096 Shadowridge Drive
Kaysville, UT 84037

Army Corps of Engineers and UDOT
533 W, 2600 South, Suite 150
Bountiful, UT 84010
legacy@jsanet com

In re Legacy Highway Comments
FHWA-UT-EIS-98-02-DS

Dear Sirs,

Legacy is Necessary

It is absolutely essential that the Legacy Highway be built, and as soon as practicable I am a nearly lifelong resident of Davis and Weber counties and I am directly effected by the failure to complete this sorely needed highway alternative There have been too many accidents and road closures which have closed I-15 in the past It is clear that those who oppose this alternative transportation corridor do not use the corridor and spend their time living and traveling somewhere else How can people who are not directly effected by the project presume to know what is best for those of us who live, work and commute here If they had even the slightest clue about the situation, they would be completely in favor of the project

There is NO Viable Alternative

On several of the occasions when the I-15 freeway was closed between Bountiful and Farmington, I have had to try to go around the closure It is nearly impossible to get through The Great Salt Lake is on the west and highway 89 goes weakly along with its two lanes and many traffic lights When the traffic cannot get through on the freeway, 89 is the only alternative It immediately clogs totally When there was a double fatality that closed the freeway at Lagoon, I was on 89 in south Centerville The traffic would move one car length at a time, and when I got to the Courthouse in Farmington, I realized why The stop and go was occasioned by the entire line of cars starting and stopping based on the cars at the 4 way stop sign at the Farmington Courthouse Since that time, there have been numerous additional stop lights added to that street, each of which slows and restricts the traffic flow

GP-253

GP-253

Sierra Club Alternative is Insufficient to Solve Traffic Problems

The environmental groups' latest proposal includes a smokescreen in an insufficient plan to improve Redwood road That proposal is incomplete, and totally insufficient to meet the needs of those who actually travel in the corridor

We Need BOTH Commuter Rail and Legacy Highway!

The Commuter Rail project is moving forward with the Utah Transit Authority making the commitment to issue $175 million in bonds to finance the project Federal funding has not been approved as yet If Federal Funding is delayed or not approved, the project may be delayed At the very earliest, it will be done in very late 2007, (barring some environmental lawsuit) Commuter Rail is a good transportation alternative which will serve many people living between Pleasant View and Salt Lake City to start, and Brigham City to Payson as it is built out The Legacy highway is needed for current traffic, let alone all of the growth which will happen between now and the time it is completed In gathering facts, I noted that the original completion date for Legacy was slated for 2004 It would be so nice to have the alternative highway completed as I write this letter

Environmental Concerns HAVE Been Addressed

The amended Legacy documents have shown an improved awareness and response to the concerns about the highway right of way Even so, the document clearly shows how little needed to be changed in order to make the plan acceptable Had the Sierra Club and Rocky Andersen been willing to negotiate, the highway could be serving us already Please build the highway

$100 Million Has Been Lost

The fact that not much needed to be changed highlights how frivolous the lawsuit really was In light of that, the guaranteed payments to the contractor and the increase in cost because of the delay seems like the money was just wasted The greater public good has not been well served by the delay

Someone Who Knows

As someone who travels the specific stretch of I-15 each work day in a Van Pool, I am aware of the need for the new Legacy highway far more than some opinionated individual living out of state or in an uneffected area I ride either the bus or a van pool I almost never travel that stretch of highway as a single occupant I have done my part to eliminate and consolidate vehicle trips The Legacy highway is needed now Please build it

Productivity and Personal Time Will Be Enhanced

Since all of the time lost in the congestion will be either regained as productive work time or as personal time, both will be improved and enhanced There are only 24 hours in the day and congestion delays eliminated are time restored to the travelers

2

Build the Legacy Highway For Those Who Need It

The environmental groups have had their day in court and have had the ability to positively effect the project The majority of the people in the area want the highway built Just like in the elections, Sen Kerry had a chance to present his ideas, but the majority rejected them, but the ideas did effect the overall direction of the government After all the input had been received and processed, President Bush was elected It is time to do the same process for the Legacy Highway Adopt the relevant and necessary changes and build the Highway

Thank you,
Alan Maughan

GP-254

From Alliant03@aol com [Alliant03@aol com] **Sent.** Fri 1/7/2005 9 13 PM
To· Legacy
Cc: kris gruwell@hdrinc com
Subject Reduce traffic loads
Attachments

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project Public Awareness imput is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

Name Kris Gruwell
Address 842 East 1080 North
City, State, Zip Orem, Utah 84097

Comments I think UDOT / FHWA / USCOE have done a wonderful job with the Legacy Parkway and Preserve I think it should be build ASAP

I currently live in Orem and work in Salt Lake City I do not drive in the Davis County area on a daily basis. I do however feel the stress of constant commuting and traffic headaches going around the point of the mountain

I think UDOT has done a wonderful thing allowing their employees the opportunity to work four ten hour days a week That is a forward thinking excellent idea All Utah employers should encourage their employees to work four ten hour days One way UDOT can spearhead this excellent idea is to mandate that any company with which they subcontract to, allow their employees the opportunity to also work four days a week In addition to cutting down on 20% of their commuting on the highways, these same companies should promote their employees to telecommute whenever possible This combination of mandating telecommuting and working four ten hour days per week for all of their subcontractors would show the state how concerned UDOT is, about reducing highway congestion

GP-255

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:** Fri 1/7/2005 9:06 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Bryan & Sherrie Floyd
Address: 792 Dandelion Circle
City, State, Zip: Farmington, UT 84025

Comments:

We would be directly impacted by this project and fully support it. We feel like great effort has been put forth in the environmental studies and are very happy with the outcome. The nature preserve will be a great addition and more pleasing to the eye than what is there currently.

Davis County is continuing to grow, and we have seen the traffic continue to grow with it. I (Sherrie) currently commute to Salt Lake for work each day and often have a 1 hr. or more commute each way from Farmington. It gets very frustrating... I would like the people that are against this to sit in traffic each day for a few months and then hear their comments!

We have to face the fact that people are going to have to commute to SLC to support their families. Why not give them a way to get to work and back quicker, so they can spend more time with their families?

I cannot wait until this project is complete!!! I will be so happy to drive on the Legacy Highway. It will cut a considerable amount off my drive time, not to mention give an alternative route if there is an accident. Many neighborhoods get overrun with traffic east and west of I-15 when there is an accident or a huge back-up in traffic. I have always been very concerned about an alternative route for I-15, if there is a major problem with a piece of the pavement. How would all of the delivery tucks get through and service the northern part of Utah? This is definitely a major artery that needs a back-up/alternative route.

Thank you for the opportunity to comment. We appreciate all the effort that has gone into tonight. Job well done.

Sincerely,
Bryan & Sherrie Floyd

GP-256

From Alliant2@aol com [Alliant2@aol com] **Sent**·Fri 1/7/2005 9 01 PM
To. Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

Name Paula Axelrod
Address 2288 E Sunset Dr
City, State, Zip Layton, UT 84040
Comments I am a commuter from my home to work 5 days each week to 3300 S in Salt Lake The drive is intense with the volume increasing each day The most logical solution to this would be alternative transportation The first major factor woould be the continued start of the Legacy Project It seems to be the best thought out plan and the inclusion of the wildlife perserve is beautiful The construction seems to be plausible in many of the plans seen tonight and the Plan E is perferred

I would be impacted in the most positive sense as a commuter I left a job two years ago in the SLC area because of the commute The hour plus ride to travel 25 miles each way was a hardship with a family I also had back surgery and the stop and go traffic was horrific on my health I could hardly walk when I came home As of Nov last year I was transferred to an office in SLC I was ready to leave again because of the commute This job has given me the flexiblity of hours Thank goodness I can work a 7 30 to 4 schedule This means a little better commute where I can drive almost continually without stopping dead However, when an accident happens, the commuter boards have messages, or a highway patrol makes a stop, we suddenly are in gridlock Rocky Anderson was an opponent and have him do the commute for a week and he'd change his mind

You must consider the impact on families, jobs and health (the stress level in a bumper to bumper commute is huge)! You would have happier, healthier and better job employees with the addition of Legacy and other alternative transportation You have got to make the move now and I am in favor of the project

I would be happy to be available for additional contact and feedback

Paula Axelrod

GP-257

From: Alliant04@aol.com [Alliant04@aol.com] **Sent:**Fri 1/7/2005 8:41 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Gary Smith
Address:
City, State, Zip:

Comments:One more item!

Farmington Bay is a man made wetlands with roads and dikes constructed for the benefit of nest birds and of course hunters. The magnitude in terms of area vastly out numbers the small amount of impacted wetlands caused by the new highway.Let's have a sense of proportion when viewing things.

GP-258

From: Alliant2@aol.com [Alliant2@aol.com] **Sent:** Fri 1/7/2005 8:25 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

Name: Rich Christiansen
Address: 1123 E. 400 No.
City, State, Zip: Kaysville, UT 84037

Comments:
Having driven the corridor between SLC and my home in Kaysville for over 30 years I recognize the very great need of enhanced transportation systems. I am in full support of the Legacy highway and the other modes of efficient travel. My children and grandchildren are now suffering for the delays to this point. We can't stop growth. It is the fibre of this society we live in. Let's get on with this because it has to happen. Thank You.

Kimberly J. Stevens

GP-259

From: Marilyndin@aol.com [Marilyndin@aol.com] **Sent:** Thu 1/6/2005 10:30 PM
To: legacy@jsnet.com
Cc:
Subject: Legacy Highway Would Bring More Smog And Respiratory Ailments
Attachments:

Gregory Punsk, Program Manager
FHWA - Utah Division

Dear Mr. Punsk:

Concerning the Legacy Highway issue, we need the Smart Growth Alternative to be implemented. We badly need it!

With the highways we already have, air pollution is bad enough this past fall and present winter. Smog is bad and fog is bad. It should NOT be that way!

I have had chronic bronchitis several times this year and have had to go to work anyway just to keep bread on the table. I cannot afford to take off sick days.

My colds often turn into bronchitis and at one point, I began to wonder if I was coming down with pneumonia. It turned out I didn't, but other people have been so sick they have had to go to bed for several days or even go to the hospital. The cold viruses that have gone around in the Salt Lake Valley have turned into bronchitis for many people. I have worked with several.

Besides effecting our bronchial tubes and our lungs, several of us have come down with an inner ear infection that has made it hard to walk or stand without falling. It is a very miserable feeling to always feel like you are going to fall.

Some people have had the inner ear infection so bad that they have had to sit up all night rather than lie down. Some have had it so bad that they have been so dizzy that they could not stand up at all.

Air pollution increases respiratory and inner ear infections. I have talked to several people who have reported such problems.

Legacy Highway project without the Smart Growth Alternative will cause there to be more air pollution, more respiratory problems, more inner ear infections, more panic attacks due to fear of falling and more falls. In turn more people will die sooner, more people will become disabled sooner, more people will end up in nursing homes, more people will get aspiration pneumonia and all types of pneumonia, and more people will die of heart disease.

You may not think that air pollution has these adverse effects, not to mention the depression and low barometric pressure caused by fog and smog.

Legacy Highway will bring more cars and more fossil fuel caused the internal combustion engine.

PLEASE implement the Smart Growth Alternative. We don't need more air pollution and resulting illness and disability, lost man hours at work, and lowered quality of life.

Sincerely,

Marilyn Dinger
164 North 650 East
Kaysville, UT 84037

From: Judelizondo@aol.com [Judelizondo@aol.com] **Sent:** Thu 1/6/2005 12:46 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

GP 260

Please reserve our wetlands. Our nation is becoming a concrete world, we must preserve the lands we have for nature.

Jude

GP 261

From: Colleen Southwick [csouthwick@utah.gov] **Sent:** Thu 1/6/2005 12:50 PM
To: Legacy
Cc:
Subject: Citizen's Smart Growth Alternative to the Legacy Highway
Attachments:

Please give full and fair consideration to the Citizens Smart Growth Alternative. As a resident of Bountiful, I am in favor of light rail or bus rapid transit in Davis County.

As concerned citizens we should look at preserving what Nature Preserve's we have left for future generations and the good of the planet, instead of tearing down what is of benefit to our health and future.

Adding roads will not help, it will only increase the poisons in the air and increase urban sprawl, leaving us with the same problems we now face.

I urge you to consider the Citizens Smart Growth Alternative.

Colleen Southwick
csouthwick@utah.gov
(801) 297-3601

GP-262

From: JD Adam [jdadam@relia.net] **Sent:** Fri 1/7/2005 4:43 PM
To: Legacy
Cc:
Subject: Legacy Highway comments -
Attachments:

As little as ten years ago, most days, I could see the Wasatch front from Brigham City to Bountiful, clearly.

These days, clear air along the Wasatch front is more the exception rather than the rule. Most days, there is smog reminiscent of Los Angeles that covers the valley and hides our natural beauty of Utah.

I can understand why the population has grown so much here. Utah is a wonderful place to live and raise our children.

If we keep on increasing our driving and the use of fossil fuels along our Wasatch front, the smog and haze will increase! Our own Wasatch front will disappear.

I implore you to consider alternatives to building another highway. If it is easy for people to drive their cars, they will.

However, if we make it easy for people to use alternatives to driving, they will.

Please consider mass transit or a similar alternative to the Legacy Highway.

Thanks for listening,

Debora Adam, proud Utah resident since 1972.

GP-263

From: carolyn tuttle [cptut@networld.com] **Sent:** Fri 1/7/2005 11:42 AM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

I am pleading with FHWA to give greater attention to the Citizens Smart Growth Alternative to the Legacy Hwy. Those wetlands desperately need protection, along with open space, air quality, and quality of life. Transit ridership can do so much more than more concrete pavements will!

I wish I could attend the meeting tonight (DSEIS public hearing) -- I can only contact you this way. Please help!

Urgently, Carolyn P. Tuttle
939 S. Donner Way #108
SLC 84108

GP-264

From: SBA3282@aol.com [SBA3282@aol.com] **Sent:** Fri 1/7/2005 4:18 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

If you have never driven the stretch of highway between Salt Lake And Lagoon, try it sometime at rush hour. It is a joke. I can't see how the legacy highway will hurt the environment. The smog from the back up of cars has to be far worse than the highway. Please don't let the Sierra club get away with there tax costing court fees. Let's let the citizens win this one finally. Thank you, Susan Anderson

GP-265

From: Kyle Stowell [stowellkyle@yahoo.com] **Sent:** Fri 1/7/2005 4:08 PM
To: Legacy
Cc:
Subject: Legacy Parkway SEIS Comments
Attachments:

My comments are in support of the Legacy Highway. This is a road that needs to be built. I'm tired of sitting in my car for 30-60 minutes for what should be a 15 minute drive. Too often there is an accident blocking 1 or all lanes of I-15. The city streets that are used as alternates now do not have the capacity to carry the traffic as I-15 does. An extension of Redwood Road would not provide this capacity either. Time will only make this worse as further development occurs in all areas north of Farmington. Commuter rail will not meet the increase in demand either. Common sense tells me that commuter rail, an expanded I-15, and the Legacy Parkway will all be necessary, and probably additional measures, to provide the capacity to handle the increase in traffic that WILL occur whether this road is built or not. 1

One environmental consideration should be the exhaust produced by all of these cars sitting at inefficient idle on the parking lot I-15 will become. We all should be through with our commutes with our cars producing NO pollution because they are sitting in our garages after our 15 minute drives.

Environmental consideration should also be given to the thousands of acres of wetlands preserved through the land being bought and saved in the Parkway west of the new freeway.

Please consider the human cost of building in the D&RG railroad right-of-way. This is not an option due to the existing homes that would have to be demolished in order to build Legacy through this right-of-way. It basically saves no wetlands, either. 2

Kyle Stowell
1735 S 400 E
Kaysville UT 84037
(801) 451-9689

GP-266

From: Evelyn M. Richards [lever@sisna.com] **Sent:** Fri 1/7/2005 3:55 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Federal Highway Administration: Please give consideration to the Citizens Smart Growth Alternative. I'm sure you have a copy. It will protect more wetlands, provide commuter rail, save $270 million in state funds. It makes sense to go this route. Thanks. 1
Evelyn M. Richards

lever@sisna.com

GP-267

From: kentbren@juno.com [kentbren@juno.com] **Sent:** Fri 1/7/2005 3:27 PM
To: Legacy
Cc:
Subject: Citizens Smart Growth Alternative
Attachments:

I am writing to ask that you give full and fair consideration of the Citizens Smart Growth Alternative. I believe the Alternative will do the following:

1. Greatly reduce the loss of valuable wetlands compared to the Legacy Highway
2. Meet future travel needs by increased mass transit ridership.
3. Promote a better of life with more transit friendly development patterns, better long term air quality, and open space preservation.

Sincerely,
Kent Butterfield

GP-268

From: Sweeten, Maria [maria.sweeten@slcgov.com] **Sent:** Fri 1/7/2005 3:18 PM
To: Legacy
Cc:
Subject: Support for Legacy
Attachments:

We would like to state our support for the Legacy Highway project. As commuters living in Davis County, it is downright difficult at times to get home in the evenings due to the high volume of traffic. We believe Legacy will become a plus for everyone who drives through Davis County.

Thank you for the opportunity to voice our support.

Maria Sweeten

Steve Asbury

Woods Cross, Utah

GP-269

From: Julia C Parent [moench@juno.com] **Sent:** Fri 1/7/2005 2:33 PM
To: Legacy
Cc:
Subject: Please concider Citizens Smart Growth Alternative
Attachments:

As a Salt Lake resident I am aware of the traffic flow congestion north of Salt Lake City. Legacy Highway is NOT the answer. We have a global responsiblity to choose the least invasive options when we build new highways. Legacy Highway travels through our wetlands that are a vital stopping ground for a vast species of migratory birds. It is insane to think that develpments will not happen around the 4 interchanges that are planned along the Legacy Highway. So it is not just the area the highway being built on that is impacted, but the surrounding area as well. 1 2

The Citizens Smart Growth Alternative has also been shown to be much cheaper to build than the Legacy Highway, saving my tax dollars for other much needed projects. 3

Thank You,
Julia Moench-Parent

2450 E. Ellisonwoods Ave.
Salt Lake City, UT 84121
Phone: (801) 453-9747
E-mail: moench@juno.com

GP-270

From: Randy Ripplinger [randy@ripplinger.info] **Sent:** Sat 1/8/2005 11:45 AM
To: Legacy
Cc:
Subject: Public comment re: Draft Supplemental Environmental Impact Statement
Attachments:

8 January 2005

From:
Randy Ripplinger
854 Raymond Rd.
Fruit Heights, UT 84037
801-544-7284 home
801-646-4145 office

I am a resident of Fruit Heights, and I use Highway 89 from approximately 200 North (Kaysville) to access I-15 while commuting daily to Salt Lake City. I work at the Granite School District, 340 East 3545 South. Currently I drive my car, and I am the only occupant in the car while commuting. I have been commuting to this destination for two years.

While employed in two previous occupations in downtown Salt Lake City, I was a daily UTA bus commuter.

I have studied the summary of the Legacy Parkway Draft Supplemental Environmental Impact Statement. As an automobile commuter, I recommend the following:

- Adopt Alternative E. I favor "E" for these reasons (in order of my personal priorities): Lesser impact on displacing homes and businesses, lesser cost, and lesser noise impact. I would favor "A" as a second choice, although it has a high impact on displacing homes and businesses. 1
- I agree with the Statement's conclusion regarding "sequencing" of the project.The impacts of congestion incident to delaying construction of the parkway, plus the higher costs to motorists, demand that the parkway be constructed first, as the most efficient means of transportation in this corridor.
- The need for an alternative route for motorists during weather or other causes of closure to I-15 in immediate and imperative.

May I further suggest the following:

- Immediately enable and enforce all existing metered ramps along I-15 in Davis County. For example, northbound rush hour traffic often comes to a standstill at the Centerville onramp because the metering lights are never turned on.
- Enlist assistance from UHP to enforce compliance with metered ramps. I frequently note violators of the metering lights.
- Consider using UHP to "manage" traffic, even during rush hours. Utah drivers have the anomalous habit of prefering the left lane, whether passing or not. Also, Utah drivers daily create "blockades" on the freeway by driving abreast of each other at the same speed -- below the posted limit. These anomalies create back-ups on the freeway, congestion, and inneficient use of the freeway. I have noted that California Highway Patrol will sweep their city freeways, and by using lights and loud speakers, force slower drivers to move to the right. The fact is, when drivers create backups on the freeway, they are creating unused space on the freeway -- unused space that taxpayers have paid for, but can't use. 2

I urge the quick approval and construction of the Legacy Parkway, combined with expansion of mass transit and expansion of I-15 immediately.

GP-271

From: Kathleen Jones [galbuplace@yahoo.com] **Sent:** Sat 1/8/2005 11:46 AM
To: Legacy
Cc:
Subject: legacy highway
Attachments:

Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South Ste. 9A
Salt Lake City, UT 84118 January 5, 2005

Kathleen Jones
2478 East Elm Avenue
Salt Lake City, UT 84109

I am writing to protest strongly the DSEIS issued by UDOT and the Federal Highway Administration on the building of the Legacy Highway. It is obvious the decision by the 10th Circuit Court to send the plan back for study and modification to protect habitat corridors and vital wetlands was not taken seriously by the planners. This latest draft does nothing to mitigate the disastrous environmental consequences if the highway is built as outlined. 1

The citizens of Utah deserve better. As our state faces phenomenal growth, we must deal with the resulting consequences. Our air, water, open space, wetlands and wildlife habitat all are increasingly threatened. Yes, we have to accommodate the transportation needs of a growing populace but not by building a sprawl inducing roadway. Studies show that freeways always lead to more sprawl, more vehicles and, thus, unlimited spewing of poisonous fumes into our atmosphere.. 2

Utahns care about breathing clean air and Utahns For Better Transportation have developed a viable plan. It will protect significant wetlands, maximize transit while slowing sprawl, save almost $300 million in state funds and create a non-freeway, alternative transportation route through Davis County. The plan is one that will not only protect the environment - the very air that gives us life - but will serve the needs of a growing population. 3

I urge the FHA to discard the current plan and give serious consideration to the one offered by the Citizens for Smart Growth Alternative. 3

Sincerely,

Kathleen Jones

Speak only if it will improve the silence. (Message posted on a meditation hall in Singapore.)

Do you Yahoo!?
Yahoo! Mail - Easier than ever with enhanced search. Learn more.
http://info.mail.yahoo.com/mail_250

GP-272

From: mmarz@myway.com [mmarz@myway.com] **Sent:** Sat 1/8/2005 11:47 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

I support the building of the Legacy Parkway.

The state has gone above and be on what is reasonable to satisfy the "environmental" community. I also support the building of a more efficient mass transit system too. I would use mass transit more if it didn't take so long. Right now it takes me between 35 and 40 minutes to get to work. If I were to use UTA it would take 1 hr 45 min in the morning and a minimum of 2 hr 15 min in the evening to return home. As I listened to those apposed to building the Parkway they used the argument of being able to spending more time with family. Mass transit is unable to do it at the present time. Building a rail line through the Le gacy corridor will not improve those times any because they go into downtown SLC and I work west of I215.

I don't consider myself an environmentalist because I feel those people are very selfish and hypocritical. They seem to want to limit the use or access of something they are never going to use or keep people out because they are unable to walk or hike the distance necessary to enjoy it. In some cases, once they have established themselves in an area, they then want to limit others or keep them out entirely. I feel I am more environmentally conscious than they are because I feel their needs to be a balance between the environment, access and growth. Having people sitting in stop and go traffic on the freeway is putting significantly more emissions in the air compared to those driving at freeway speeds. That isn't any good for the birds either.

People are moving into this state weather we build highways or not. Population growth is not UDOT's fault. They are trying to remedy the effects of others who are trying to entice people to our state.

I've also heard the freedom of choice argument by the "environmentalists". They want commuter rail before the highway so people have a choice. The plan is to build both road and rail. Yet they want their choice but want to limit my ability to choose the quickest way home so I can be with my family.

Again I think UDOT has done a tremendous job looking out for the environment and the environmental community and courts have wasted too much of my money.

Please build the Legacy Parkway and commuter rail.

GP-273

From: Slick Ric [bkut540builder@yahoo.com] **Sent:** Sat 1/8/2005 12:51 PM
To: Legacy
Cc:
Subject: Alternative to the Legacy Highway [?? Probable Spam]
Attachments:

A famous person one wrote: "The definition of insanity is repeating the same thing again and again and expecting a different result."

Across America we have repeated the same thing again and again, namely building more roads to relieve traffic. I would like someone to point out a place where this has actually worked.

Look at Los Angeles, Denver, Dallas, the San Francisco Bay Area, Boston, Chicago....all have constructed new major freeways and all still have terrible traffic problems!

Building more roads does not solve the problem. Mass transit is the only way to move large volumes of people
without huge environmental impacts.

As a resident of Sandy, Utah I can attest how well Trax is working. During commute hours the trains are full, eliminating many cars from I-15. This same approach will work for Davis county.

Mass transit is easily upgraded to future needs by just
adding more trains or buses to each run. Moves more people with less impact on our environment. Less pollution, less noise and it will protect the vital wetlands of the Great Salt Lake.

I urge you to develop the Citizens Smart Growth plan instead of the Legacy Highway.

Sincerely,

Richard A. Lee
Sandy, Utah

GP-274

From: Bob Brister [bbrister@greens.org]
Sent: Sat 1/8/2005 7:49 PM
To: Legacy
Cc:
Subject: comment
Attachments:

Dear Mr. Punske, Program Manager,

I am writing to ask that the Federal Highway Administration adopt the Citizens Smart Growth Alternative. I love living in Salt Lake City but I hate the terrible air pollution. The last thing we need is the sprawl producing Legacy Highway. I'm also concerned about the loss of wetlands from the proposed Legacy Highway.

Thank you for considering my comments.

Sincerely,
Bob Brister
1102 S. 800 E. #A
Salt Lake City, UT 84105

GP-275

From: jtruman [myartdepartment@readytek.net] **Sent:** Sat 1/8/2005 7:15 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

To Whom it may concern,
My name is Jana Truman. I attended the public hearing at the Davis County Fair Grounds on January 7. I spoke using my 3 minutes. However, because of time limitations, I was unable to complete my remarks. I have a couple of additional comments I would like to have considered.

I am the lady who owns the hybrid gas/electric car who is environmentally conscious. I told about how my dear, sweet mother-in-law was stuck in the awful semi roll-over a couple of years ago. I mentioned that she is now afraid to travel on 1-15 and will not come and visit me anymore because she is afraid she will be stuck in traffic again. She hasn't since. I know for a fact that many, many others are also afraid and choose to not travel at all rather than put themselves in danger in such a manner.

As I mentioned, I am environmentally conscious. I recycle, I am careful. I encourage others to do the same. I support your current version of Legacy Parkway as THE environmentally sound option. One gentleman last night (Jan. 7) mentioned what he believed to be the negative impact of the "footprint" of the proposed parkway on not only the air quality but also the watershed and ducks' ability to refuel. I would point out to them that the drought, caused by nature, not man, has had and will continue to have, a far greater impact on those 40 birds per acre, than the foot print of the park way will ever have. From year to year, nature changes, flora and fauna adapt. The vast mud flats that adorn the shores of our beloved Great Salt Lake attest to that fact.

The support of the Redwood Road alternative, I believe, is misguided, not only for environmental reasons, but also because it does not take into account in anyway, further inevitable northern expansion. I encourage the Army Corps of Engineers to endorse and support Senator Sheldon Killpack's bill, SB0008, Local Corridor Preservation Funding. I feel strongly that UDOT and the ACE should do more to preserve the local corridor than is now being done.

Not only this, but you all should seriously consider contingency plans that would be flexible should the need for the northern phase be required sooner than is currently projected. As I mentioned, I am from the fastest growing community, Syracuse. Even with one of the highest impact fees, the strictest design standards and the highest development costs, the builders can't build homes fast enough. We do not see, in any scenario, barring disaster, where the growth will slow until build-out. Syracuse is not alone in this.

I commend the balanced approach of light-rail, mass transit and highways. I notice, as I pointed out that night, that not one of those self-proclaimed environmentalist drove an alternative fuels vehicle. One silly man suggested we all only ride bikes. His solution was for all of us to change our lifestyles. I notice his bike was not in the parking lot. All of the so-called environmentalist drove full-carbon emitting vehicles, including him. Respectfully, I would like you to note their hypocrisy.

I also encourage UDOT and ACE to continue to provide incentive for the purchase and use of gas/hybrid vehicles as well as alternative fuel vehicles. I would like to see extensions on the tax breaks and continuation of the use of the HOV lanes by such vehicles regardless of occupancy. I would also like to refute the comment someone made following me who said we all can't afford to drive hybrid vehicles. I believe many more would opt for such vehicles if they knew how inexpensive they really are, not only to purchase but also to fuel.

Thank you so very much for the amazing amount of effort and energy that went into this project. I am excited for the face lift Davis County will receive by having such a beautiful entrance into our county. I think of it in realtor terms as county curb appeal. Our ambience equity will greatly increase and with it the desire of many to recreate and to conduct business in our county. It will strengthen our communities because of this. Stick to your idea. It is a good one. I don't belittle or insult those who disagree with my point of view, I simply think yours is a better one than theirs. Keep up the good work.

Jana Truman

My Art Department
801-728-3369 or
801-336-6965
1391 S. 2375 W.
Syracuse, Utah 84075

GP-276

To Whom It May Concern:

I was recently informed about the current issue concerning the Federal Highway Administration and the repurposed Legacy Highway. Since I am not able to attend the public hearing on the 7th I was inclined to write my opinions on the issue. I feel as the thought the Legacy Highway is a temporary, destructive, easy way out of this problem that will only satisfy our temporary needs and not our future need as a community. Instead I strongly encourage that the Citizen's Smart Growth Alternative be considered.

The Federal Highway Administration has issued a Draft Supplemental Environmental Impact Statement in attempt to build a new road called the Legacy Highway which has already been overturned by the courts. I suggest that there is no need to build new roads when we can solve the problem by improving upon the roads that already exist. The Smart Growth alternative suggests improvements to I-15 and creating an extension to Parrish Lane from Redwood Road, as well as improving a frontage connector to Highway 89 in Farmington.

They have also suggested a commuter rail to Ogden and a bus transit to Farmington. This is an amazing idea for as we grow larger it will provide a non-highway alternative transportation route through Davis County. If the near future is imagined, it will be seen that Salt Lake is an enormous city. Now imagine no railways/bus transit and every person driving in their individual automobile to get to work. Imagine the parking lots, imagine the traffic and imagine the smog.

If you've ever been to a city like Chicago (I will use it for an example because I have been there and rode the railways.) you can see what a big part of life the railways

GP-276

are for many people. It is not unusual for a person to commute an hour to get to work and as Salt Lake City gets bigger and job opportunities increase more people will have jobs in the city and the hour commute will be common place in their lives too. It is also a great opportunity for people who don't have vehicles, older people who don't like to drive long distances and people taking trips who get caught in bad weather. It would also be far cheaper than the tank of gas it would require to travel the distance. Now with fewer people on the roads there would be less traffic, less collisions and less air pollution. 1

Though the returns on these proposals may take a few years it is projected that $270 million dollars in state funds will be saved over the Legacy shared solution. I would personally like to see those tax dollars used in a better way, than on a nearsighted, poorly planned Legacy Highway; preferable higher education.

Another problem with the Legacy Highway is that it will be built through the Legacy Nature Preserve. I am a Natural Resource student at Utah State University and have worked in their Limnology Lab for many years and I am well aquatinted with watersheds and I can not stress enough to you the great importance of our wetlands. Not only do they play a crucial part in the ecosystem of the Great Salt Lake but they are a major water retention and filtration system which is absolutely indispensable to us considering we are the seconded driest state in the country. 2

In having the Legacy Highway so close to these wetlands trash thrown out of car windows will be floating in those marshes and the thousands of gallons of oil and run off from the roads will be directly poured into the water, putting the wetland ecosystem in great danger. In destroying these wetlands you are destroying the reason why so many people love Utah so much; the beauty this land has to offer.

GP-276

I cordially invite you to go visit the Legacy Nature Preserve and see what it is that we hold so dear to our hearts and I tell you now it is a not an asphalt road. Once something as precious as the wetlands are gone you can never get them back and I would like the question to be asked what right anyone has to take these things away from my children.

I sincerely hope that the pros and cons of each side will be considered and the best possible decision made. I also hope that it will be seen that the Citizen's Smart Growth Alternative to the Legacy Highway will promote a better quality of life with more transit friendly development patterns for the future, which will be less expensive, as well as having better long-term air quality and open space preservation effects. Thank you for your time.

Sincerely,

Melissa Sanders

Melissa Sanders & Jacob Matthews

Jacob H Matthews

492 N. 500 E.
Logan, UT 84321

GP 277

Kimberly J. Stevens

From: Ucon Website [udotweb@utah.gov]
Sent: Thursday, January 13, 2005 12:53 PM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

2

---[Name]---
John Yancey

---[Address]---
23 W. Cave Hollow Cir

---[City, State, Zip]---
Farmington, UT 84025

---[Phone]---
801-451-8559

---[Fax]---

---[E-mail]---
yanceyfam99@yahoo.com

---[Project Comments]---
I support the Legacy Parkway.

==========

Kimberly J. Stevens GP 278

From: Benedict, George [George.Benedict@navitaire.com]
Sent: Wednesday, January 12, 2005 11:47 AM
To: Legacy
Subject: I support the Legacy Parkway as proposed [?? Probable Spam]

To Whom It May Concern,

I support the Legacy Parkway and would encourage it completion as soon as possible. The reasons are as follows.

There is a need for an alternate major highway through this area. If there is a major problem on I15, the only other alternative is side streets, many going through residential neighborhoods. These are not built to handle the weight or traffic. When the Semi carrying fuel overturned and caught fire in the Bountiful / Centerville area a few years back, shutting down the enter I15, these cities residential neighborhoods grid locked. Locals just stayed home, so by the end of the closure, much of this traffic was heavy trucks, including triple trailer rigs, on 25 mph residential streets. Extremely unsafe for residents. So, it also affects all interstate commerce passing through Utah when this happens. We need this for safety, commerce and civil defense purposes. 1

It will not increase urban sprawl. All the lands around the right of way already have development happening. This is not like building a freeway through totally undeveloped areas, as in Oregon and in the past LA. These did indeed open new lands to be developed. This is not the case here. It is already developable and being developed.

It should decrease pollution not increase it. A car moving at freeway speeds produces 1/10 the pollution than when it is creeping down the highway and doing stop and go. Anyone can look at the pass / fail standards for emissions testing and verify this. Just look at the difference between the levels at idle and at the higher rpm level. This said, until traffic increases by many multiple times, pollution will be decreased by the Legacy Parkway.

Commuter rail will not relieve enough traffic by itself to make a difference. The Wasatch Front is not like Spokane, LA, New York, Dallas, Minneapolis, etc. We do not have one major center where hundreds of thousands go to work inside a tight area. Our work centers are already spread out across the Valley. If I where to take commuter rail from Farmington, it would only get me to Downtown SLC or in the future perhaps 72nd South somewhere by I15. I then would need to transfer to some other form of transportation to get to the Cottonwood Area by the canyons, where I work. UTA already is heavily subsidized by sale taxes i.e. operates at a lose without tax dollars. They do not have the resources to create all the additional routes it would take to make commuter rail a viable option for most. Right now, it would take over an hour and a half each way for me to use UTA to get to work, because of transfers. I don't see how or have seen a plan where commuter rail would change this. And I am limited to the times of day that it is possible to even do it in that time frame. Thus making it not a option for those how working outside of 8:00 to 5:00 hours. 2

Many opponents indicate that people should make decisions to live closer to their employment, then we would not need the roads. That philosophy applied when people could count on a lifetime job. You could find a good neighborhood by work and spend a life there. Since I graduated from the University of Utah in 1982 with a degree in Accounting, I have had 10 different employers and 14 changes in job location. Only 2 of these changes have been my choice. The others have been companies going under or very successful companies merging / being bought.These locations spread in an area including Clearfield, to the Mouth of the Cottonwood canyons to the International Center by the Airport to Orem by Geneva Steel. In today's world, we would be constantly moving and uprooting families, causing more social problems with kids and other resources, high turn over in neighborhood etc. If you have ever lived in such an area, you know that the "community" is not as strong. Neighbors do not know or help each other as much, etc. Schools have a hard time planning for enrollment. This does have a high social cost. I some cases, such as mine right now, I could not afford to live by where I work. With jobs today, living by your work is only something that is feasible for some and very seldom a long term situation then.

More wetlands will be permanently protected than destroyed. Over 2,000 acres that would be developed in the future as a preserve. This compared with the lose of some 140 acres. The D&RAG route I believe would save 20 acres (don't remember exactly) but would impact so many homes and business. Per the web page between 149 and 279. This is not a reasonable trade off for another 20 acres of wetlands, especially with the 2,000 + acres of preserve as mitigation. 3

This project will help with the need that has been there for years. It is not for future growth.

Thanks,

George E. Benedict
1397 South 35 East
Farmington, UT 84025

Kimberly J. Stevens GP-279

From: Ucon Website [udotweb@utah.gov]
Sent: Friday, January 14, 2005 12:44 PM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Mark Taylor

---[Address]---
1499 W. Hanks Circle

---[City, State, Zip]---
Farmington, UT 84025

---[Phone]---
(801)451-0684

---[Fax]---

---[E-mail]---
taylorfamily_slc@yahoo.com

---[Project Comments]---
Please build Legacy Hwy. You have my full support. Thanks to UDOT for not giving up. If a rabbit is smart enough to build two ways out of his home in the ground, we can be smart enough to build Legacy and have another route if I-15 shuts down. Afterall, our economic well-being may depend on it. If congestion gets too bad, it will increase the costs of goods and services. In addition, LRT will help out with the problem. UDOT is right where a shared solution is needed. However, LRT is only moving people from Davis/Weber counties to downtown SLC. Let's not forget that transportation is the movment of people, goods, and services. Flexability is needed with commutes. I work on the West side of SLC, not downtown. LRT won't help me, unless I want to make 3 transfers and add 1 hour to my commute time. Goods and services need flexability and reliable travel time. Please allow Legacy Pwy to be built without any more delay.

==========

GP 280 1-21-05

Rosalee Swegle
670 S. 100 E.
Springville U.T. 84663

RECEIVED

RECEIVED JAN 21

January 10, 2005

Dear Federal Highway Administration,
I'm a fifth grade member of a Homeschool group and we've been studying about our Earth. I'm concerned about how people are destroying wetlands and wild life many places in this country. Many people do not understand how important wetlands are to us as humans! I don't want to see this happen in Utah, especially along the proposed Legacy Highway. I think that the alternative plan, that has been figured out by the Citizens Smart Growth Alternative of Utah , is a very good option because it will protect some of these valuable wetlands. I've been searching for some way to help these places grow and not be destroyed by housing and roads.

Here is why we need to be concerned about Utah's wetlands: They are the earth's filters or kidneys; they stop erosion and protect waterways downstream; they prevent floods; they act as a natural sewage system, cleaning up dangerous wastes; they provide for the water birds that migrate and many other species; they help keep our state healthy, just to name a *few* of the things they do! One of the most important things for our dry state is that they help fill up our underground water systems! I hope that you understand how vital wetlands are to the health of our state.

I realize that as the population of our state grows we will need a better transportation system. But let's not sacrifice wetlands that we cannot replace with anything better! The Smart Growth Alternative saves money and helps the growing cities not end up all sprawled out, but gives a smarter growth plan. For us kids future, please be smart! Please support finding a good alternative to destroying the wetlands for a highway! There are better ways! Please retain the Legacy Nature Preserve. Please give a fair look at the alternative for the legacy highway plan.

Sincerely,

Rosalee Swegle

Rosalee Swegle
Age 10

Kimberly J. Stevens GP-281

From: Richard Jonas [rjonas@xmission.com]

Sent: Saturday, January 15, 2005 6:22 PM

To: Legacy

Subject: Better transportation without destroying wetlands in Davis County

Hello,

I used to commute to Salt Lake City from Roy, Utah. Believe me, I'm for increasing the efficiency of transportation in Davis County but NOT at the expense of the environment.

I propose you abandon putting the Legacy highway through wetlands. Instead do three things now: (1) remove the bottlenecks of the present I-15 such as rebuilding the Beck Street interchange so there are no lane constrictions, (2) put in a commuter rail from Ogden to Provo, and (3) work with Davis County municipalities to preserve farmland and limit urban sprawl so there are fewer people who need to use their cars to get into Salt Lake City.

Sincerely,

Richard Jonas

GP 282

RECEIVED JAN 21 2005 1-21-05

Hi my name is Savannah Taylor and I am concerned about the wetlands that the legacy h.w. will go through dont you realize that with out the wetlands we would die because the wetlands act like kiddneys they filter out polution and garbage some states use their wetlands to clean their water that they drink it is said it comes out cleaner then in ours suage. Please make a compromise.

Sincerly

~~Savannah Taylor~~

p.s. please help make a compromise.

Kimberly J. Stevens GP-283

From: Kang, Nancy SPK [Nancy.Kang@spk01.usace.army.mil]
Sent: Monday, December 06, 2004 8:29 AM
To: Legacy
Subject: FW: Legacy Highway

From: JuliCrane@aol.com [mailto:JuliCrane@aol.com]
Sent: Saturday, December 04, 2004 9:42 AM
To: Nancy.Kang@usace.army.mil.
Subject: Legacy Highway

Dear Ms. Kang,

Having lived in Utah for 13 years and worked as a wetland consultant therein for 8 years, the proponent has not satisfied the requirement for practicable alternatives and the Section 404 permit application should be rejected without prejudice.

Alternatives exist--both physical locations within the valley as well as alternate modes of transportation--that would have less impact on waters of the United States than a project footprint that requires 99-acres impact. Approval of the action as proposed would be in conflict with the intent of the Clean Water Act and inconsistent with its administration by other Corps Districts.

Utah's Wasatch Front does not need another highway, particularly in light of the inversions and air quality problems already present and which would only be exacerbated by the proposed action. Alternative transportation--particularly mass transit systems--are practicable and have received little more attention than lip service.

I recall when the Legacy Highway was first conceived and ideas for its location were being discussed. Even then, it proposed extensive impacts to waters of the U.S. In the intervening decade, it is clear that little has changed to seriously investigate practicable alternatives. IDOt once again has is merely waving their red-white-and-blue flag and pronouncing they intend to provide a "public improvement," as though they only need that to justify their absence of forethought and/or failure to thoughly investigate alternatives. Fortunately for the people of this country, that is not sufficient justification under the Section 404 program to allow the proposed level of impacts to our Nations Waters.

IDOT should discard the isolationist attitude and take advantage of transportation experience from states that have already experienced fast growth of the infrastructure (e.g., California, the Chicago metro area, the East Cost, etc.), where DOTs have learned that more highways only encourage more cars, greater gas consumption, and greater air pollution. The proposed project will repeat the same mistakes when we already know the outcome. To ignore that knowledge is foolish and will only cost the people of Utah more money in the long run and the United States more of its fast-vanishing natural resources.

Practially speaking, mitigating 99 acres at a minimum 1.5:1 ratio in itself should be sufficiently cost prohibitive to warrant a different alternative. Given IDOT's past record of wetland mitigation failure for Sardine Canyon highway wetland impacts, mitigation for justifiable wetland impacts should be at a higher ratio such as 3:1 or even 5:1 for high quality aquatic resources. Mitigation also should be in-kind and on-site, replacing wetlands within one mile or less of the locations of impact so that there is minimal impact on habitats used by local and migratory waterfowl and other wetland-dependent wildlife.

Of late there is a hue and cry for consolidation of wetland impacts into a single large mitigation site. Doing so, however, results in substnatial indirect impacts to wildlife that is often ignored.

GP-284

RECEIVED JAN 21 2005 BSP 1-21-05

9737 1300 N.
Mapleton, Ut. 84664
January 11, 2005

Dear Gregory Punske,

I have been learning about wetlends. I want to save them.

Wetlends look ugly but you can see them that they have beauty.

Wetlends can be homes for plants and animal.

I like the wetlends. You can see the bearcty.

Sincerely,
your friend,
Faith Taylor age 7

GP 285

Jan. 6, 2005

Gregory Punske
FHWA - Utah Division
2520 West 4700 South Ste.
Salt Lake City, Utah 84118

RECEIVED JAN 21 2005

Dear Mr. Punske:

It would be much better for the environment if you would implement the Citizens' Smart Growth alternative to the Legacy Highway. It is wrong to dismiss this alternative, because the Citizens' Smart Growth strategy will protect wetlands, slow the spread of sprawl, save state funds, and create a non-freeway transportation route through Davis County! The FHWA's Draft Supplemental Environmental Impact Statement will do just the opposite. It will destroy wetlands, generate sprawl, and desecrate the environment.

Please meet future travel needs by implementing the Citizens Smart Growth Alternative! Thank you!

Sincerely,
Ruth Niswander
622 Barbera Pl.
Davis, Ca. 95616

bSP
1-19-05

GP 286

RECEIVED JAN 21 2005

bSP
1-19-05

January 10, 2005
2930 S. Warr Rd.
Salt Lake City, Ut
84109

FHWA Utah Division
2520 west 4700 South Ste. 9A
Salt Lake City, Ut 84118

Dear Gregory Punske,

We are writing to ask you to give consideration to the Citizen's Smart Growth Highway Alternative Plan. Today, we know what happens to our environment + wildlife when we forever alter landscapes and waterway for our own development. We have an obligation to preserve and protect what we can and develop with as little impact as possible. The Legacy Highway on it's own is very destructive and is only a temporary fix for a bigger problem - it too will become congested. Mass transit is the answer. People need to change the way they think and have an opportunity to change their behavior. Give them an option to not take a highway - MASS TRANSIT. Mark + Stephanie Natt

Kimberly J. Stevens GP 287

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Tue 1/18/2005 8:33 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Saving Money (we need it)
Attachments:

-----Original Message-----
From: POWPOWPRINTS@aol.com [mailto:POWPOWPRINTS@aol.com]
Sent: Monday, January 17, 2005 4:45 PM
To: Legacy
Cc: POWPOWPRINTS@aol.com
Subject: Saving Money (we need it)

I do not understand how the Legacy Highway is a progressive move.
We live in the valley of smog. Many People would give up Driving to work.
Why Not? Easy, No stops, No Gas required, *and* helps with Globall Warming.
But that is alot of people and with numbers like that we need to be working on the Very Best Commuter Rail. One that accomodates and conveniences the number of workers everybody is concerned about in 2020. The pathway is the Wasatch Front from North to South. Give the commuters a chance to get off the road. An incentive: a Nice Train, Coffee and Snack shops along the way. (all of which are going to be Very costly)
Use the rails that are exisiting for the main train, the location is perfect.
See if that opens the freeway for more trucking.
In the future there will be more available funding for additional plans.
Pleade do not waste **Our Limited Money** (and resources) when it is not a progressive move.
Also realize that there is a very precious span of wet lands on the North end of the lake that I frequent to watch birds and photograph, Please don't Destroy it for Trucking.
Thankyou for your time, and the opportunity to express my concerns!!!!
Its abt. quality of life (air).
Sincerely
SAW
swoody84403@yahoo.com

GP-288

From: Reavis David R SSgt 169IS/LGS [david.reavis@utsalt.ang.af.mil] **Sent:** Mon 1/10/2005 4:22 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I work in the military, so I understand just how hard it is to stop a bureaucratic ball once it has picked up momentum. But once you see that the ball has started going in the wrong direction, you are faced with two choices: 1) Stop it, and get it going the right way, or 2) Just shrug your shoulders and allow a mistake to be made. The Legacy highway is that ball.

The Legacy Highway was invented as a resolution to the congestion that occurs north of Salt Lake City every day, as people from Davis County attempt to travel into the Salt Lake valley. It is a real problem and needs an innovative solution. The Legacy highway would resolve it, but at a cost that too many are not willing to pay. It would irreversibly damage the wetlands that are in its path, and create a blight on the landscape of our beautiful state. I understand that sacrifices have to be made to compensate for population growth, and if there were no better alternative, I would accept this as something that needs to be done. But there ***is*** a better, less costly alternative that is open to us. All that we need to do is to stop the bureaucratic ball, and head it in another direction.

The Citizen's Smart Growth Alternative provides a resolution to the commuter problem, but it doesn't do so at the expense of the wetlands, the wildlife, or the beauty of this state. It has a much greater potential for growth in the future (as opposed to the highway, whose growth can only come at the expense of even more of its surroundings). And it has the added bonus of helping to improve the air quality of Salt Lake and Davis counties by reducing the amount of automobiles on the road (and if you've ever woken up to see the haze of pollution hanging over our fair city, that is something that we are all anxious to get rid of).

If we've learned anything from the Trax light-rail system, it's that alternatives to driving are not only possible, they are viable, they are efficient, they are cheaper, and Utahns are more than willing to embrace them. Please give a full and fair consideration of the Citizen's Smart Growth Alternative, and let's get the ball rolling in the *right* direction this time.

SSgt. Dave Reavis

169th IS/LGS

DSN 245-2617

GP 289

January 15, 2005

Dear Mr. Punske,

INTEGRITY, WISE-USE, PRUDENCE, and VISIONARY are all words that have nothing to do with the Legacy Highway. I fully support the Citizens Smart Growth Alternative

As a teacher at Lincoln Elementary School in Salt Lake City, I feel that the 270 million in state funds to be saved by aborting this nonsensical plan would be much more wisely put to use in Education.

Highways breed environmental and spiritual poverty, plain and simple. I would urge you to think twice about leaving a "legacy" of concrete madness. Thank you for reading my letter.

Sincerely,

Ms. Edie Davis

GP-290

From: Joan Gregory [jmg@csolutions.net] **Sent:** Sun 1/9/2005 10:23 PM
To: Legacy
Cc:
Subject: Legacy Highway DSEIS
Attachments:

I am sorry to say that I was unable to attend the Public Hearing on the Legacy Highway DSEIS.

However, I want you to know my views on this matter. I do NOT support building the Legacy Highway as proposed in the DSEIS.

Instead, I request that full and fair consideration be given to the Citizens Smart Growth Alternative which if implemented will
- provide greater protection to the wetlands of the Great Salt Lake
- improve transportation while slowing sprawl growth
- save money
- create a non-freeway alternative transportation route through Davis County

Roads are such that, if we build them, the cars will come and keep on coming, filling up the roads faster than we can build them. But what we build over, what we cover over with asphalt and cement, cannot be replaced. Nature provides so many services for the planet (that is, for us as well as for the plants and animals). When those services are gone, so is nature and when nature is gone, so are we.

all things are connected
joan

Joan M. Gregory
Salt Lake City, UT
801-582-7783
jmg@csolutions.net

"The character of a society is the cumulative result of the countless small actions, day in and day out, of millions of people." -- Duane Elgin

From: Doug Goodall [sunandsage@wwdb.org] **Sent:** Sat 1/8/2005 4:04 AM
To: Legacy
Cc:
Subject: Legacy Parkway & Preserve -- Draft Supplemental Environmental Impact Statement
Attachments:

GP 291

I was unable to attend the meeting but would appreciate it if my comment were included in the decision process.

I deliver vehicles of various sizes around the country and sometimes through or into the Salt Lake area. Traffic in the Salt Lake area is getting very bad. I've lived in LA in the past and I've seen where continuously building more roads and continuously widening them leads. I support the Sierra Club's proposal because I believe it will remove traffic from the highway and make my job easier. Please hurry with putting in the rail system.
I'm a Republican.

Doug Goodall
PO Box 6567
Reno, NV 89513
sunandsage@wwdb.org

GP-292

From: Val Pollock [VPOLLOCK@wmccat.com] **Sent:** Mon 1/10/2005 8:08 AM
To: Legacy
Cc:
Subject: New Road Construction
Attachments:

Gentlemen and ladies.
Because the legacy highway debate is going on again, I'd like to voice my opinion as to its construction. We need this highway very badily. It needs to be compleeted as quickly as possible. I believe it's southern hook-up needs to be changed however. This should be to the 5600w.street, this would then be ideal.
Thanks
Val Pollock
West Valley City

From: Wiederholt Jere D Civ OO-ALC/MASMB [Jere.Wiederholt@HILL.af.mil] **Sent:** Mon 1/10/2005 9:57 AM
To: Legacy
Cc:
Subject: Missed the meeting
Attachments:

GP293

Dear Mr. Gregory Punske,

Unfortunately I was unable to attend the January 7, 2005 Legacy Highway DSEIS Public Hearing. Please note that I support a commuter rail north from SLC to Ogden and points north. I also support expanding the usage of I-15 rather than the creation of a new Legacy Highway.

Thank you for your consideration,

Jere Wiederholt

Kimberly J. Stevens

GP-294

From: Steve Hester [shester@p5health.com]
Sent: Tuesday, January 11, 2005 9:53 AM
To: Legacy
Subject: Legacy Highway [?? Probable Spam]

I am frustrated the a few special interest groups are stopping the economic growth of this state. I travel from Salt Lake to Ogden atleaste twice a month. I have to endure the traffic jams and bottlenecks. This highway is critical and should have been started ten years ago. I am in full support of the Legacy Highway.

Steve Hester
AS400 Systems Administrator
P5 e.Health Services, Inc
801 412-7909 Shester@p5ehs.com

GP 295

From: Lynn Arave [lynn@desnews.com] **Sent:** Mon 1/10/2005 10:00 AM
To: Legacy
Cc:
Subject: Legacy Highway comments
Attachments:

Speaking as a private citizen and also as a daily weekday commuter from Davis County to Salt Lake City, I say there is a great need for this highway.

If I-15 is ever shut down for accidents (and it also could happen in a refinery fire too), Highway 89 can't begin to handle the load.

While the Sierra Club claims the Legacy would be bad for the environment, I say it will lessen the problem of having cars idling along in rush hour traffic on an overused I-15, thus decreasing air pollution problems.

Population of the Wasatch Front will increase with or without this highway.

Also, for some cities, like Kaysville, the Legacy highway can ultimately be a dividing line by the Great Salt Lake and development can generally not be allowed west of there, also helping the environment.

When ever I-15 is widened or refurbished, the Legacy can also ease congestion and thus pollution by providing an alternative route.

As the west side of north Davis County (Syracuse, West Point and Clinton) continue to grow, a west side highway will also promote less congestion as commuters don't always have to travel east to access I-15, but will have a western alternative.

Many Salt Lake residents don't understand why Legacy is needed, but then they have the Bangerter Highway, Redwood Road and lots of alternatives high-traffic roads already that Davis County doesn't have.

As the smallest county in Utah and as a vital connection to northern Utah, Davis County's I-15 is the only way for Weber, Box Elder and Cache county residents to travel south. Legacy provides a sensible backup and alternate highway for both safety and less pollution reasonsa

Don't let short-sighted environmentalists halt this project. It is needed now and even more so for the future.

--Lynn Arave
1177 N. 1250 West
Layton, Ut. 84041.
544-5953.

Kimberly J. Stevens GP-296

From: bimmitt@comcast.net
Sent: Tuesday, January 11, 2005 11:09 AM
To: Legacy
Subject: We need smart growth [?? Probable Spam]

Dear Mr. Punske

I haved lived in Utah for 30 years and have seen both the positive and not so positive impacts on the infrastructure of our state. We enjoy the positive changes and tolerate the not so positive ones, hopefully learning from our mistakes and successes.

In my humble opinion, I believe we need to be less dependent on foreign energy sources and more open to transportation approaches that reduce our consumption of and dependence on fuel. TRAX has been a huge success in the SL Valley. I recall that there were many who doubted that people in the southern part of SL Valley would give up driving to their jobs/entertainment in downtown SLC. However, they did - in great numbers.

As a result(on the positive side), there is less traffic congestion (though it could be better) and cleaner air (though it too could be better). I do empathize with the congestion that Davis County residents have about traffic delays/congestion in their current commute to/from the SL Valley. Each alternative would improve this situation. However, a new highway would increase SLC traffic/parking congestion, while relieving Davis County commuting problems, and would negatively impact SL Valley air quality. Building another highway would just shift the congestion problem from one county to another. 1

I favor the light rail solution and believe that ridership would be high from the outset. I cannot believe that if we go this direction that Davis County residents would avoid riding a convenient train to continue their long commute to/from SLC on I-15. 2

Please, let's build on the alternative that has worked in the SL Valley and expand light rail to Davis County.

Thanks for hearing my point of view.
With all due respect and concern for my fellow Utahns in Davis County.

Sincerely, Robert Immitt

PS - wildlife and wetlands are important to me, my friends, and family as well...

GP 297

Kimberly J. Stevens

From: Thomas Smith [tsmith@co.davis.ut.us]
Sent: Tuesday, January 11, 2005 9:25 AM
To: Legacy
Subject: Comment on Legacy Highway [?? Probable Spam]

Comments of SEIS.doc (24 KB)

Attached are my comments. Please add them to your record.

Tom

<<Comments of SEIS.doc>>

GP 297

Thomas A. Smith
394 N. 3125 W.
Layton, UT 84041

Comments on the SEIS for the Legacy Highway.

Why I believe the Legacy Highway should be built now.
I have driven I-15 from Layton to Salt Lake City for the past 16 years. Over that period of time the commute time has gone from 25 minutes to and hour each way. The average time now exceeds 45 minutes. If there is a accident the time can be as much at 2 hours. I-15 today is at capacity and the delays are excessive. A commuter train will help but a quick look at I-15 South will tell you that the commuter train will not relieve congestion. I-15 was widened and light rail was added and today light rail is running at capacity but I-15 is still congested. Commuter rail to the north will take at best 10% of the traffic. So what does the remaining 160,000 commuters do when I-15 North is widened? Do we stay home for 2 to 3 years while the road is reconstructed? Adding more lanes to I-15 will help but it will not provide for added traffic that Legacy Parkway will. Legacy Parkway needs to be constructed **NOW**. I believe the public has spoken when 85% of the people are in favor of building the Legacy Highway. I believe the public has spoken their desire to live in communities away from the business centers. I believe the public has spoken when they say they want transportation choices instead of being forced into a life that some professors and special interest groups espouse of living, working, dying in one high rise community and leave the rest of the world to the animals.

Becoming like Los Angeles
Building transportation systems does not a Los Angeles make, in the works of the Special Interest Groups. Los Angeles is what it is because of special interest groups forcing the public to do what they want instead of doing the right thing. The smog is created in a great part because of hundreds of thousands of cars setting on freeways because of congestion. The special interest groups have not allowed highways to be built and have required highway projects to be delayed for many years even as the traffic continues to grow. If California would have been allowed to keep up with traffic in building its highways and mass transit systems they would not be in the mess they are today. If Utah continues to allow special interest groups to control what and how transportation systems are built and how growth develops we will be in the same mess that California is in. There is no balance in what the special interest groups are proposing. They call themselves "Environmentalists". An Environmentalist is one who proposes and promotes a balanced environment. Their proposals are anything but balanced. Humans are not a part of the environment. Their only concerns are their special interests.

Citizens Smart Growth Alternative
The proposal provided by the special interest groups, which they call "A Smart Growth alternative to the Legacy Highway" has major economic impacts to the Cities of North Salt Lake, and West Bountiful. Because it splits the cities in half the roadway will become another redwood road or 7th east with signals every ¼ mile making it impossible for it to become an alternative to I-15. It cannot carry even a fourth of the traffic that I-15

GP 297

carries. Even with 3 lanes in each direction it could not carry more than 45000 vehicles a day compared to 160000 on I-15. Add to that open access and the number reduces even more. The crossing of I-15 and the Railroad at Parrish Lane in Centerville is so jammed now that traffic is at a stand still. Adding more cars to an already failing intersection makes it impossible to move any traffic through this area. Putting cars on the frontage road north of Parrish lane would take out a hundred homes and close freeway access to numerous business that have located in that area causing millions of dollars impact to these businesses. When they get to Farmington there is no proposal to do anything but put this traffic onto Farmington City Streets that are not designed to carry this heavy traffic. In simple words I would say this proposal is a huge joke. If you want a transportation system to fail their proposal does a very good job of that. But I suppose because they are a special interest group, who wants our transportation system to fail, is why they have made this proposal.

Wetlands

I have a hard time believing the special interest groups are really interested in preserving wetlands. If they really wanted what is best for the environment they would have jumped on the proposal made by UDOT for mitigation of the wetlands impacted by the construction of the Legacy Highway. The Legacy Highway will impact about 100 acres of low to medium quality wetlands. The proposal will preserve over 2200 acres of a nature preserve that would become development if it was not preserved. This is a replacement of 22 to 1 which is far beyond the normal requirement of 1 to 2 or 1 to 3. Then I ask myself the question if they were really concerned about the impacts to wetlands why did they not make any comments on the environmental document prepared for the construction of the Commuter Rail. The commuter rail destroys wetlands so why didn't they comment, and why is UTA not required to mitigate for the destruction of wetlands?

GP-298

Kimberly J. Stevens

From: Tim Minor [TMINOR@wmccat.com]
Sent: Tuesday, January 11, 2005 2:05 PM
To: Legacy
Subject: Legacy Hwy [?? Probable Spam]

I commute to Salt lake city every day from Clinton city. I cant tell you how much I look forward to the legacy hwy. Not only to make the commute less conjested but to have a way to get home or to work if I-15 is shut down for some reason. Most of the time the commute takes 1hour, when it should take 35min. Please make this happen for the thousands of people that it would benifit. Thank you.

Tim Minor

Kimberly J. Stevens GP-299

From: Dusty Demille [DDEMILLE@wmccat.com]
Sent: Tuesday, January 11, 2005 4:17 PM
To: Legacy
Subject: Legacy Parkway [?? Probable Spam]

My name is Dusty DeMille. I live in Weber County and often commute to Salt Lake. Often times the traffic congestion I encounter in Davis County will double my commute time. Based on the facts of environmental impact I have viewed the Legacy Parkway is a worthwhile project that will positively impact many people living in Northern Utah, while having a minimal, if any, negative impact on the environment. 1

Thanks
Dusty DeMille

Kimberly J. Stevens GP-300

From: Ryan Cowley [ryan@rchuntelectric.com]
Sent: Wednesday, January 12, 2005 10:02 AM
To: Legacy
Subject: Legacy Public comment [?? Probable Spam]

"If you build it....they will come"

PLEASE, PLEASE, PLEASE build Legacy. It's a no brain proposition. It's critical to continued economic growth for both Davis County and Salt Lake County. A large percentage of workers commute from Davis County on a daily basis. As the number grows and congestion builds, the difficult commute will deter Davis County commuters from working in SLC and likely turn their attention northward. 1

Beyond economics it's a simple matter of safety and infrastructure to have more than one means of transportation connecting the two large communities. Natural disaster and accidents completely shut down means of travel between north and south as we bore witness to a few years ago when an overturned oil tanker was ablaze in Centerville for several hours, effectively cutting of northbound travel. 2

Ryan Cowley
Project Manager
Hunt Electric, Inc.
www.huntelectric.com
(801) 975-8844
(801) 975-0509 fax

GP 301

Kimberly J. Stevens

From: Jeremy Gehring [jeremy@wasatch-solutions com]
Sent: Wednesday, January 12, 2005 11 05 AM
To: Legacy
Subject: [?? Probable Spam]

Dear Associates,

I would like to voice my support for the Legacy Highway Project for the following reasons:

The first and most obvious reason is redundancy and load balancing. Generally these terms are used in the world of computer networking but apply just as readily here At this time, should the I-15 corridor between Bountiful and Farmington become unavailable there is no redundancy; there are no reasonable alternatives to handle the volume of traffic normally handled by that corridor. The Legacy Highway would not only provide an alternate path that is adequate to handle the traffic load, but it can also help alleviate congestion during all hours of the day. 1

Secondly, with all due respect to UDOT, we are already decades behind where we should be in regards to the transportation needs of the Wasatch Front Many have said that we need to fast track commuter rail and light rail - I couldn't agree more Davis and Weber county residents voted in an addition to their sales tax to make commuter rail a reality We have yet to see one station built However, commuter rail and light rail extensions do not create a holistic solution. We need a realistic alternate roadway such as Legacy in addition to commuter rail, light rail, more bus stops, more granular bus routes, and carpool lanes through Davis and Weber Counties The culmination of all of these projects makes a complete solution - a solution that we have needed since the early nineties. To believe or assume that commuter rail will be a silver bullet for our transit concerns is naive Even with more than expected use of Trax in Salt Lake City, gridlock still happens at peak hours on I-15. 2

Finally, having reviewed the Smart Growth Alternative, I can only come to the conclusion that it may have been a plausible traffic bypass 20 years ago, but it is sorely lacking when it comes to the needs we have now. It does not provide a reasonable alternative to the volume of traffic normally seen on the I-15 corridor, no considerations are made for future growth, it does not provide redundancy given that an accident severe enough to close down freeway traffic would most likely close down the frontage road as well, it relies too heavily on mass transit to succeed, it would displace more homes, schools, and businesses than the Legacy Project, and ironically would be for worse for wildlife and the environment in general. If the Legacy Project is not allowed to go forward the planned 2089 acre wildlife refuge will be lost, and as a result the land will be snapped up by contractors who plan to develop industrial complexes In addition, freeway traffic idling at the 8+ traffic lights on the Smart Growth Alternative route will likely produce much more pollution than traffic flowing freely along the Legacy Highway

The rapid growth along the Wasatch Front is going to continue. It cannot be slowed or stalled by court orders or protests Those who would attempt to inconvenience, intimidate, or misdirect the populace in an attempt to push their agenda should be ashamed of themselves They do not hold the best interest of Utah in mind. The absolute worst thing we can do is follow the advice of these people and fail to make plausible, effective plans for the future

Since the cost of the highway keeps going up, I have a suggestion to recoup some of the monetary investment It may have been suggested before and is likely to be unpopular - have you considered making the Legacy Highway a toll road? I'm certain you would have no shortage of people willing to pay for the convenience 3

I thank you for your time and consideration

Jeremy Gehring
801-540-4735

Kimberly J. Stevens GP 302

From. Matthew Burningham [mburningham@marketstar com]
Sent: Friday, January 14, 2005 10 32 AM
To: Legacy
Subject: Public Comment

Dear Associates,

I would like to voice my support for the Legacy Highway Project for the following reasons

The first and most obvious reason is redundancy and load balancing Generally these terms are used in the world of computer networking but apply just as readily here At this time, should the I-15 corridor between Bountiful and Farmington become unavailable there is no redundancy, there are no reasonable alternatives to handle the volume of traffic normally handled by that corridor The Legacy Highway would not only provide an alternate path that is adequate to handle the traffic load, but it can also help alleviate congestion during all hours of the day 1

Secondly, with all due respect to UDOT, we are already decades behind where we should be in regards to the transportation needs of the Wasatch Front Many have said that we need to fast track commuter rail and light rail - I couldn't agree more Davis and Weber county residents voted in an addition to their sales tax to make commuter rail a reality We have yet to see one station built However, commuter rail and light rail extensions do not create a holistic solution We need a realistic alternate roadway such as Legacy in addition to commuter rail, light rail, more bus stops, more granular bus routes, and carpool lanes through Davis and Weber Counties The culmination of all of these projects makes a complete solution – a solution that we have needed since the early nineties To believe or assume that commuter rail will be a silver bullet for our transit concerns is naive Even with more than expected use of Trax in Salt Lake City, gridlock still happens at peak hours on I-15 2

Finally, having reviewed the Smart Growth Alternative, I can only come to the conclusion that it may have been a plausible traffic bypass 20 years ago, but it is sorely lacking when it comes to the needs we have now It does not provide a reasonable alternative to the volume of traffic normally seen on the I-15 corridor, no considerations are made for future growth, it does not provide redundancy given that an accident severe enough to close down freeway traffic would most likely close down the frontage road as well, it relies too heavily on mass transit to succeed, it would displace more homes, schools, and businesses than the Legacy Project, and ironically would be for worse for wildlife and the environment in general If the Legacy Project is not allowed to go forward the planned 2089 acre wildlife refuge will be lost, and as a result the land will be snapped up by contractors who plan to develop industrial complexes In addition, freeway traffic idling at the 8+ traffic lights on the Smart Growth Alternative route will likely produce much more pollution than traffic flowing freely along the Legacy Highway

The rapid growth along the Wasatch Front is going to continue It cannot be slowed or stalled by court orders or protests Those who would attempt to inconvenience, intimidate, or misdirect the populace in an attempt to push their agenda should be ashamed of themselves They do not hold the best interest of Utah in mind The absolute worst thing we can do is follow the advice of these people and fail to make plausible, effective plans for the future

Since the cost of the highway keeps going up, I have a suggestion to recoup some of the monetary investment It may have been suggested before and is likely to be unpopular - have you considered making the Legacy Highway a toll road? I'm certain you would have no shortage of people willing to pay for the convenience 3

I thank you for your time and consideration

- Matthew D Burningham -

Network Applications Administrator

MarketStar Corporation, Ogden UT

(801) 395-9203 (Desk)

(801) 391-5566 (Mobile)

(801) 393-4115 (Fax)

mburningham@marketstar com

GP 303

From. Gary Mower [gmower4832@hotmail com] **Sent.**Mon 1/10/2005 10 19 AM
To: Legacy
Cc:
Subject: Legacy Parkway comments
Attachments·

After reviewing the Legacy Parkway Supplemental EIS I would like to make the following comments

1 Is a 300+ feet road width necessary? It seems to me that this is excessive The proposal could easily be reduced by 50 feet at least without lowering any safety standards This would also reduce the amount of critical wetlands, farmlands, etc destroyed by this project 1

2 I think your projections underestimate mass transit use TRAX in Salt Lake has far and away exceeded all projections This shows that if an effective mass transit system is set up people will embrace it and use it 2

3 Redwood Road should be expanded instead of building an identical road right next to it I recently moved from Bountiful and frequently traveled on Redwood Road in Davis County Hardly anyone ever uses the road It doesn't make any sense to build another highway next to an existing road that is not used A better solution would be to use Redwood Road as the southern part of the Legacy Parkway (if Legacy is found to be necessary to be built) It is proposed to connect Legacy with I-215 right after the Redwood Road interchange, is it necessary to have two freeway interchanges right next to each other when the current interchange is under-used? 3

4 Use Bangerter Highway in Salt Lake County as an example of what not to do Bangerter Highway was built under the same ideals that Legacy Parkway is now being promoted with Bangerter Highway is already a failure Bangerter Highway is too wide making it impractical for pedestrians, bicyclists, and school children to cross Don't make the same mistake with the proposed Legacy Parkway Bangerter Highway divides the community Don't make the same mistake with the proposed Legacy Parkway Bangerter Highway has not improved traffic congestion, but has made it worse East/West traffic is at a standstill every morning and evening for several miles on every street with an intersection for Bangerter It is faster for motor vehicles to take local roads as an alternative than it is to take Bangerter Don't make the same mistakes with the proposed Legacy Parkway Bangerter Highway is an eyesore to look at Has there ever been an uglier looking road to drive on? Sound walls are very visually unappealing Don't make the same mistake with the proposed Legacy Parkway 4

5 The proposed multi-use pathway that will be right next to Legacy sounds like a good idea in theory The only problem is that most people who are bicycling, walking, jogging, riding horses, etc do those activities to get away from traffic and congestion Riding a bike or walking right next to 312 feet of traffic noise and pollution doesn't sound very appealing I think the multi-use pathway is a great idea, but a lot of work would need to be done to create a pleasant atmosphere for non-motorized users of this pathway Is UDOT willing to commit just as many resources into making this pathway successful as they are to the motor vehicle section of Legacy Parkway? 5

Thank you,

Gary Mower
4832 S Simper Ln
Taylorsville, UT 84118

801-963-8314

Don't just search Find Check out the new MSN Search!
http //search msn click-url com/go/onm00200636ave/direct/01/

GP 304

From: Udot Public Relations [SRWEBMAIL@utah gov] **Sent** Mon 1/10/2005 11 37 AM
To: Joe Walker
Cc:
Subject: 050110 F, Legacy feedback
Attachments·

>>> Ucon Website <udotweb@utah gov> 1/8/2005 10 21 32 AM >>>
Name Dennis K Smith, CPA
City and State of Residence Syracuse, UT
Phone 801-776-5949
E-mail dennis smith@thesmithtribe com
Comments/Questions I Support the Legacy Parkway I was unable to attend the hearing at the Davis County fairgrounds I have read the 1/8/04 article in the Ogden Standard Examiner about the hearing and I agree with many of the comments reportedly made by supporters of the project I whole-heartedly support the shared solution that includes Legacy, commuter rail, light rail and widening I-15 I do not believe that the "smart growth" plan goes far enough to address alternate routes north of Farmington I personally ride the bus from the Layton Hills Mall to Salt Lake City for work every day I don't belive that additional mass transit is the only solution and I believe that the Legacy Highway is critical to everyone in the region Thank you for the opportunity to share my comments
What is your overall impression of the Utah Department of Transportation? Good

GP 305

From: Ann Carter [ann carter@comcast net] **Sent** Mon 1/10/2005 11 19 AM
To: Legacy
Cc:
Subject smart growth alternative
Attachments·

I am writing in support of the Smart Growth Alternative to the Legacy Highway I am concerned about loss of wetlands and open space preservation The Smart Growth Alternative does more to think about the future than the Legacy Highway It is imperative that we maintain the quality of life that makes our community a desirable and healthy place to live This is a much preferable kind of legacy to leave our children

Sincerely,

Ann Carter

GP 306

From Howard Anderson [handerson@utah gov] **Sent:** Mon 1/10/2005 3 09 PM
To: Legacy
Cc: Rick Campagna
Subject: Legacy Parkway Project - Comments for Supplemental EIS
Attachments:

I have a difficult time traveling though I-15 from Salt Lake to Ogden Just to take my kids to Lagoon on a weekend is often very difficult, and many times I have not taken the trip because of the traffic delays When people want to have fun, they don't head into a traffic jam The lack of good transportation into and out of Davis County must hurt their economy I also worry about our not having an alternate route It shows poor planning on the government not to have another route What would happen if a terrorist or an earthquake took out a couple of key structures along the I-15 corridor? We would have no way to get our transportation needs though!

The people that are against the Legacy project for the most part are from out of state or a member of a special interest group I have not talked to a single one of my neighbors who are against the project Everyone knows we need it We must listen to the people that live in the Salt Lake City urban area, and especially to those in Davis County I live in South Jordan, and we support the Legacy Parkway Project 100 percent!

Special interest groups that are from out of state should not get the same voice as the residents that live near the project This is common sense You can't vote for public officials from out of state I am angry as a tax payer in this state, because of the wasted money from the delays, and the increased traffic congestion we are enduring

Howard J Anderson, P E
1493 West 11150 South
South Jordan, Utah 84095
home phone (801) 254-2362

GP 307

From. BIRDS R R US [birds r us@juno com] **Sent:** Tue 2/1/2005 7 40 AM
To birds r us@juno com
Cc.
Subject: THE TRAFFIC SITUATION IN DAVIS COUNTY MERITS THE BUILDING OF THE LEGACY HIGHWAY TRUE OR FALSE?
Attachments:

TRUE!!!!!!!!!!!!!!!

GP 307

From Birds R Us [birds r us@juno com] **Sent** Sat 1/29/2005 3 46 PM
To: birds r us@juno com
Cc
Subject· GO TEAM GO! GO TEAM GO! GO LEGACY GO! GO LEGACY GO! 5 LANES FOR HIGHWAY 95 NOW!
Attachments.

LETS BUILD THE LEGACY PARKWAY NOW LET'S EXPAND HIGHWAY 95 TO FIVE LANES

GP 307

From Birds R Us [birds r us@juno com] **Sent** Sat 1/29/2005 3 54 PM
To· birds r us@juno com, ca field@sierraclub org, future@xmission com, ldefreitas@earthlink net, Legacy, letter@desnews com, letters@davisclipper com, letters@sltrib com, letters@standard net, news@davisclipper com, newsroom@clippertoday com, newsroom@davisclipper com, sierraclub giving@sierraclub org, sw field@sierraclub org, tbusselbeg@davisclipper com, UDOT@utah gov, us95@toiyabe sierraclub org, utah chapter@sierraclub org
Cc:
Subject: Fw WHEN SHOULD WE BUILD LEGACY? NOW~~~~~~~~NOW!!!!!!!!!!!!!!!!!!!!!!
Attachments·

-------- Forwarded message ---------
From Birds R Us <birds r us@juno com>
To birds r us@juno com,ca field@sierraclub org,future@xmission com,
johnthomas@utah gov,ldefreitas@earthlink net,
Legacy@jsanet com, letter@desnews com,letters@davisclipper com,
letters@sltrib com, letters@standard net,news@davisclipper com,
newsroom@clippertoday com,newsroom@davisclipper com,
sierraclub giving@sierraclub org,sw field@sierraclub org,
tbusselbeg@davisclipper com,UDOT@utah gov,
us95@toiyabe sierraclub org,utah chapter@sierraclub org
Date Tue, 25 Jan 2005 20 38 47 -0700
Subject WHEN SHOULD WE BUILD LEGACY?
NOW~~~~~~~~NOW!!!!!!!!!!!!!!!!!!!!!!
Message-ID <20050125 203848 1008 0 birds r us@juno com>

BUILD IT NOW

GP 307

From· Birds R Us [birds r us@juno com] **Sent** Sat 1/29/2005 4 11 PM
To: support@juno com
Cc.
Subject· Fw THE BIRDS WILL SURVIVE! THE BIRD'S WILL SURVIVE!! LET'S BUILD LEGACY PARKWAY!!! NOW!!!!
Attachments.

LETS BUILD LEGACY PARKWAY NOW!

ALL THE BIRDS WILL LIVE

SIGNED,

BIRDS FOR LEGACY AND ALL THE WETLANDS THAT IT WILL PRESERVE

GP 307

From· ROAD RUNNER [birds r us@juno com] **Sent.**Sat 1/29/2005 4 48 PM
To birds r us@juno com
Cc.
Subject· LET'S BUILD LEGACY NOW!!!
Attachments:

ROAD RUNNER LET'S BUILD THE LEGACY HIGHWAY NOW!!!!

DAFFY DUCK I WANT A PLACE TO SWIM

ROAD RUNNER LET'S BUILD LEGACY NOW BEFORE THE LAKE RISES

DAFFY DUCK WHERE WILL I BUILD MY NEST?

ROAD RUNNER IF THEY DON'T BUILD A HIGHWAY THEY WILL JUST DEVELOP IT I KNOW THAT YOUR FRIENDS WHO ARE AGAINST IT DON'T TELL YOU THIS, BUT IT IS TRUE

DAFFY DUCK YOU HAVE A VERY GOOD POINT, WHY DID NOT SOMEONE TELL ME ABOUT THIS?

ROAD RUNNER BECAUSE THEY WANT TO KEEP YOU IN THE DARK

ROAD RUNNER LET'S BUILD LEGACY NOW!!!

GP 307

From LET'S BUILD LEGACY!!!! [birds r us@juno com] **Sent** Sat 1/29/2005 7 41 PM
To birds r us@juno com
Cc:
Subject: LET'S GIVE THE PEOPLE IN DAVIS COUNTY A BREAK DROP THE LAW SUIT & BUILD LEGACY!!!!!!!
Attachments:

LET'S GIVE THE PEOPLE IN DAVIS COUNTY A BREAK DROP THE LAW SUIT & BUILD LEGACY!!!!!!!

From: BIRDS R R US [birds r us@juno.com] **Sent:** Tue 2/1/2005 7 27 PM
To: birds r us@juno com
Cc:
Subject: Let's play Jeopardy DAILY DOUBLE Answer What will happen the vast majority of the birds if Legacy highway is built?
Attachments:

GP-307

Alex: You are from Utah Jennings, you should know the answer!

Jennings: What is NOTHING!!!

Kimberly J. Stevens

GP 307

From: BIRDS R R US [birds.r.us@juno.com]
Sent: Saturday, February 05, 2005 1:05 PM
To: birds.r.us@juno.com
Subject: PLEASE GIVE THE PEOPLE IN DAVIS COUNTY A BIG BREAk

From: BIRDS R R US [birds.r.us@juno.com] **Sent:** Fri 2/4/2005 7:55 AM
To: birds.r.us@juno.com
Cc:
Subject: LET'S GIVE THE PEOPLE IN DAVIS COUNTY A BREAK. DROP THE LAW SUIT & BUILD LEGACY!!!!!!!
Attachments:

GP 307

LET'S GIVE THE PEOPLE IN DAVIS COUNTY A BREAK. DROP THE LAW SUIT & BUILD LEGACY!!!!!!!

GP 308

From: Reynold J Barton [reynoldjb@juno com]
To: Legacy
Cc.
Subject: Let's Build Legacy NOW!!!
Attachments

Sent: Mon 1/24/2005 6 54 PM

Let be short and to the point Let's build Legacy Parkway now The birds will somehow survive with all the new land set aside

Let's build it now

Reynold Barton

RECEIVED JAN 2 6 2003

GSP 1-26-05

Mr Gregory Punske, Program Manager
FHWA-Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

17 January 2005

GP 309

RE CITIZEN'S ALTERNATIVE TO THE LEGACY HIGHWAY

Dear Mr Punske

I recently became aware of the Citizen's Smart Growth Alternative to the proposed Legacy Highway Why is it that NGO watchdog groups like the Sierra Club and others have to come up with rational options when UDOT and FHWA fail in their oversight responsibilities? The Legacy Highway is not a real solution to the north-south transportation crisis, and the single-minded pursuit of Legacy as "the answer" is costing the taxpayers huge sums that could be better spent in support of more human needs

Why have FHWA and UDOT essentially dismissed the proposed Citizen's Alternative? Its five components, including commuter rail to Ogden, light rail or bus rapid transit to Farmington, I-15 improvements at the Beck Street and Parrish Lane interchanges, upgrading Redwood Road/Parrish Lane/Highway 89, and retaining the Legacy Nature Preserve, make much better financial, ecological, and public health sense The enlightened, less expensive, and sprawl-slowing Citizen's Alternative should have been undertaken long ago Even in the present crisis created by a lack of vision by FHWA and UDOT, the Citizen's Alternative can meet present and projected travel needs while protecting air quality and the priceless wetlands along the shore of the Great Salt Lake

The powers-that-be have blinders on and do not see more practical options available to them If the Citizen's Alternative were carried forward with the same zeal that the flawed Legacy Highway has been literally forced on the public, the quality of life along the Wasatch Front could be perpetuated and huge amounts of money could be saved Enough savings, perhaps, to finally begin to properly fund the Utah education infrastructure, conserve our shrinking open space, and preserve the wetlands along the hemispherically-important southeast shore of the Great Salt Lake It will be a tragedy, indeed, if Utah has a system of freeways to rival that of Denver or Los Angeles but has the lowest per-student spending of any state in the country

I strongly urge you and the FHWA to reconsider the Citizen's Smart Growth Alternative The Wasatch Front is at a critical turning point regarding its future, and I hope you will make an Alternative choice for the sake of our children

Sincerely,

David Mack
1384 E Thornton Avenue
Salt Lake City, UT 84105

GP-310 RECEIVED JAN 2 5 2003

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: JAN. 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: RICHARD E. STEPHENS Title (if applicable): —

Telephone: 801-544-4412 Fax: —

Organization/Business (if applicable): — Email: —

Address: 1042 E. CAMBRIDG RD

City: KAYSVILLE State: UTAH Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think a big problem dist if we put the commuter rail along side of the existing U.P. railroad tracks between Centerville and Farmington. If we the trains should have a derailment like the one in South Carolina (see attachment).

The Way to correct this kind of accident is to move the U.P. trains over onto the Old DRG&W roadbed and let the commuter Rail use the present U.P tracks alongside I-15. I worked for some 20 years for S.P.&U and taken many Pictures of train wrecks between Ogden, Ut and Ros, Nev.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-310

Chlorine threat lingers from South Carolina train wreck that killed 8

GRANITEVILLE, S.C. — Townspeople and night-shift workers at a textile mill heard the scrape of metal and a house-shaking boom. Then, in rolled a greenish-yellow fog that smelled powerfully like bleach, searing their eyes and lungs and making them cough and gasp.

"I took a breath. That stuff grabbed me," said Charles Reyes Littleeagle, a volunteer firefighter who ran to the scene. "It gagged me and brought me down to my knees. I talked to God and said, 'I am not dying here.'"

At least eight people died and more than 250 were sickened after a freight train carrying toxic chlorine gas crashed early Thursday in one of the nation's deadliest chemical spills in years.

Authorities said all of the deaths appeared to have been caused by the plume of gas that settled over its victims in their homes, their cars and in the textile mill. One of the dead was spotted by Gov. Mark Sanford, who flew over the site to survey the wreckage.

— *Wire services*

STANDARD SAT 1-8-05

GP 311

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date January 19, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name PHIL BRADLEY Title (if applicable) NA
Telephone 801-544-9938 Fax. NA
Organization/Business (if applicable) NA Email pvbradley0814@aol.com
Address 1801 N 2400 E
City LAYTON State. UT Zip 84040

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

I am a 39 year resident of Davis County. I have followed the debate of the Legacy Parkway with great interest. I attended the public hearing on January 7, 2005 and listened to about 40 speakers. I have read all related articles I have seen and have had a personal conversation with Marc Heleson of the Sierra Club. I have come to the conclusion that the current proposal is a well balanced solution that carefully considers the needs and objectives of all concerned. Any remaining arguments against Legacy are flat and lack merit. I strongly urge all to support this project and feel it should move forward without delay

Thank you for this opportunity to express my views

Phil Bradley

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 312

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date Jan 19, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Diane Oalvie Title (if applicable)
Telephone (801) 451-9438 Fax
Organization/Business (if applicable) Email
Address 1615 S 150 E
City Farmington State UT Zip 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

One issue that has been mentioned is I-15 as an artery for deliveries to Salt Lake. Following these big rigs into the county South of here (Rockyville) pollutes Davis County. I feel that if the Legacy Parkway is delayed residents of our county should boycott any delivery trucks traveling along I-15 to Rockyville. The delay in deliveries (especially the pubs + bars frequented by the mayor) may cause him to pause (at least momentarily) and give thought to the need of another roadway.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 313

Legacy Highway Comments
By Scott Ogilvie on January 19, 2005

To the planners and decision-makers for Utah's transportation I am a resident of Davis County (Farmington) The Centerville/Farmington area is a narrow neck of land with the mountains on the east and the lake on the west I-15 is the only major roadway connecting the Northern Wasatch Front to the Salt Lake Valley In the event I-15 shuts down (i e a fuel truck rolls over and burns until all the fuel is consumed and the road surface melts) the movement of north/south traffic stops The Legacy Parkway is desperately needed!! Please build the highway I hope that I have made myself clear

I believe that a balanced transportation solution will include not only the Legacy Parkway, but commuter rail and possibly light rail as well There is a certain Mayor from a city south of Davis County who seems to have the motto opposite of the one in the movie "The Field of Dreams" Instead of "build it and they will come" his motto seems to be "don't build it and they will go away The residents of Davis and Weber counties are not going to go away We have vital and legitimate transportation needs that can only be met by building the Legacy Highway Please build the road!

Legacy Trail

I love trails I am a member of the Farmington Trails committee Trails are a great way to enjoy nature while exercising While at the open house, I noticed that the Legacy trail south of Centerville was on the East Side of the highway Perhaps this is best for the nature preserve However, I would like to see the trail on the West Side of the Legacy Highway While using the trail, people could enjoy nature more if they didn't have to look across four lanes of traffic to view the preserve I believe that having the bike path between the highway and the nature preserve would not only make trail use more enjoyable, it would make for a smoother transition from automobile traffic to nature preserve Please consider moving the trail to the West Side of the parkway

GP 314

RECEIVED JAN 2 5 2003

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-12-04

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Iona L Fowers Title (if applicable)
Telephone (801) 451-0966 Fax
Organization/Business (if applicable) Email fowersj19@aol.com
Address 1017 N. Oakridge Dr.
City Farmington State UT Zip 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

If the Legacy Parkway isn't built (I'm speaking of alternative E which meets the balance between conservancy and development and least disrupts existing homes) the people of South Davis County will continue to sit in stalled traffic, choking the air with pollution. If the Legacy Parkway isn't built that area will be handed back to developers and the sprawl will be much worse, not to mention traffic on I-15. This is not a highway needed for future growth, it is needed for the growth which is here now!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 315

RECEIVED JAN 2 5 2003

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date January 14, 2004

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name Carolyn Morris Title (if applicable)
Telephone 801-544-0653 Fax
Organization/Business (if applicable) Homemaker Email
Address 340 East Oak Lane
City Kaysville State Ut. Zip 84037

☒ Yes, I would like to be added to your mailing list to receive information, mailings, and meeting notices

First of all, I believe in building the legacy highway but not as it is currently planned Building it so close to I-15, creates some serious problems at the I-15/89 exit at Farmington There will be more or less a total stand still of traffic due to a bottleneck of vehicles during rush hour Already with the new interchange the traffic barely crawls along during peak periods Because of the close vicinity of the various modes of transportation, there could well be a total standstill of traffic due to a major accident, earthquake, or hazardous materials spill I truly believe that building out into the lake is the best answer Considering all the hoopla about an environmental impact to the Great Salt Lake, I ask the engineers and others who oppose building there to look how the birds and animals have adapted through the years to the homes and businesses built up in this area My husband and I have watched many and varied birds fly over our house to land in the reservoirs and creeks here in Kaysville and Layton They are doing fine and have adapted well.

Money has also been an issue when it comes to building out into the Salt Lake I can assure you that even if you build the legacy as you have now planned, it won't be many years down the road when you will be forced to look at impacting those wet land areas anyway with another legacy type highway. Sure it will cost money but let's do the job right the first time so we don't have to double our trouble or the money!

Needless to say, I am very unhappy that you took the Sierra Clubs' stand of not impacting the wetlands without really studying the issues When it comes to human and animal life, I opt for the well being of humans first and animals second By not considering building in the wetlands, are you not more concerned with the quality of animal life rather than human life? Yes, I do care for the birds, animals but I know they will adapt and survive If need be, what's wrong with building a bridge over the wetlands to accommodate the highway? Expensive? Yes! But again, I reiterate. If you are going to do anything, do it right the first time!!!!!!

Carolyn Morris 340 E Oak Lane Kaysville, Utah 84037

GP 316

RECEIVED JAN 2 5 2003

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name JACKIE NOSACK Title (if applicable) EXECUTIVE SECRETARY
Telephone 965-4209 Fax 965-3822
Organization/Business (if applicable) UDOT-RIGHT OF WAY Email JNOSACK@UTAH.GOV
Address 4501 So. 2700 W
City SLC State UT Zip 84114-8420

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

I HAVE THREE GRANDCHILDREN WITH CRITICAL HEALTH ISSUES. THEY SPEND WEEKENDS IN WOODSCROSS. WHEN THEIR HEALTH ISSUES BECOME URGENT, THEY MUST BE TRANSPORTED TO PRIMARY CHILDREN'S MEDICAL CENTER IN SALT LAKE CITY. THEIR LIVES ARE AT STAKE AND TIME IS OF THE ESSENCE A CLEAR ROADWAY IS IMPARETIVE, IF NOT, LIFEFLIGHT MUST BE USED IN EVERY INSTANCE, WHICH IS A VERY COSTLY EXPENSE. THE MOTHER OF THESE CHILDREN DOESN'T EARN MUCH AND RELY'S ON STATE ASSISTANCE AT TIMES. THIS MEANS THE TAXPAYERS ARE HELPING TO FOOT THE BILL FOR LIFEFLIGHT, WHEN IT MAY NOT BE A REQUIRED RIDE, IF A BETTER ROADWAY WERE IN PLACE.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 317 RECEIVED JAN 2 5 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date 1-12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged Please make your comments below

(please print)

Name BRENT PETERSEN Title (if applicable)

Telephone 1-801-479-4447 Fax

Organization/Business (if applicable) Email jan-brent@comcast.net

Address 6890 S 475 E. South Weber

City SOUTH WEBER State Ut Zip 84405

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices

I strongly support and recommend that the Legacy Parkway and Preserve be built — as soon as possible

Thank you for all the great work and effort to come to this exceptional solution

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side

GP 318

From: David & Kathy [dkkinsman@earthlink net] **Sent** Wed 1/26/2005 9 31 AM

To: Legacy

Cc

Subject: Citizen's Smart Growth Alternative

Attachments

I am writing in support of the Citizen's Smart Growth Alternative to the proposed Legacy Highway I request tha tyou give full and fair consideration of the Smart Growth Alternative because it provides a plan that will greatly reduce the loss of valuable wetlands, it will meet future travle needs of the residents of the area, and it will promote a better quality of life, better long-term air quality and open space preservation

Thank you for your consideration

Sincerely,

Katharine H Kinsman

GP 319

From Stoddard, Scott SPK [Scott Stoddard@spk01 usace army mil] **Sent** Thu 1/27/2005 11 18 AM
To. Legacy
Cc: nancy kang@usace army mil
Subject: Legacy Comment
Attachments:

I would like to express my appreciation to UDOT and to the Corps of Engineers (Nancy Kang) for their efforts to get the Legacy Parkway Project permitted The open house/public hearing was very well done We are strongly in favor of this project If there is anything we can do, please let us know

THANKS AGAIN!

SCOTT & DIANNE STODDARD

3326 South 400 East

Bountiful, Utah 84010

Ph 801 299 1956

GP 320

From Ucon Website [udotweb@utah gov] **Sent** Tue 1/25/2005 12 53 PM
To: Legacy
Cc:
Subject Web Form Submission Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http //127 0 0 2/index php?m=c&tid=1057&d=full&type=1&item=

==========

---[Name]---
Luke Morris

---[Address]---
593 N 600 W apt B

---[City, State, Zip]---
Provo, UT 84601

---[Phone]---

---[Fax]---

---[E-mail]---
lpmorris@gmail com

---[Project Comments]---
I am a BYU student and a group project is conducting a cost benefit analysis of the legacy highway Do you have any information you can send me or point us in the right direction, or can we talk with you? Thanks Luke Morris

==========

From. David Biand [landscapepainter435@yahoo com] **Sent.** Wed 2/2/2005 2 03 PM
To· Legacy
Cc
Subject Let's get started
Attachments·

GP 321

Sirs
for the past few years we here in Davis county have been patiently waiting for Mayor Rocky to dry up and blow away
So far, that has not happened, so, I propose we get on with the construction of Legacy Parkway ASAP

I have been asked by over two hundred fellow citizens to let you folks at UDOT know that we think you're doing a great job with our highway system
What needs to be done now is, START BUILDING LEGACY THIS MONTH!!!
Thanks for your efforts but lets get going!!!

Sincerly,

David Brand
e-mail landscapepainter435@yahoo com

Do you Yahoo!?
The all-new My Yahoo! – Get yours free!

From: Corine Sayler [csayler@dsdmail net] **Sent:** Tue 2/1/2005 12 50 PM
To· Legacy
Cc
Subject: Legacy Interchange
Attachments:

GP 322

** High Priority **

I am very concerned about the interchange planned at the intersection of Shepard Lane and 1500 West in Farmington This area has already been severally impacted by the interchange and Highway 89 traffic has increased in the surrounding areas of Farmington and has not brought any additional revenue The location proposed would take a minimum of two established and new homes which have been built at significant cost and also continue to cause a decline in property value of the surrounding homes
While there are so many who may support the legacy parkway, the Dept of Transportation again makes a plan which does not address existing areas of housing Instead destroy them
A consideration may be to move the interchange further north and use the overpass just north of the I-15 and Shepard Lane overpass There was a previous rest stop in this location, housing has been built which would not be disrupted, the west side of I-15 has a storage facility rather than homes and farm ground which as of yet is not developed
If this parkway is so valued by so many perhaps the consideration of existing homes should be a priority The parkway would or could have been built by now at much less expense if the consideration for existing developments and plans would have been worked with Future site should be considered now not 10 years from now when homes and families again are disrupted because no one was looking to the future

Corine Sayler
Davis High School
Assistant Principal
Phone 801-402-8809
Fax 801-402-8801

"We can't become what we need to be
by remaining what we are "
Oprah Winfrey

GP-323 RECEIVED FEB 1 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Jan. 25, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Alison Wood Title (if applicable):
Telephone: 801-451-5255 Fax:
Organization/Business (if applicable): Email: Brodie-Wood@comcast.net
Address: 344 E. 1900 S.
City: Kaysville State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am opposed to the Legacy Parkway Alternative B. This alternative would put my home and the 30 other homes in my neighborhood in an island in-between a proposed expanded I-15, commuter rail, commercial railroad, and the Legacy Parkway. Our homes will shake from the noise, our yards will be unusable due to noise, we will lose our privacy due to motorists and rail line riders parading past our homes, our property values will decrease, and we will be in danger from fires and spills along the roadways and rail lines. Please do not allow the Alternative B for the Legacy Parkway to happen, unless our entire neighborhood is torn down. One tiny residential road lined with homes in-between an expanded I-15, commuter rail, and the Legacy Parkway is an unlivable neighborhood.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 2005 GP 324

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1-26-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: R. Fred Moss Title (if applicable): Bountiful City Council
Telephone: (801) 295-9353 Fax:
Organization/Business (if applicable): Email:
Address: 832 E. Mill St.
City: Bountiful State: Utah Zip: 84010

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy Parkway needs to be built and built now. The environmental issues have been addressed and the project is needed.
Thank You
R. Fred Moss

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 325

Ms. Nancy Kang
US Army Corps of Engineers
Utah Regulatory Office
533 West 2600 South, Suite 150
Bountiful, Utah 84010-7744

RECEIVED
JAN 27 2005
BY: NK

Subject: Legacy Parkway, Public Notice 200350493

Dear Ms. Kang:

We strongly oppose the approval of UDOT's request to modify their existing permit and the Legacy Parkway project in general. The destruction of wetlands by facilitating additional urban sprawl is a poor legacy to leave to our children. It is especially disconcerting that this destruction would largely be done for "migrant" citizens; citizens who call Utah home for a short time, then move on as their employment requires. 1

Our concern is not only for the current destruction of wetlands but also for the future effects as people ten years from now when commuters start clamoring for a third (or fourth) lane, when nearby residents start asking for additional freeway access points, and when land speculators start lobbying for their "right" to develop their property by changing zoning and other ordinances. We in Utah seem slow to recognize that we cannot build our way out of gridlock, and in trying we destroy much of what we love about our state.

The December 2004 Draft SEIS does not go far enough in its requirement of changing the order in which mass transit and the Legacy Parkway should be built or by integrating the construction of the Parkway with mass transit. It, or some other mechanism, should set a minimum period of two years after completion of mass transit to re-evaluate the need for a highway. Judging from my personal observations of mass transit effectiveness in San Francisco, Chicago, Boston and a number of other US cities, the need for the highway can be lessened significantly, yet given simultaneous options of mass transit and more highways people will continue to drive. 2

We in Utah also have no policy of encouraging infill development. Without such a policy we unleash the growth in "bedroom communities" from which thousands commute daily, then complain that the infrastructure we build in the hosting city and/or county is heavily used by people who pay no taxes here. All of us, citizens of Utah and of the USA, pay for these commuters with our money and our land. While perhaps outside the charter of the Corps, construction of the Legacy Parkway should be delayed until a policy of promoting infill development can be put in place. 3

Thank you for your time and for your concern.

Sincerely,

S Kisling and K Kingston

Scott Kisling and Kathleen Kingston
2409 Lynwood Drive
Salt Lake City, Utah 84109

cc. Gregory Punske
Federal Highway Administration, Utah Division
520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

RECEIVED FEB 1 2005

GP 326

LEGACY HIGHWAY;

Lets liken your highway to the human body. If you don't have enough arteries to the brains as the body developes Part is denied development. A slow death accures. A restricted artery (laws) also causes a slow death. In order for all small business to grow (small blood veins)they must have enough blood supply.

Environmtalist, Look at their homes and what they own. Oil in their drive ways, chemicals on their trees, spray on their houses, They can't control their home envoirment. When the locusts were eating the green trees not one showed up. When the birds were dying on the lake no show to remove the dead. Just the fish and game. If they want change then put in physcial work like killing the grasshopers without chemicals..(squashing between your fingers).Draining stagnate water, You know with the idiot stick (hand shovel). Enough for now.

The interstate system was created for quick transportation of military supplies in case of war. I wouldn't want to be any military commander now for the bottle neck in Salt Lake. There is so many ways a enemy could isolate and destroy this city, just to many to mention. Good thing I am not that commander. I would remove all military from Ogden and Salt Lake to a safer location. Then Make Hill a international airport above the fog. The feelings of outsiders from Ogden and Salt Lake. Me a veteran hates to drive to the vet hospital. Makes one feel like they are charging a enemy. You know take your chances you maybe the lucky one to survive.

I am not going to carry a bunch of packages on trax from one town to another. Trax is limited to individuals not transfer of goods. You aren't thinking of anyone outside of the citys. Put another artery in your neck (legacy) so you have a chance of survival. As far as cost goes, what a mess. Because of laws everone owns the land but the ones who have a deed. Straight forward, The dealing should be between the owner and the state. No one else. By law you have made it so no one owns anything just pay the taxes. American Dream (forget it) it's not real.

RONALD M BAUGH
455 S Main
Garland Utah

RECEIVED
JAN - 7 2005

Wilf Sommerkorn

GP 327

RECEIVED
JAN 31 2005
BY: nk

From: Barbara Riddle [barbara@davisareacvb.com]
Sent: Friday, January 07, 2005 12:16 PM
To: Chuck39547@aol.com
Cc: Wilf Sommerkorn
Subject: RE: FW: Utahns for Legacy Parkway

Thanks Chuck. Via this email, I am forwarding your comments along to Wilf
Sommerkorn with the Davis County Economic Development Office.

Barbara S. Riddle, CMP
President/CEO
Davis Area Convention & Visitors Bureau
579 W. Heritage Park Blvd.
Layton, UT 84041
801-774-8200

-----Original Message-----
From: Chuck39547@aol.com [mailto:Chuck39547@aol.com]
Sent: Friday, January 07, 2005 12:10 PM
To: "Barbara Riddle"
Subject: Re: FW: Utahns for Legacy Parkway

Dear State of Utah

As a homeowner in Davis County and a business man I ofter drive to Salt Lake
and further south. I have often been delayed several hours due to traffic
conditions. I totally support the Legacy Parkway. I not only support the
Legacy Parkway for the commute but also for the safety of all Utah
residents. I feel that traffic in Davis County is a big issue currently that
will become a major problem for us in the very near future and as with all
things the cost to build will continue to increase.

Sincerely,
Chuck Lamb
General Manager of the Fairfield Inn - Layton
1740 N. 1200 W.
Layton, Utah 84041
(801) 444-1600

1/24/05

GP 328

Gregory Punske, Program Manager
FHWA – Utah Division
2520 West 4700 South Ste. 9A
Taylorsville, Utah 84118

Mr. Punske,

Please give the Citizens Smart Grown Alternative fair consideration as the way to ease traffic traveling to and from Davis County/Salt Lake County. Isn't it supposed to be the objective of government officials to do what is best for all citizens and citizens of the future, not just a chosen few? Consider me idealistic, but I still believe it can happen. In the short and long term, costs will be considerably less than the "preferred" route of some landowners and UDOT. You cannot build your way out of congestion and sprawl, that scenario has been proven over and over again in cities all over the US. Use the tools you already have in place, Redwood Road and the rail line. I believe you have underestimated ridership on commuter rail. Give the citizens a choice first, the same was thought about TRAX, now looks at what has happened. More cities want spurs and transfer stations. Is it your job to spend taxpayers money with abandon, destroy wetlands for future generations and leave a bigger mess for our children and grandchildren to deal with or shouldn't you be thinking about how the Wasatch Front can handle all the expected new commuters in 20-30-50 years from now? It's harder to take a stand against the big dollar interest, but nothing worthwhile is ever easy. Please leave a positive legacy, one we can be proud of.

Gina Riggs
3281 West 6695 South
West Jordan, Utah 84084

GP 329

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 2/9/2005 8:41 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Web Form Submission: Legacy Public Input
Attachments:

-----Original Message-----
From: Ucon Website [mailto:udotweb@utah.gov]
Sent: Tuesday, February 08, 2005 4:25 PM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Daniel Purtschert

---[Address]---
1811 Pelton Dr.

---[City, State, Zip]---
Sandy, UT 84093

---[Phone]---

---[Fax]---

---[E-mail]---
dpurtschert@yahoo.com

---[Project Comments]---
Why are you wasting your time on legacy highway when a Davis to Utah county commuter rail is what everone wants and needs? Any Trax park and ride is jampacked. When I take the bus (I commute from Sandy to Orem) people are parking on the street due to parking limitations. Who would have thought this would be so popular? Let's build real solutions to problems and not short term band aids. Please focus on the commuter rail. It makes much more sense plus creates many long term jobs for the state. There are not many things where the phrase "if you build it they will come" becomes reality but in the case of Trax it certainly has. And in the case of commuter rail, it 100% will be! Highest regards

==========

GP 330

Kimberly J. Stevens

From: JCOMMLAB [JCOMMLAB@UVSCNET.COM]
Sent: Sunday, February 06, 2005 11:17 AM
To: Legacy
Subject: Legacy Highway Comment: To Gregory Punske

To Gregory Punske
Environmental Program Manager
FHWA - Utah Division

Dear Sir,
Please give the "Smart Growth Alternative" full and fair consideration. Your decision on this legacy project will eventually affect every citizen in Utah, because there will be other transportation initiatives. I have lived in the 'automobile-isolation' of Southern California. I want Utah's transportation to be modeled after something more thoughtful, community promoting and efficient. Thank you,
Johnathan Conley
211 E 2525 S
Springville, UT 84663

Kimberly J. Stevens GP 331

From: Ucon Website [udotweb@utah.gov]
Sent: Sunday, February 06, 2005 9:40 AM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
rob jones

---[Address]---
2478 elm

---[City, State, Zip]---
smog lake, ut

---[Phone]---

---[Fax]---

---[E-mail]---
wildvagabond@yahoo.com

---[Project Comments]---
How many (and what percentage) of cars are single-occupancy along the stretch of the proposed legacy of smog highway? How come carpooling has not been required/greatly rewarded. This would eliminate the need for huge construction projects, when coupled with reasonable disincentives for over-production of people and sprawl. How come there is so little effort addressed to limiting the problem (population, single-occupancy vehicles, sprawl)? I have heard that single-occupancy vehicles comprise 80% !!!!! of the cars on this poorly managed stretch of road. Please list the reference for this figure. thanks, rob 1

==========

Kimberly J. Stevens

From: Udot Public Relations [SRWEBMAIL@utah.gov] **Sent:** Mon 1/31/2005 9:16 AM
To: Joe Walker
Cc:
Subject: 050131.D, Legacy Parkeway SEIS misleading
Attachments:

GP 332

>>> Ucon Website <udotweb@utah.gov> 1/29/2005 12:08:33 PM >>>
Name:: Joseph M. Jarvis
City and State of Residence:: Cedar City, Utah
Phone:: (435) 662-1941
E-mail:: jkj@infowest.com
Comments/Questions:: The Legacy Parkway SEIS is misleading and fails to provide a complete picture of the imapcts from building a highway in a rural area. , UDOT is introducing noise and lights in an area where none or little exists. The highway should not be built, mass transit can serve the function and can be expanded more easily and with less impact than a highway. I would urge you to accept the no build alternative. Please consider this an official comment on the Legacy Parkway SEIS. 1 2

Joseph M. Jarvis

What is your overall impression of the Utah Department of Transportation?: Poor

From: Mark Cox [mcox@lowratesusa.com] **Sent:** Thu 2/3/2005 3:37 PM
To: Legacy
Cc:
Subject: Legacy question
Attachments:

GP 333

The trail system through Woods Cross and West Bountiful is on the East side of the Parkway... Is that the best choice? It looks to me like the trail system would be better on the West side next to the preserve.

Concerned,

Mark W. Cox
National Wholesale Manager

P.S. Dijano,
The Wasatch program has both traditional and score driven programs.
I want your loans!
Price your loan at
www.lowrateslender.com

Kimberly J. Stevens

GP-334

From: Barbara Lewis [barbaralewis@mailstation com]
Sent: Friday, February 18, 2005 2 36 AM
To: Legacy
Subject: Alternative to Legacy

I just want to commend you for all te work you are doing & for such a weel thought out plan to preserve our wetlands & our air quality Thank you for your commitment & for helpig all of us I ghope this can serve as a "comment in support of the SGA" Sorry for all the typing mistakes but too late to correct them Sincerely, Barbara Lewis

GP 335

Kimberly J. Stevens

From: Ucon Website [udotweb@utah.gov]
Sent: Friday, February 18, 2005 9:14 AM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
EARL DEWAAL

---[Address]---
869 W 400 N

---[City, State, Zip]---
WEST BOUNTIFUL UT 84087

---[Phone]---
801-295-7213

---[Fax]---
801-295-1992

---[E-mail]---

---[Project Comments]---
I AM EXTREMLY CONCERNED AT THE KIND OF PEOPLE THAT ARE STOPPING THE PROJECT OF THIS BADLY NEEDED HIGHWAY. THE TRAFFIC IS A REAL DETRIMENT TO MY BUISNESS, I OWN A TOWING COMPANY, WHEN TRAFFIC COMES TO A STANDSTILL SO DOES MY BUISNESS AND IT IS EXTREMLY DIFFICULT TO KEEP OUR HEADS ABOVE WATER FINANCIALY WHEN EVERY DAY MY BUISNESS COMES TO A STAND STILL WHEN WE SHOULD BE GETTING THE MOST DONE. I AM ALSO FRUSTRATED THAT WE HAVE PEOPLE FROM OTHER COUNTIES AND FROM OUT OF STATE TELLING US HOW TO DESIGN OUR ROADS AND TRANSPORTATION SYSTEMS, THESE PEOPLE KNOW NOTHING OF OUR NEEDS AND THEY SEEM TO NOT EVEN CARE THAT OUR TRANSPORTAION NEEDS ARE IN GREAT NEED. DO THEY EXPECT US TO GO BACK TO THE DAYS WHEN YOU EITHER WALKED OR RODE A HORSE EVERY WHERE YOU GO? THESE PEOPLE NOT EVEN FROM OUR COMMUNITY WANT TO STOP US FROM DEVELOPING OUR LANDS SO THAT WE CAN HAVE PROPER TRANSPORTATION AND ALSO PLACES FOR OUR CHILDREN TO BUILD HOMES AND BUISNESSES. THIS IS ECONOMIC GROWTH, PART OF THE STRENG TH OF OUR NATIONAL ECONOMY, AND THEY HAVE GIVEN THIS A NASTY NAME THEY CALL URBAN SPRAWL. WELL IF THIS IS URBAN SPRAWL, THEN I AM ALL FOR IT! OUR COUNTY ECONOMY IS IN DEEP TROUBLE BECAUSE OUR TRANSPORTATION PROBLEMS ARE BECOMING INCREASINGLY DIFFICULT TO ALMOST IMPOSSIBLE AT DIFFERENT TIMES. LAST SATURDAY THE 12 OF FEBRUARY THERE WAS A SEVIER ACCIDENT IN DAVIS COUNTY ON INTERSTAE 15, THE FREEWAY WAS CLOSED IN BOTH DIRECTIONS FOR APPROXIMATELY 5 HOURS, WHAT IF THIS HAD BEEN A REGULAR BUISNESS DAY, WHAT IF ONE OF THE SEMI TRUCKS HAD BEEN HAULING A HAZARDUS LOAD OR A FLAMABLE LOAD AND THERE WAS SOMETHING THAT TIED UP THE INTERSTATE FOR A DAY OR MORE? HOW CAN BUISNESS LOCAL OR OTHER AFFORD TO DEAL WITH THIS KIND OF A PROBLEM? IT IS ONLY A MATTER OF TIME BEFORE SOMETHING OF THIS NATURE HAPPENS, THEN THERE WILL BE SERIOUS EMERGENCY, BUISNESS AND PERSONAL INTERUPTION IN OUR COUNTY AND CITIES. THE ISSUE BROUGHT UP BY THE SALT LAKE CITY MAYOR, ROCKY ANDERSON, STATING THAT THIS HIGHWA Y WOULD JUST BRING MORE POLUTION INTO THEIR CITY, THIS IS ABSOLUTLY UNFAIR AND INACURATE, IF WE HAVE THOUSANDS OF CARS SITTING IN LITTERAL GRIDLOCK ON OUR HIGHWAYS, THE POLUTION COMING FROM THOSE IDLING CARS IS FAR GREATER THAN IF THOSE SAME VEHICLES SPENT FAR LESS TIME ON THE ROAD GETTING TO WHERE THEY WANT TO GO. I WOULD HOPE THAT THOSE PEOPLE WHO ARE RESPOSIBLE TO MAKE THE DECISION TO MOVE FORWARD WITH THIS NEW LEGACY HIGHWAY WOULD ACT QUICKLY TO REMOVE THESE REDICULOUS OBSTICLES AND BEGIN WORK AS SOON AS POSSIBLE.

GP 336

Kimberly J. Stevens

From: james white [lynettewhite@earthlink.net]
Sent: Wednesday, February 09, 2005 2:33 PM
To: Legacy
Subject: Smart Growth

To Gregory Punske, FHWA
Please support the Smart Growth Alternative because:

it will protect the wetlands
will meet driving needs of northern counties
promote better air quality.

We appreciate your consideration of this request.

Dr. James White and Lynette White

Kimberly J. Stevens GP-337

From: Jock Glidden [jglidden35@access4less.net]
Sent: Thursday, February 10, 2005 1:51 PM
To: Legacy
Subject: Legacy Highway comments

Dear Manager Punske:
Please consider my comments included below.
To: Gregory Punske; EPM

FHWA- Ut. Division

2520 W. 4700 S. #9A, Salt Lake City, UT

From: Jocelyn Glidden, 1777 Binford, Ogden, UT 84401

jglidden35@access4less.net

Dear Manager Punske:
February 9, 2005

As a 69 year old senior citizen, I am writing about the transportation system on the Wasatch Front and the proposed Legacy Highway in particular. I am still able to drive my car on I-15 but I find it increasingly difficult to do so at the speeds and crowded conditions that exist on that road. Occasionally I visit Salt Lake City but as I age it will become even more difficult for me to do so. Yet another speedway such as Legacy will not help us. Demographic studies show that we senior citizens are getting proportionally larger in population. But, here on the Wasatch Front we are almost without convenient, public transportation as a practical alternative to the automobile.

I understand there is Smart Growth Alternative on the table which emphasizes first, commuter rail from north Ogden to SLC, light rail and rapid bus transit. Then, if you must built more highways, use roads and corridors already existing instead of paving over valuable wetlands.

It does not make sense to try to accommodate the usual habits of people commuting one to a car, between 0700 and 1700 every week day. It will only get worse. The financial, health and environmental costs are too great for such a temporary and small advantage. Old habits die hard but the human being is a very adaptive animal if it is required to do so.

This senior citizen asks you to consider seriously a transportation system that we can use as we age such as the Smart Growth Alternative. Our future is not about who gets to pour more cement but about rails, buses, air quality and safety.

Sincerely,

Jocelyn Glidden

From: Kim Florence [kflorence@centry.net] **Sent:** Wed 2/16/2005 5:31 PM
To: Legacy
Cc:
Subject: legacy
Attachments: GP 338

I attended the first legacy highway hearing at Bountiful junior high a few years ago. It turned out to be a fanatical environmentalist's forum. This essentially means that I found them (collectively) with very little concept of reality, how to effectively protect the environment, or basic common sense. They wasted UDOT, Army corp. of Engineers and my time. The "environmentalists" abused the time allowed for public comment by repeating the same useless comments over and over, this after many warnings. They would purposely and systematically use up each allotted 4 minute time slot and then some. I held invitation no. 92 after arriving 20 minutes before the hearing was to begin. At 10 pm # 29 had babbled for his slot and time was up. While waiting, I had opportunity to discuss the highway issue one on one with several in attendance, all of whom were against the construction. I was alarmed by the lack of informed intelligence and remarks such as "don't build it and people won't move here". None of these people could tell me what species of animals was being endangered and none of the ones I spoke to made the commute between Salt Lake and Davis County.

I have since been infuriated with the fact that these people have any power over my commute situation. Rocky Anderson is a great example of this fanatical repugnancy when he makes comments about moving closer to your work. I work at 90th south in Sandy and my wife works at Hill Field. Inevitable employment changes have always left me with a longer commute than I would like, but this has been beyond my control. Doesn't he or any of these other environmentalists (apparently mostly unemployed and none of which, I observed, rode the bus to the hearing) get it? They should be held financially responsible for the millions of construction dollars lost and wasted. The federal and state organizations have done a commendable job of protecting the environment, without the help? of these socialists.

We need the Legacy highway, as well as expanded mass transit. We also need to pull the plug on the Sierra Club's court options and levy substantial fines on them according to their arbitrary and whimsical forum agenda which costs the taxpayers.

I'm sorry if I come across as a little upset.

Thank you,

L. Kim Florence

concerned Davis county resident

801-544-7733

kflorence@centry.net

From: Jill Brown [jillypill1@yahoo.com]
Sent: Thu 2/17/2005 8:44 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 339

I live in Layton and work south of Salt Lake City. There is always a bottle neck in traffic between Farmington and Woods Cross, the area that the Legacy Highway would cover, if it were allowed to be completed.

With the growth in Davis and Weber Counties it is imperative that the highway be completed. The Sierra Club and other environmental activists are holding the population hostage to their selfish claims. These people have no right to add $220 million to the cost of this project, why don't you bill them for the overruns and BUILD THE HIGHWAY NOW! The environment will adapt to the changes and the wildlife will find new places to live. The Sierra Club, on the other hand, may not survive.

Jill Brown
Layton, UT

Do you Yahoo!?
Yahoo! Search presents - Jib Jab's 'Second Term'

From: dick walter [dwalter@allwest.net]
Sent: Wed 2/16/2005 11:44 AM
To: Legacy
Cc:
Subject: LegacyHwy.doc
Attachments:

GP 340

2/16/2005

Mr Gregory Punske

FHA- Utah Division

Dear Sir:

I am writing you concerning the Legacy Highway. I fully believe the Citizens Smart Growth Alternative is a good plan.

We need to look into the future. Not just build another highway for a quick solution. We need to consider the rising cost of fuel, air quality and also the loss of valuable wetlands.

Now is the time to act. Execute a good plan for the future. Please give full and fair consideration to the alternative plan. It is the future of our children's lives.

Sincerely,

Dick & Debby Walter

From: Chris Dallin [cdallin@davischamberofcommerce.com] **Sent:** Wed 2/16/2005 8:56 AM
To: Legacy
Cc:
Subject: FW: Legacy Parkway
Attachments:

GP 341

-----Original Message-----
From: Michael Howard [mailto:michaelh@ditell.com]
Sent: Monday, February 14, 2005 8:51 PM
To: cdallin@davischamberofcommerce.com
Subject: Legacy Parkway

As a resident of Park City I don't really have a need for the Legacy Parkway but I do read the paper, listen to the radio and watch the television. I see the gridlock and related problems that you and the residents of Davis county face every commuting day. I find myself agreeing that the highway needs to be build albeit with one major restriction - strict, and I mean very strict, limits (if not an outright ban) on new development around the new highway.

In Summit County (specifically the Snyderville Basin) we are facing the reality that you can't build on every square inch of land available. There must be constraints based on infrastructure (both current and planned), resources such as water, sewer etc. and dollars. The promise of increased tax revenue from new development is basically bogus because as one of my urban planning professors taught me "development almost never pays its own way - but rather is subsidized to a large extent by taxpayer dollars." I wish my business received the subsidies similar to those that go into developers' hands!

I would encourage you as well at the other leaders in the area to take a stand against continuous new development. I'm afraid that if you and the other leaders don't have the courage to say "no" to the future development that I'm sure would come (If you build it they will come), we as a state will face a similar issue in ten to twenty years. The problem then would be, we're out of land, now what do we do.

In closing, I withhold my unconditional support for the highway until I see that absolutely irrevocable development bans are put in place around the highway. I am actively relaying this information to my representatives in the state legislature as well as Gov. Huntsman. If you as well as the other city and Davis County leaders can do this, I will throw my complete support to this highway. If not, I cannot and will not give my support to it and will also convey this to my legislators.

Kind regards,

From: Len Hall [len_hall@hotmail.com] **Sent:** Mon 2/14/2005 9:37 PM
To: Legacy
Cc:
Subject: Legacy Highway Construction Comments
Attachments:

GP 342

Hi:

I moved to Davis County a short time ago from the San Jose, California, area.

Some years ago San Jose had the same conflict. There were many people who felt building more road only added to the problem and that public transit was the solution. They convinced the leaders of San Jose to stop building roads and put all public money into transit systems.

The results were nothing short of a disaster. Although there was an increase is usage of the transit systems, they simply didn't go where the public needed to travel and were never sufficiently convient to encourage ridership of any magnitude. In the meantime road deteriorated dramtically. Accidents increased significantly and delays became a daily occurance. I remember one day it took me over four hours go get from my place of employment to my home. Although the attitude of the public officials changed after the a major public outcry and money (much more than it would have originally cost) was being put into roads. Nevertheless, that is one of the main reasons I left California and came to Utah.

Now here again I'm faced with the same goofy arguments. In my mind it isn't a matter of whether the Legacy Highway needs to be built, it is just a matter of when. Sooner or later growth will be such that it will have to be built no matter how many oppose it. Of course, the cost will be higher and there will be a lot more damage to the environment than anyone can imagine now. Both from increased polution of autos and trucks sitting in traffic going nowhere, but spuing out enormouse amounts of polution and from the amount of additional homes and businesses that will have to be removed in order to make way for the road.

I'm not opposed to mass transit. In fact I support it too. However, the only solution is a combination of both, not one or the other. There simply isn't one solution that can solve the urban growth problem.

The West, and particularly Utah, will continue to grow no matter what anyone does to prevent it. What is needed is intelligent solutions, not emotional ones.

Thank you,

Len Hall
PO Box 926
Layton, UT 84041

From: BONSCELLO@aol.com [BONSCELLO@aol.com] **Sent:** Mon 2/14/2005 7:11 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 343

Please consider the approach outlined in the Sierra Club Smart Growth Alternative, rather than the failing model of always creating more vehicular capacity. This approach from the past will not deal effectively with the issues of the future. It is vital that we slow the growth of spawl and it is time to reevaluate our present policies which encourage and advocate growth. There seems to be a general ignoring of the fact that we live in a desert and that water shortages will become a limiting factor sooner than road shartages. Lets focus on all the mass transit solutions first.

Bonnie Mangold
326 Almond Street
Salt Lake City, Ut. 84103

1

From: Mike Anderson [m.c.anderson@m.cc.utah.edu] **Sent:** Tue 2/15/2005 9:43 PM
To: Legacy
Cc:
Subject: support for SGA
Attachments:

GP 344

Mr. Gregory Punske,

I am writing this email as a lifelong Salt Lake valley resident to strongly encourage you to give full and fair consideration to the Smart Growth Alternative proposed as an alternative to the Legacy highway project connecting Salt Lake and Davis counties.

1

I recognize that things cannot continue as is, I-15 simply cannot handle the traffic between these two counties. Something needs to be done. I do not believe that the right approach is to build more roads. The time has come for all of us to evaluate the choices we make in how we commute and travel around this valley. At the current time, commuters have no choice but to drive to work and home. If viable alternatives such as Bus Rapid Transit, and commuter rail are available, commuters will use them.

I ask you to not evaluate the projects based solely upon dollar figures, and traffic projections, but with an eye to the future of this community. Studies, scientists, estimates, and forecasts can all be skewed to serve the purposes of either side. The Legacy Highway project is about more than building just another road. It is an opportunity to change people's minds about getting from one place to another. Please do not let this opportunity slip away. If you do, we will only have to re-address it in 10 years when Legacy is in the same condition as I-15 now.

2

Sincerely,

Mike Anderson

Kimberly J. Stevens GP 345

From: Susan Payne [susan@paynefree.com]
Sent: Friday, February 11, 2005 10:09 AM
To: Legacy
Subject: Legacy Highway-Smart Growth Alternative

Gregory,

Please give fair and full consideration of the Citizens Smart Growth Alternative because:

- It will greatly reduce the loss of valuable wetlands compared to the Legacy Highway alternative
- It will meet future travel needs
- It will promote a better quality of life with more transit friendly development patterns, better long term air quality and open space preservation

Thank you for your time,

Susan Payne
Coldwell Banker
Cell: 435-901-3808
Direct: 435-647-4350
Toll Free: 1-800-825-8889
Website: www.paynefree.com

Kimberly J. Stevens GP 346

From: James Viney [jamesviney@comcast.net]
Sent: Friday, February 11, 2005 10:56 AM
To: Legacy
Subject: Smart Growth Alernative

Mr Gregory Punske, Environmental Program Manager
FHWA - Utah Division
Dear Mr Punske

I am writing to you in support of the smart growth altenative to the legacy highway project. This alternative entils first building commuter rail and light rail or bus transit alternatives from Salt Lake City to serve Ogden and the farmington area, then improving the exisiting I 15 to increase efficiency of that highway, extending redwood road to increase it's ability to serve as a conduit for vehicles and retaining the legacy Nature preserve. I beleive this alternative will best serve our futute by providing more rapid mass transit and less highway sprawl which has been problematic in every area of the country. It will serve ot preserve better quality of life with less air pollution and traffic congestion while maintinaing critical wetland habitat.The experience with light rail in salt lake has shown a much greater willingness of the public to utilize it than ever imagined in the planning process. As an example, currently TRAX carries more than double the ridership intitally estimated for 2030. This alternative would ential much less disruption of wetlands and not entail sprawl encouragement by keeping road enhancements to current road (I 15 and redwood road).

sincerely

James Viney MD
900 Donner Way unit # 201
SLC Ut 84108

Kimberly J. Stevens GP 347

From: garette@att.net
Sent: Friday, February 11, 2005 2:26 PM
To: Legacy
Subject: Smart Growth Alternative

Dear Sirs:

There is a better way. Please give full and fair consideration to the Smart Growth Alternative to the currently proposed legacy highway. 1

Thank you for your consideration.

James G. Hidden
1433 Washakie Circle
Ogden, UT 84403

Kimberly J. Stevens GP 348

From: fran tapscott [frannymay@utah-inter.net]
Sent: Saturday, February 12, 2005 12:56 PM
To: Legacy
Subject: Citizens Smart Growth Alternative (SGA)

Dear Sir:

I am a concerned citizen regarding how we will handle transportation needs for current and future growth here in Utah. A recent article in the Wall Street Journal discussed Houston's traffic problems and how building more freeways only created more traffic jams and hideously polluted air. Surely we can learn from others mistakes. I urge you to consider the Smart Growth Alternative to the Legacy Highway that is proposed by Utahns for Better Transportation and by the Sierra Club. It is a much less expensive answer than the Legacy Highway and accomplishes much more. TRAX has shown that a much higher percentage of the population will use mass transit than was predicted. I believe that the projected numbers that UDOT says will use mass transit in Davis and Weber Counties are very much underestimated. This will also reduce the loss of valuable wetlands and will improve our quality of life as regards air quality, open space preservation, mass transit oriented development patterns instead of suburban sprawl. 1 2

I urgently request your open minded consideration of this better answer to the traffic problems in Davis and Weber Counties. Thank you.

FRAN TAPSCOTT

Kimberly J. Stevens GP 349

From: Janice Mize [janice@relia.net]
Sent: Saturday, February 19, 2005 11:37 AM
To: Legacy
Subject: Comments

This highway should NOT be built. There is a better way, which will cost less, destroy less wetlands and reduce urban sprawl. The Citizen's Smart Growth Alternative promotes transit first, improvements to I-15, and upgrades and extension to Redwood Road. This alternative should be carefully considered. I hope you will listen to these comments.

Thank you.

Janice Mize
Marketing Assistant
Wolf Creek Resort
(801) 745-3488 home office
janice@wolfcreekresort

Kimberly J. Stevens GP 350

From: BobJahnke@aol.com
Sent: Friday, February 18, 2005 12:26 PM
To: Legacy
Subject: Smart Growth

Mr. Punske
I've become a regular TRAX rider. I'm also a regular traveler to Davis and Weber Counties. And a Smart Growth approach to northern Utah's travel problems gets my vote. Please looks seriously at mass transit approaches to not only relieve the highway congestion but also ease potential environmental and air quality impacts of more roadways.
Thank you.
Robert E. Jahnke
1490 Princeton Av
SLC
801-583-3021

GP 351

From: Sweeten, Maria [maria.sweeten@slcgov.com] **Sent:** Mon 2/14/2005 4:14 PM
To: Legacy
Cc:
Subject: Yes on Legacy--PLEASE!!!
Attachments:

I have lived in Davis County on and off for the past 25 years. It's time to bite the bullet and get Legacy off the ground. WE NEED LEGACY. Please add our names to list of supporter for this most important addition to our lives.

Thank you,

Maria Sweeten

Steve Asbury

Woods Cross, Utah

GP 352

From: Nathan Allsop [redflightfever@yahoo.com] **Sent:** Mon 2/14/2005 4:15 PM
To: Legacy
Cc:
Subject: Legacy Parkway (Davis County, Utah)
Attachments:

As a 12 year resident of Davis County, I have long been anticipating an alternate to Interstate 15. The state of Utah did an excellent job of widening I-15, but as we have seen multiple times in the past, even if you widen a road, accidents still happen that are large enough to shut it down completely. The most recent being on Feb. 12, 2005 at Mile post 319.5 (north of Woods Cross High School). Traffic was closed both north and southbound for 5+ hours! The alternate, U.S. 89, was jammed the entire time. Emergency vehicles responding to the scene had a difficult time making their way through the traffic from other jurisdictions resulting in extrication times of up to 90 minutes for the victims involved in the crash!!!! That is ridiculous.

Of course, there are downsides to the construction of a highway along the shoreline of the GSL, but what alternative is there? The single question I ask from anyone against the Legacy construction is, if it does not happen, then what viable alternative would obtain equal or greater results? Don't throw the answer "we'll put in a commuter train" or "we'll widen I-15 some more". How many people can fit on a train? Is that the same number that would be in the vehicles in the same amount of time? Widening I-15 only opens you up to bigger accidents. More traffic on a single road. More chance of something deadly occurring. ROAD RAGE!

I'm always open to alternatives, but unless there is another solution you can provide to us, shut up and let us get on with the growth of our state.

Oh, and Mayor Anderson, none of this is in your jurisdiction, so why don't you stick to your own business of keeping the air in Salt Lake City clean and let us deal with our own?!?

Thanks

Do you Yahoo!?
Yahoo! Search presents - Jib Jab's 'Second Term'

GP 353

From: Sean Hatch [Sean.Hatch@hsc.utah.edu]
Sent: Mon 2/14/2005 4:12 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I find that this is the most Ignorant reason to hold up a project that has been needed for so many years. I don't think the people under stand that if a natural disaster is to occur south or west there is very limited ways of getting out of down town. I support this project because my wife and I have traveled this road for over 10 years and have children in day care in Bountiful, this road will limit the conjustion so that I may pick up my kids at a decent hour. Plus to travel him if a semi truck was to ever exploid on a road again like it did.

GP 354

From: Larry Nielsen [nielsenl@posim.net]
Sent: Mon 2/14/2005 4:26 PM
To: Legacy
Cc:
Subject: Build the Highway
Attachments:

I certainly have zero political ambitions and no axe to grind, but I think Rocky Anderson and the Sierra Club have had their 50 seconds of fame. I think now is past time these outsiders are told to take a hike. Their need for the limelight has cost us as taxpayers plenty. Enough already! The accident on 1-15 last Saturday, closing I-15 for several, long hours, should be enough evidence that we need some drastic changes. (The closure even affected those precious souls venturing north out of Salt Lake).

I thought Mr. Anderson was just the mayor of Salt Lake City. I didn't realize that made him Lord and Savior of all of Utah. I've had enough of his bullying tactics. He is making a joke out of his office. I think it's high time someone stood up and told him to put a sock in it. I think he, as well as the Sierra Club, should be held accountable for the additional charges that Legacy is now going to cost us.

The last time I drove around in Salt Lake, I was really impressed with their freeways. I was wondering, has Rocky actually taken his ecologically correct vehicle on I-15 between Kaysville and Centerville? That area around the Farmington exits is an absolute joke. Don't us lesser class folks here in Davis County deserve the same considerations?

Please, let's tell Mayor Rocky and his out-of-state cronies, to mind their own business. When one looks at their 'alternative route' suggestions, one wonders what they've been smoking. Talk about creating major gridlock...and that's just accessing their alternative. Please, enough already!

Larry Nielsen

POSIM Software

Ensign Systems

1330 W Flint Meadow Dr.

Kaysville, Utah 84037

800-409-7678

801-546-1616

801-546-6490 Fax

nielsenl@posim.net

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 2/14/2005 5:27 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

GP 355

The following was submitted to the "Legacy Public Input" form

from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---

Ronald B. Hollenbeck

---[Address]---

1216 Waterside Cove #31

---[City, State, Zip]---

Midvale, Utah 84047

---[Phone]---

801 233-9047

---[Fax]---

801 968-1023

---[E-mail]---

captronz@hotmail.com

---[Project Comments]---

Get the dang thing built. Stop wasting time with the anti capitolist enviromental jackasses. We don't need to let these people hold up progress anymore. Tell Rocky Anderson and all his socialist buddies to shove it. They are wasting tax payer money with this childish crap.

==========

GP 356

From: Liz Schultz [liz.schultz@ihc.com] **Sent:** Mon 2/14/2005 6:33 PM
To: Legacy
Cc:
Subject: I want Legacy Highway
Attachments:

I have lived in Davis County 8 ½ years now and we NEED and WANT Legacy Highway. With the VAST majority of Davis County residents supporting Legacy Highway, it should have already been built. Down with Mayor (and yes, that is mayor and NOT Governor) Rocky Anderson. He does not live or commute in Davis County but enjoys the added business that comes from Davis County. There are a few places that I would like to see him put his litigation of Legacy Highway but I won't go into that in this e-mail. Do I support expanding Redwood Road. I am not familiar with all of the ideas associated with that but I would rather have a dedicated Highway and not expand Redwood Road. I live in a development right off of Redwood Road in NSL and as it stands, Legacy is slated to go in on the West end of the development. I want Legacy there with Redwood being used as a city street with traffic levels of that type of road with Legacy supporting more commuter and trucking traffic.

Thank you for letting me voice my opinions,

Liz Schultz
590 N Wellingford Circle
North Salt Lake, Utah 84054

GP 357

From: Phil Garner [philg@cc.usu.edu] **Sent:** Mon 2/14/2005 10:49 PM
To: Legacy
Cc:
Subject: If you build it, we will not be stuck.
Attachments:

As one of the thousands who were effected by the 16 car pile-up last Saturday I have just one question? How is it better for the environment to have my car's emissions, along with thousands of others, running in idle polluting for hours more than would have occured if a small amount of land had been sacrificed for this vital route to clear up the bottle-neck?
When you look at the safety and health issues presented, how can you not build this road? If the environmentalists will pull their heads out of their butts they will see the adantages greatly outway the few drawbacks.
Thank You
Phil Garner

GP 358

From: Dustin Turner [dturner004@gmail.com] **Sent:** Tue 2/15/2005 12:07 AM
To: Legacy
Cc:
Subject: Comment
Attachments:

I am simply writing to state my opinion on the Legacy Highway. As it stands, Utah has only one single road to get from ogden to davis county, and that of course is I-15. Legacy Highway is very necessary and is long overdue. I have found myself in situations before where I cannot get home because there was a situation that closed I-15 down. Had an alternate route been available, this would not have been a problem for me. Expanding Redwood Road will not meet the demands of Utah's expansion rate. It may satisfy the needs for awhile, but within a few years, it will then fail. Legacy Highway needs to be built without further delay. Just get it done so we can all be happy for once!

Thanks,

Dustin Turner

GP 359

From: Rimington, Kenneth [Kenneth.Rimington@ATK.com] **Sent:** Tue 2/15/2005 7:04 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

The Legacy Highway is not an optional, nice-to-have option for Utah. The traffic demands in the Davis county corridor are already much worse than acceptable and will only get worse. Delaying the Legacy Highway is not in the best interest of the citizens of this great state. Opponents are suggesting that light rail is the appropriate solution, but they are mistaken. Both the Legacy Highway and light rail will be required in order to meet the transportation needs.

Salt Lake City government should focus on SLC issues and quit messing up Davis county plans. There was a great SLC government uproar when then Governor Bangerter funded and built Bangerter Highway. History shows that corridor has become vital to the west side of the valley. SLC government is as wrong about the Legacy Highway as they were about the Bangerter Highway.

Kimberly J. Stevens

GP 360

From: Jason Hyer [jasonjhyer@earthlink.net] **Sent:** Tue 2/15/2005 8:20 AM
To: Legacy
Cc:
Subject: Legacy Highway needs to be built
Attachments:

148

I have reviewed portions of the Suplimental Environmental Impact Study and attended the public comment meeting in December for the Legacy Highway and would like to voice my opinion. I currently commute daily from Roy to Salt Lake and am excited about the prospect of having commuter rail within a couple of years. Currently, I-15 is only good to drive before 6:30am or after 7pm. As much as I think that our environment is precious and we need to be careful with it, a growing population centered around Salt Lake City seems to dictate that we need more transporation options that will impact some of our natural resources. A balanced effort is needed and it appears that the plans for the Legacy Highway have addressed that need.

Many people claim that if more people commuted, we have commuter rail, and we have an expanded Redwood Road, that the need for Legacy is eliminated. I believe that solution is shortsighted as it doesn't fully address the needs of the population further north than Centerville. A week doesn't go by lately that I-15 isn't almost at a standstill from one problem or another. Even with commuter rail, a freeway closure will still impact drivers not serviced by commuter rail and transportation of goods. I also am concerned that if there is ever a need to evacuate people from the Salt Lake area that moving people north will be futile if even a small accident occurs on I-15. Though our environment is important, the needs of the populace are more important in this situation. I trust the designers and builders of this highway to be careful and not adversly impact more of the wetlands than is needed. I also don't believe the arguement that if we build it, more people will come. People will come no matter what. Our population is growing and will continue to do so.

I appreciate you taking the time to listen to my comments

Jason Hyer
2939 W. 4375 S.
Roy, UT 84067

GP 361

From: Chris Dallin [cdallin@davischamberofcommerce.com] **Sent:** Wed 2/16/2005 10:10 AM
To: Legacy
Cc:
Subject: FW: Yes on Legacy
Attachments:

-----Original Message-----
From: Frei, Gregory [mailto:gregory.frei@pfizer.com]
Sent: Tuesday, February 15, 2005 9:52 PM
To: cdallin@davischamberofcommerce.com
Subject: Yes on Legacy

I am voting a YES on the completion of Legacy highway.

Greg Frei
801-725-8222

--
No virus found in this outgoing message.
Checked by AVG Anti-Virus.
Version: 7.0.300 / Virus Database: 265.8.8 - Release Date: 2/14/2005

From Chris Dallin [cdallin@davischamberofcommerce com] **Sent.** Wed 2/16/2005 8 57 AM
To: Legacy
Cc.
Subject· Legacy Highway Project
Attachments

GP 362

-----Original Message-----
From Cory Foster [mailto cfoster@burtonlumber com]
Sent Tuesday, February 15, 2005 2 36 PM
To legacy@jsanet com, mayor@slcgov com, cdallin@davischamberofcommerce com
Cc shawkes@burtonlumber com, 'Dan Burton'
Subject Legacy Highway Project

To Whom It May Concern

Please allow me to introduce myself My name is Cory Foster and I currently reside in Kearns Utah I work for Burton Lumber Company and have been for the last 21 years My position with Burton Lumber is general manager of the Layton branch Burton Lumber employ's over 450 employees, 350 of those living along the Wasatch Front I commute to Layton every day, Monday through Friday and sometimes on Saturday I-15 is the only logical route for my commute Many other employees with Burton Lumber commute the I-15 corridor between Weber County and Salt Lake County as well We also have over 65 vehicles used for delivery purposes as well as sales people and other operational employees that travel the entire Wasatch Front with I-15 being one of the major roads used

Just this morning, shortly before writing this letter, there were several accidents caused from a minor snow storm on I-15 in Davis County A commute that normally takes 40 minutes turned into 1 ½ to 2 hours Accidents along this stretch of road are very common even in good weather It is too congested already There are no alternate routes except of course traveling through residential neighborhoods which would provide great risk to school children or cause other major congestions and safety risks

In my opinion, the Legacy Highway is crucial, essential, and necessary for the present and future of this state It should not be optional The construction of Legacy should go forward with full force and speed The impact studies which have been done prove that Legacy is the only and obvious solution The greater majority of Davis, Weber, and Salt Lake County residents support Legacy Highway Many Polls have been done which prove this point The state has gone to great lengths to provide other lands including wetlands to more than compromise the area that will be developed for the highway Environmental groups should not be allowed to halt such a crucial development, nor should they be so blinded as to the compromises that have taken place already to appease all interested parties or groups

GP 362

Furthermore, construction and completion of the Legacy Highway would help bridge a gap between two counties that should act as if they are one Most residents have family, friends, employment, or other reasons to commute or travel between the two counties or surrounding cities Right now I-15 is the only road connecting the two It is also the only interstate highway between Idaho and Utah It seems like the ones against Legacy, special interest groups that represent a very small group in Utah and one Salt Lake City mayor that who knows who he represents now, have only greed or ignorance standing in the way of a much needed improvement and development to Utah's highways As far as I know all of the other mayors in surrounding cities are in favor of this project, and they should be, because they represent us, the people

Please allow one more comment from me I mentioned earlier that I live in Kearns There is much talk and planning taking place right now for the construction of a new freeway very near to my house To some this could be a very negative thing However, I recognize that small sacrifices need to be made to further enhance a better way of life or allow growth to further take place in a very wonderful area I fully support funds, taxes, bonds or what ever it takes to build future roads and highways to create a more suitable place to live and to further invest for our children and our children's children

Thank you for your time and consideration

Sincerely,

Cory Foster

e-mail cfoster@burtonlumber com

From: Chris Dallin [cdallin@davischamberofcommerce.com] **Sent:** Wed 2/16/2005 8:56 AM
To: Legacy
Cc:
Subject: FW: LEGACY HIGHWAY
Attachments:

GP 363

-----Original Message-----
From: Bonnie Dennis [mailto:vernoncurtisjins@qwest.net]
Sent: Tuesday, February 15, 2005 9:39 AM
To: cdallin@davischamberofcommerce.com
Subject: LEGACY HIGHWAY

As we speak right now, the traffic is backup in Farmington again!!!! The employees that live in Kaysville and work in Bountiful have now been on the freeway for one hour and have still not made it to Bountiful. This is typically about a 15 minute drive.

Also, on Saturday Feb. 12th, as we all know, the freeway was shut down in both directions for about 6 hours due to an accident. My husband was in the middle of this mess. It took him 1 hour to go 2 miles before he could get off the freeway.

The traffic was all deverted through side streets which were a mess all day long due to there not being any alternate routes.

We need the Legacy Hiway in the worst way. True, we also need other mass transit, we need both. You never hear much of major problems such as these anywhere else in the valley. Could this be because there are other alternative routes in the valley?

We need to do something now!!! We are waisting so much tax payers monies that it is discusting!!!!

Thanks,

A Bountiful Resident

From: Laurel Telford [pillowgrande@yahoo.com] **Sent:** Tue 2/15/2005 8:41 AM
To: Legacy
Cc: pillowgrande@yahoo.com
Subject: Legacy Project
Attachments:

GP 364

149

To those that are willing to have an ear.....This is concerning the need for another travel option between Weber/Davis and Salt Lake Counties. It is time we let the will of the people carry the day. Our Country was founded on the principle of majority rule. Our Founding Fathers never intended it to be governed by a few with abstract philosophical viewpoints. Lets get on with the care and concern of the general public and quickly remove any obstacles that are standing in the way of the Legacy project.

Laurel Telford
Randolph,Utah
435-757-4807

From: spjacobson5012@netzero.net [spjacobson5012@netzero.net] **Sent:** Tue 2/15/2005 10:26 AM
To: Legacy
Cc:
Subject:
Attachments:

GP 365

150

I find it amazing that we recently have seen a lot of construction on I-15 south of Salt Lake City, but nothing seems to happen in Davis County. Living in the nothern end of Davis county it seems the traffic planners believe the state ends just north of Bountiful. The people opposed to the Legacy Highway like Mayor Rocky Anderson, tell us mass transit is the answer. Maybe if these people lived in Davis county and paid additional sales tax for UTA improvement with no results they would understand our skepticism. I'm to trust mass transit solution from the people that decided they couldn't continue a bus route through Davis county from the Layton Hills mall to the IRS in Ogden. Of course the route chosen was far from any of the homes with very limited access to parking. I tried riding the bus for some time. I had to drive to my mother's house (as I couldn't see a 3 mile hike at 5am) and then walk three blocks to the bus stop and hope the driver would stop at the bus stop.

I just wonder how many tie ups like last saturday's have to happen before we see a need for an alternate route.
Stephen Jacobson

From: John Powell [JCP@JUB.com] **Sent:** Tue 2/15/2005 12:13 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

GP 366

151

I am in strong support of the Legacy Highway being built soon.

I along with many other also feel that Redwood Road is not a feasible alternative to fix the problem.

John C. Powell, P.E.

160 W. 500 N.

Wellsville, UT 84339

(435)713-9514

(801)725-4044 cell

From: Donald McCrory [d.b.mccrory@worldnet.att.net] **Sent:** Tue 2/15/2005 12:14 PM
To: Legacy; nancy.kang@usace.army.mil
Cc:
Subject: legacy highway comments;
Attachments:

GP 367

152

I think the legacy highway is not only a good idea, but a neccessaity for the continued growth in the valley. I until two years ago lived in Layton and commutted to the Salt lake area daily. As the valley population grows its only going to get worse.
Wet lands conservation is a lame excuse for blocking progress. I have traveled around the U.S. and have seen many freeways through wetlands be compatible partners in nature. Let a good idea be sponed by Rocky Anderson or other activists, with wet lands as an obstical and see how long it lasts. Its a political tool with other objectives in mind.
Legacy highway should go around and isolate Salt lake City so other communities can benifit.
GO LEGACY!
DON

From: b_horne@comcast.net [b_horne@comcast.net] **Sent:** Tue 2/15/2005 2:22 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 368

155

There is a preponderance of evidence that shows the need for an additional highway through Davis County, UT. The Army Corp has a plan to preserve or add additional wetlands so that the wetlands are not an issue.

The vast majority of those opposing the highway do not live in the area and rarely travel through it. They are members of the Sierra Club or some group that has blinders on to reality. They don't care about the people, the traffic, the problems when I-15 is shut down, etc. They are concerned about one thing only...the environment.

Animal are important and all efforts are being made to protect and support them. The environment is important and all efforts are being made to protect it. The people are more important however and the currently Legacy plans meet all those needs. It is time to move forward and complete the highway.

--
Brian Horne
Davis County Delegate
Centerville Precinct 8 Vice Chair
B_Horne@comcast.net
801-951-1088

GP 369

From: Scott McIntyre [SMcIntyre@ncilp.com] **Sent:** Tue 2/15/2005 3:27 PM
To: Legacy
Cc:
Subject: The I-15 Problem
Attachments:

Let me begin by telling you a little about me. I am a married father of two children. I live in the south end of Layton and work on the north end of Salt Lake City. I hold a full-time "day job" as well as own/operate a small company that provides services along the entire Wasatch front. In my spare time I volunteer my amateur radio skills and equipment in providing emergency communications when ever needed. In addition, I (and hundreds like me) volunteer these same skills and equipment in providing communication at events such as parades, international sporting events, and disaster preparedness drills across the state.

Salt Lake City is home to not only some of the finest and most diverse shopping establishments, restaurants and businesses, but also to world renowned medical facilities, prestigious learning institutions and world famous tourist attractions. There are plenty of reasons to want to visit, live in, or work in Salt Lake City. I feel that Utah, Davis, and Weber counties would not be what they are now if it were not for Salt Lake County and vice versa. With that in mind let me share my concerns with *our* traffic situation. My concerns stem from both my professional careers as well as my volunteer efforts.

I am sure you are aware of the butane tanker truck accident that occurred on Highway 89 last week. As one of the volunteer emergency communication responders, I was acutely aware of the difficulty of navigating from my location to the evacuation center where I provided communications. In conversing with many other amateur radio operators we determined that the traffic that regularly utilizes highway 89 was being diverted to I-15. The sheer influx in vehicle traffic created near gridlock on I-15 and spilled over into the surrounding surface streets causing major delays throughout Davis County and beyond. While this is not a regular occurrence, accidents such as this one can and do cause major blockages into and out of our State Capitol. While the delay for me is often simply a hassle, I am concerned that in the event of a larger scale accident or disaster with many serious injuries, our road ways would once again grind to a halt and our highly respected helicopter rescue teams would simply be unable to transport all of the victims to the urgent care facilities in Salt Lake City that often are the best choice for serious-injury patients. It seems to me that an alternate major highway through Davis County would benefit all the connected counties and beyond. Emergency crews would be better able to get into and out of effected areas during heavy traffic. Companies in Salt Lake City as well as Davis County would benefit financially due to the reduction of down time due to employees being able to arrive as scheduled. It may also benefit downtown Salt Lake City companies by making it easier for would be customers to commute to their location. I wonder if many of us could imagine what Salt Lake County would be like today without I-215. Any proposal to demolish I-215 would surely be met by numerous challenges many of which would question the sanity of the proposer and his or her relative position in relation to reality. In Davis County however, I feel we have a "Salt Lake City without an I-215".

On the personal side, I am regularly frustrated as my one-way commute time multiplies from under 30 minutes to over an hour in almost any given week. I am aware that my choice of location for my residence as well as employment is a major factor in my commute. For those choices I accept personal responsibility. How ever, I feel that no city in our state can prosper in isolation. Our strength in Utah is because of a diverse population that can meet the growing needs of businesses, our common values such as excellence in education and strong families and communities, and our attitude of perseverance which is built upon the shoulders of men and women that saw prosperity in spite of desolation. Our differences with other states are not weaknesses. Our arguing and infighting between cities and counties are.

By not building a stronger traffic infrastructure we may eventually be left in a similar situation to Alaska. Their State Capitol, while once a thriving center of communication and commerce, has dwindled due to the difficulty of simply getting to the location. While Utah does not have many of the same challenges that our great countries largest state faces, I feel that we can learn from the mistakes of others to make our cities and even our entire state better than it is now.

I respectfully voice my opinion in support of the Legacy Highway.

Scott McIntyre

troutman_2@yahoo.com

Information contained in this transmission is intended for the use of the individual or entity named above and may contain legally privileged and/or confidential information. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please permanently delete this message and immediately notify us by telephone at (281)897-7788.

From: Julie Love [jlove@skywest.com] **Sent:** Tue 2/15/2005 4:30 PM
To: Legacy
Cc:
Subject: Legacy Parkway support
Attachments:

GP 370

I would like to offer my support for the Legacy Parkway. It is clear to me that this is our best alternative in addition to mass transit. I'm convinced that mass transit alone will not be enough.

Sincerely,

Julie Love

Woods Cross, UT

Julie D. Love

Regional Administrative Assistant

SkyWest Airlines - SLC

(801) 258-4212

jlove@skywest.com

From: wade.r.lake@L-3com.com [wade.r.lake@L-3com.com] **Sent:** Tue 2/15/2005 5:14 PM
To: Legacy
Cc:
Subject: Comment
Attachments:

GP 371

How can anyone argue that there is no need for an alternate route through Davis county to and from Salt Lake City? These arguments brought by the Sierra club and others about protecting wetlands ring pretty hollow when one considers the negative environmental impact that a freeway in gridlock has on an area. I am no air quality expert but you don't have to be a genius to know that an engine running at freeway speed is much more fuel efficient and clean burning from an emissions standpoint than one constantly accelerating and then idling again.

Lets consider the public safety issue. I have personally experienced 2 to 3 hour delays getting through South Davis county on I-15 northbound when a Semi- trailer has overturned in the roadway or other serious multi-car accidents occur. The thing that keeps coming to my mind is this, If there are no practical alternate routes then what happens if an Emergency vehicle needs to get from the Bountiful area to Layton? There are alternate back street routes but they had better not be in any hurry - Oh wait, I did say Emergency vehicle, didn't I? I am sure residents along these "alternate" routes would be in favor of Legacy Parkway too seeing as they go through many residential areas - school zones etc. There's that safety issue again. You should see the load these little side streets take on when there is the slightest glitch in traffic along I-15.

This first leg of Legacy Parkway from Farmington to I-215 would do the biggest part to alleviate the problem because about half of the traffic on I-15 through that corridor would be from North Davis county and further north, and therefore would be on the Parkway and separated from South Davis traffic where the biggest problem is.

The wetlands preservation argument also does not sound right when one considers that UDOT bought about 2000 acres of surrounding wetlands from private owners to set aside as wetlands to do their part to preserve wetlands as a capitulation for the roughly 150 acres of wetlands that will be used to build the parkway. Again, I do not consider myself a genius but I know math well enough to know that this is a good deal. I wish my 401k could experience that kind of an increase overnight!

I cannot express completely in words my frustration when a special interest group delays essential progress at the taxpayers expense (Tax burden and personal). All this for the sake of increasing political clout and for political gain. This is the only conclusion I can draw from this after carefully analyzing the arguments.

Considering that the voice of the overwhelming majority of the people of Utah does not agree with the Sierra Club - etc. Why are they being

allowed to continually meddle in this issue? Its time to tell the special interest groups that enough is enough and like it or not, it is necessary. I think everyone involved in this knows it will happen eventually anyway, even the Sierra Club, so lets do it sooner and solve a problem now rather than waste more tax dollars and wait until it becomes a bigger problem.

Its time! Lets build it already!

Respectfully,

Wade R. Lake
Test Process Engineering
L-3 Communications / CSW
640 North 2200 West
Salt Lake City, UT 84116
Voice: (801) 594-2234

From: Marcyes Famil;y [dmarcyes@hotmail.com] **Sent:** Tue 2/15/2005 2:18 PM
To: Legacy
Cc:
Subject: Legacy Hightway
Attachments:

GP 372

I am a retired Civil Service worker living in Bountiful. I have worked in both Salt Lake City and Ogden and feel the Legacy Highway must be built as soon as possible. Not only is the road needed but the plan to build a cement buffer will help the wetlands. One freeway along the Wasatch Front is insufficient. Not only can it not handle the traffic but it will create a disaster if the road has to be closed for any length of time due to disaster, etc.

Kimberly J. Stevens

From: Ucon Website [udotweb@utah.gov]
Sent: Saturday, February 12, 2005 7:40 PM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

GP 373

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
David C. Hill

---[Address]---
768 West 1100 South

---[City, State, Zip]---
Woods Cross, Utah 84087

---[Phone]---
801-298-0832

---[Fax]---

---[E-mail]---

---[Project Comments]---
The time for study and design is past. It is time to build Legacy. Davis County residents have been held hostage. We have been told that we needed to approve funding for mass transit. We did. Mass transit systems are being designed and soon the construction of Commuter Rail will begin. Light Rail, Commuter Rail, Bus Transit and other means will help and I am in favor of, however we need another access through the southern part of Davis County. The idea that has recently been raised of expanding Redwood Road is a bad idea. Look at the problems that Bangerter Highway has and we would be repeating the same mistakes of stop and go traffic going through our residential areas. It is interesting that this idea has been promoted just recently. Is it a way to bring another concept that hasn't been studied into the picture to once again delay Legacy?

More study and investigation was required by the Courts, it has been done. Move forward and let's build it.

==========

Kimberly J. Stevens

From: Lowell Steele [lsteele@sisna.com]
Sent: Friday, February 18, 2005 11:31 AM
To: Legacy
Subject: Build Legacy Highway

GP 374

To whom it may concern:

As a Davis County resident, it is my opinion that we need to get the Legacy Highway built, the sooner the better. Those that don't live in South Davis County (read Rocky Anderson and the Sierra Club) don't realize that Legacy Highway is not a panacea for the future, but a solution for the reality of today. If we'd had Legacy Highway 5 years ago, it wouldn't have been too soon. Because we only have one constricted "through" route and commuter route, traffic comes to a standstill not just during the "rush" hour, but at random times throughout the day and week. This is a clear sign of overdependence on a route. Heaven forbid we get an accident or bad roads! What happens when a car sits or creeps along in traffic. The Sierra Club can tell you that it spews more pollution/minute at idle. Not only that, but the car spews more because it's in traffic longer waiting for the road to clear. This is not rocket science! If the Sierra Club REALLY cared about the environment, they would be lobbying FOR a second artery through South Davis County, not obstructing it.

I'm satisfied that UDOT and the Army Corps of Engineers have done everything possible to optimize the planned route for Legacy so as to minimize the impact on people, wildlife and the environment. Rocky's and the Sierra Club's hastily-conceived and poorly researched "alternate" of Redwood Road doesn't BEGIN to do that--what a sham! This is a group of people who are so obviously playing the role of obstructionist, as opposed to coming to the table to help solve a very real problem, that their credibility is to be seriously questioned. Their real objective is NO highway--something that is clearly unacceptable. Do we need commuter rail in Davis County? Absolutely! Will it obviate the need for a second main artery? No! Even if we'd had commuter rail on the same timeframe as SL County's TRAX system, we'd still have needed Legacy 5 years ago. If we had commuter rail today, would it keep most people from having to drive into Salt Lake County? Well, ask yourself this: does TRAX keep a significant number of SL Co. residents off the freeways? Only if they need to go downtown and while there make purchases they can wrangle home via TRAX. The same answer applies re traffic from the North. The main driving forces behind using TRAX or a future commuter rail from the north are downtown SLC traffic congestion and expensive parking.

To recap, Legacy Highway is long overdue. It's time to tell Rocky and his friends that we're tired of their obstructionist tactics, and get on with solving the real-life problem WE, not they, have to live with!

Regards,

Lowell Steele
lsteele1@qwest.net
336 E 830 S
Farmington, UT 84025

Legacy Parkway & Preserve SEIS Open House
Videographer Transcript
7 January 2005

GP 375

Ray Lewis, Pleasant View, U tah

I have commuted on I-15 for the last 35 years. Right at 31st and the intersection of I-15 there's a real bottleneck there where one lane ends. Can you imagine that? One land ending and everybody forced to get over into another lane to avoid, if you will, a traffic accident. The rage for some of those drivers there through the years is just unbelievable. I just can't believe that we're still waiting for the Legacy Highway to go on, while these people down in Salt Lake City, and people from all over the West, if you will, the Sierra Club, are holding us hostage. I just can't conceive of living with that for another 15 or 20 years, least ways for my kids. This is just absolutely ridiculous, and these people ought to be put in their place as obstructionists. I think we should go ahead with this thing and get it done. What's wrong? I just can't understand why Rocky Anderson and the Sierra Club have that much power over us people here in northern Utah.

GP 376

Daniel Kuhn, West Valley City, Utah

I'd like to give some additional input over and above my written input about the Legacy Parkway Project. I'm a former official with Amtrak. I've dealt with passenger and commuter rail issues for over 30 years. I now live here in Utah. I was in charge of Amtrak here in Utah for more than a decade. I'm very familiar with transportation matters up and down the Wasatch Front. I want to go on record as being favor of the Legacy Parkway Project as part of a balanced transportation solution along the Wasatch Front north of Salt Lake City. Commuter rail is important. A widened I-15 is important, not only to keep the automobile traffic fluid but also as a matter of moving freight. One thing I learned as a railroad official is that Utah is the largest freight-handling center between the Missouri River and the West Coast. That's both rail freight and truck freight. Rail freight is not particularly affected by this particular issue, but truck freight is becoming increasingly affected by congestion along the I-15 corridor. The Legacy Parkway will provide another avenue for trucks to access the industrial west side of Salt Lake City as they travel to and from the warehouses in Clearfield and Ogden. This is vital to the future of Utah's status as the freight crossroads of the west. It's important that the highway be built as soon as possible because matters are already congested in a serious way up and down the I-15 corridor north of Salt Lake City. Thank you.

GP 377

Greg Bell, Fruit Heights, Utah

Currently I serve as a senator in the Utah State Senate. For many years I have been dealing with the Legacy Highway issue. During the 80s and 90s we referred to the West Davis Highway in Davis County because we always knew that we only had one way through Davis County to Weber County and other areas in northern Utah and that was I-15. We've seen that blocked off and we've seen that congested many, many times. In the early 90s I served on the Farmington City Council. We tried to set aside a corridor to preserve some type of highway through our area. Farmington City has done a phenomenal job in preserving the shore lands in Farmington. We had a 750-acre development in which we required the developer to set aside almost half, or close to 400 acres, for open space, which is available to the public along the shore land. But we always wanted to provide for some multi-modal corridor as well. As we pushed for the West Davis Highway, one day I was excited to learn that Gov. Leavitt was announcing Legacy Highway. At that time I was serving as Farmington City mayor, where I served for eight years. We have a great need for additional traffic options in Davis County. Subsequent to that, and I don't mean to say "I, I" here, but the reason I say these things is because as mayor of Farmington, and then as chair of Envision Utah, I was able to sit on the board of the Wasatch Front Regional Council, and there I saw the process by which Legacy was selected, sited, prioritized, funded and it was a groundswell of interest and support from everyone along the corridor, and also those who would be using it from Ogden, northern Davis County and Morgan County as well.

The other element I wanted to emphasize is that, because I was a member of the Davis County Council of Governments, I was designated to be the chair of the Davis County Open Space Committee. The Davis County Open Space Committee was given the task of developing a master plan of open spaces in Davis County. We first of all found some funding from various sources to do a study of the shoreline. The Great Salt Lake shoreline is extremely important, and isn't always treated with the respect that it deserves. The GSL is of course known as an international flyway, and is an extremely important resource in this state and in the ecosystem. As you follow the birds up and down from the Andes clear into Canada, the Great Salt Lake is an important stopping place for many of them. As we conducted this study, we conducted seminars and meetings of public input in northern Davis County, southern Davis County and central Davis County. We found one theme unified everyone, and that was they wanted to preserve the shore lands in their pristine natural state, they wanted then to move to some type of low density housing combined with agricultural uses, and then they wanted to move into typical residential. Even to the point that they recommended, and Davis County is now implementing, very very far-reaching transfer of development rights ordinances, so that persons who owned land near the lake would not be disadvantaged because they have a no density or a low density piece of property. They can sell their density up into the more populated part of the county. The ultimate report, which was published and then adopted, and has been made a record of the Legacy file in the EIS, is the Davis County Shore Lands Plan. It is a master plan for how we treat that shore land throughout Davis County. It was participated in by all of the cities along the shoreline, and I'm going to name them: the city of North Salt Lake, West Bountiful, Woods Cross, Centerville, Farmington, Kaysville, Layton, Clinton, Syracuse and West Point. All of these cities essentially agreed upon the same principles in the plan, but the plan was adopted by every one of those cities and is now made a part of the Master Plan of those cities, so if a developer wishes to develop a property which has this overlay on it, the developer has to treat with restrictions of this Davis County Shore Lands plan which treats this very precious ground as unique and sensitive. It was interesting in conducting the public hearings in working with staff and working with our committee, particularly in the south end of Davis County where Legacy will be sited and where it has been most controversial, there was an absolute unanimity of opinion that Legacy Highway

GP-377

would be an absolute bar to any more western development. So that everyone agreed that no infrastructure for sewer, water and other necessary things for developed growth would be put under Legacy Highway, but Legacy Highway would be the natural line in the sand, if you will, beyond which development would not proceed. I was so delighted with that outcome because it makes a lot of sense. It protects the western part of that area from development, it leaves it not only in the large nature preserve that UDOT owns, but many other areas will then be preserved and further development will just not occur except limited development along the 5th South in Bountiful. So that is an important factor.

My final point is this: as chairman of Envision Utah, which is a nationally known regional growth planning group known for its sensitivity to all kinds of considerations of environment and air quality, transportation planning, affordable housing, mass transportation, as chair of Envision Utah I've been instrumental in developing region-wide, balanced transportation plan, and that includes a developed highway system, a developed light rail system, a heavy rail system, bus rapid transit, and regular bus and other modes as well. We have completed that plan for the entire Wasatch front, and have unprecedented cooperation between the Mountainlands Association of Governments representing Utah county and others, and the Wasatch Front Regional Council, representing Salt Lake County and counties north. And that plan has been adopted by both of those councils. To say, then, that there will be no transit through Davis County is absolutely in error. We have made a very, very aggressive approach to mass transit. First of all, we have commuter rail, which should be done and in operation in 2007. We have light rail, bus rapid transit, which will go through Bountiful up to Farmington, and we have other modes of transportation that will be coming, mass transportation in league with what we hope will be an expanded highway system with Legacy Highway. Thank you.

GP 378

DeVan Pack, 616 West 100 North, West Bountiful

I happen to be a West Bountiful city councilman presently, but I think more importantly I've been a farmer in Davis County for all of my life. I'm over 50 years old now. I hope that we can move ahead and approve the Legacy Parkway. I believe that the objections have been addressed, and I feel bad that they came up. I believe that they have cost the state a lot of money that was unnecessary. We do presently have 80 acres of ground in west Farmington, closer to 120 acres that we farm. My dad started farming in Bountiful. We know by having to move around from field to field, not having our fields all in one place, we know what problems can arise when there are problems on I-15 and the problems that get to be around it. I'm sure you're aware of the problems that were created the day that the tanker caught fire and created a major gridlock in the Bountiful area for all those who were trying to get around it. We've noticed, and we've kind of been joking through the years that we've farmed in west Farmington for the laswt 20-25 years, that we know when an environmental impact study is going on because the field next to us, the drainage ditch seems to back up and pond during the study, and then it drains afterward and goes back to normal. As a farmer also, if somebody came to me and said they'd trade 100-150 of my acres for 2,000 somewhat comparable acres, I believe we would take that offer very quickly and move on. When we first heard about the Legacy, I wanted it to be further west so if there was a chemical accident on the UP tracks or on I-15 or vice versa on Legacy, it wouldn't create a logjam again or the problems that it could create. However, I don't feel that with the plan, even though it is very close to I-15 in Centerville, we should hold up the Legacy any further. It needs to go forward. I-15 also needs to be improved. Several years ago when they did some improvement on I-15 it caused a lot of stress and traffic in the neighborhoods because of that work. I believe that a second artery would be vitally important if they are going to update the freeway like I understand that they are going to do. I hope the Corps will approve, that the Legacy Parkway can go forth. I feel bad about the delay that has been caused. I have other comments about degrading light rail to a dedicated bus line through the Bountiful Farmington area. I think that is short-changing the people of south Davis County. But we need this to go forth. It's time for it to move on. Thank you.

GP 379

David Peterson, Layton, Utah

Two years ago I got my life back and went to work for Intermountain Concrete Specialties. I've watched these highways being built. I'm on them consistently every day. I will not go to work early in the morning because there are too many traffic jams. I can waste an hour, sometimes two, just getting to work. So I don't leave until later. Going home I have to schedule my trip two hours early so I don't get the traffic jam. If there was an emergency, and I had to get home quickly, and it was 5 o'clock, I might as well forget it. I have seen and have been in those jams when there are cars and trucks sitting dead still, or going 4 or 5 miles per hour, which is very poor gas mileage and it pollutes the air more. It's crazy to be spending more gas, more time . . . I can't tell you how many dollars companies are losing because they can't get from A to B because of this narrow bottleneck.

Another thing, if they build this highway, which if they don't, shame on you. If they don't build it, then they're going to lose a lot of habitat for the birds, and I happen to like snakes, so they're there too. All of the animals that could have these wetlands that are being preserved, and that's what they're going to do, more than what is required . . . golly, if they don't do this, I'm going to be mad. And they need to do it quickly. I know the contractor has lost millions and millions. And so has the state. I'd rather have that money go to schools . . .mass transit . . . it doesn't matter. I'm 68, and I'm going to live to be 108, and I want this road. If you don't do it I'm going to toilet paper everybody's house. Thank you. Bye-bye.

GP 380

Joe Wilcox, Farmington, Utah

We need to build Legacy, but you're building it too small to start with. Two lanes won't handle all the traffic you're going to have. When you have an accident on I-15, all that traffic goes on the upper highway . . . I don't know what you call it. But we can't get off our property then when all that traffic is on the upper highway. I'm a member of the Fire Department. WE have a hard time responding to the station because we can't get out of our lanes. We definitely have to have the Legacy Highway. Salt Lake's got lots of streets that you can go on. But between Farmington and Centerville and Bountiful you've got the two roads, the old one that's only a two-lane road, and the freeway, and on the freeway there's often accidents and it's shut down for hours. So let's do the Legacy Highway.

GP 381

Haven J. Barlow, Layton, Utah

I have been a member of the state Senate for 38 years, former president of the Senate, former chairman of the Utah Highway Users Association, an organization that goes back over 60 years representing all modes of transportation, including mass transit.

I am very much in support of the Legacy Highway. Without a question. I am pleased to see that the opposition has recognized that we do need some other alternative as far as an alternate route. They don't like the Legacy, but they have recognized finally that there has to be another route besides the present interstate system. I'm concerned that if we don't get this, or if this is delayed much longer, we're going to have more and more a simple parking lot, with cars from Farmington to Salt Lake, it's going to get worse, it gets worse every years. Unless we get this alternative we will face a crisis in public safety, because accidents will happen, and the highway will be stopped for various reasons, and there has to be – there just has to be another alternative. So from a public safety standpoint it is very much needed.

And the increased traffic of trucks moving commercial goods, commerce, is increasing at a higher rate, using our highways even more than our passenger vehicles. There's no way that one type of transportation such as commuter rail or light rail is going to address that problem. I also want to compliment the DOT for coming up with a very good and balanced program. I think that if you are unbiased and just look at the total picture, the total needs of all of our people, extreme environmentalists to those who want more and more highways, I think that they have come up with a perfect fit, and I want to certainly recommend that this is the route to go. And I hope that the people who have to make this decision will not defer this decision any longer. This should have been built by now. It's too bad that this delay has caused as much problem as it has. Thank you.

GP 382

Briann Fisher, Clearfield

I just think that we should build the Legacy Parkway because there's lots of traffic and there's lots of crashes, and the traffic probably causes it. I think it would be really good and I'd like to support it. And that's pretty much all I really have to say. I think it's pretty good.

I'm on student council and I've been to a lot of meetings that help us learn how to help to change the world around us. I think it would be a good thing to build the Legacy Parkway. People can get stuck on the freeways for hours and hours. That could bring up some problems. I wouldn't like any of that to happen. That would be more of a tragedy than just a problem. I would like to be able to have a way to get around when I'm older.

GP 383

Kenneth Rackum, Layton, Utah

I moved from California to Utah 33 years ago to get out of traffic, and we're in it now. My office is in downtown Salt Lake. I commute on a daily basis. In the public comments, we were in there about an hour listening to people, the comments I heard were generally talking about talking alternative means of transportation, hybrid cars, light rail, the bus, so on and so forth. But as I commute daily I notice that there is a tremendous amount of traffic on the freeway going both directions from our neighbors to the north – not just the states, but Canada. When you see these, they're not just cars, they're 18-wheelers, they're motor homes, pulling cars, they're cars – I-15 is a major corridor between Canada and Mexico. In fact, it's the main corridor, as far as I'm aware of. And when there's an accident where traffic is stopped on I-15 for any length of time, it not only affects us here, but we're affecting national and international commerce between countries. I think Legacy would alleviate a lot of this traffic that is going on I-15. It would make a safer commute for people, it would save a lot of money not only in fuel but also in time and frayed nerves. Thank you.

GP 384

Whitney Keaver, Clearfield

I think it's a really good idea. I think it would be good for my generation. Thank you.

GP 385

Leo Wilcox, Farmington

I was born and raised here in south Farmington. As I said over there across the street a few minutes ago, when I was a kid my father had over 400 acres down here just east of the Great Salt Lake and all the way over to what's now the north side of the Farmington Bay Bird Refuge. And I will remember when they built that bird refuge.

We've heard a lot of talk during the course of this Legacy Highway discussion by people who envision birds dying by the thousands if we build the highway and all of that stuff. Hey, there's plenty of wetland down there. Now, for water fowl, the ducks and geese, you have that bird refuge, 12,000 acres of water, any goose or duck that wants to land can land there, and there's plenty of other area adjoining that that's already wetlands or is being set aside as wetlands. From what I understand from the write up that I received just recently, that Farmington Bay Bird Refuge is 12,000 acres, and I remember when it was nothing more than a hardpan alkali flat. There was no water there in 1935 when they started building it, I was down there a lot of times on my horse with the cattle and cows in that neck of the woods, and it was a marvelous thing they did. I haven't seen a lot of discussion or acknowledgement of that in this thing.

Now, I see they're finding 2,098 acres that will be used to mitigate the Legacy Highway, and the Legacy Highway will take up 99 acres within the 113 acres needed for the right of way. I think they've done a marvelous job of routing this thing through an area in woods cross where they're going to infringe on the minimum amount of wetland acres. It's a great thing.

Now, as to need, there's no gain saying the need for the highway – we've needed it a long time. The rhetoric nowadays is that about 1990 they started talking about the Legacy Highway. I remember well over 40 years ago that there was talk of it – we called it the West Davis Highway at that time, and they thought it would be completed by 1990. If it had been built sooner it wouldn't have cost a fraction of what it will cost now, and if we had built it before the federal government got into the act, we wouldn't have to contend with all these federal people who have been standing in the way and people like Rocky Anderson in Salt Lake who think they should come over to Davis County and be an expert over whether we need a highway or not across here, and he doesn't want us in Salt Lake.

Now, they talk about the Bamberger Railroad. I went to one meeting when they said that the Bamberger was "teeming with passengers." It was "teeming with passengers" two times – that was when the kids were being carried to Davis High School from south Davis County and it was loaded with high school kids, they stopped doing that many, many years ago, and the other time was on summer afternoons and the Salt Lake kids were going up to Bamberger's Lagoon resort to enjoy the day. And I remember that well, because I was out pitching hay in the field right next to the track – it went through both sides of our property there in south Farmington.

Now, talk about car pools. Why don't we car pool? That presupposes that I and my neighbor and the guy who lives up the road are all going to leave for work at the same time, go to the same place, leave the work place at the same time and come home. This may sound nice and everything but we don't live that way, and I think they know that.

Talk about cars, and we've got to change our habits and get out of our automobiles. We're not going to get out of our automobiles. Even if they don't build the road we'll keep driving. I spent five years in Japan and they didn't have a super highway in the country, and yet they were buying up cars as fast as they could buy them, even if they had to plow up their front yard as a place to park. You had to have a place to park off the street and that was hard for them to do – their streets are made for the Middle Ages. Same thing in Europe. I spent years in Europe, and roads are going in places that were built for carts, horse-drawn pushcarts that were built in the Middle Ages. Does that stop people from buying cars or driving in cars? No! They're still going to go in cars. These buses drive by my place almost empty every day when I

got out to get my mail. More often than not I have to wave off a bus driver to let him know I'm not coming out to get on the bus at the bus stop that is right outside my house. And as the bus goes by I see three or four passengers on it, sometimes they run empty. Now I know there are times during the day when there are more than that. But I don't ride it. It doesn't go anywhere that I want to go. And if I went down to Bountiful and bought something and wanted to take it home, where would I put it on that bus? It's easier to take a vehicle and go, and that's what people are going to continue to do. They're not going to change their habits.

Speaking of the need for Legacy Highway, I live up on the old highway. When I was a kid that was the highway – it was the non-stop road between Salt Lake and Ogden. I remember someone from the state highway department, and they said they were going to build that road so far west of Bountiful that Bountiful will never grow down to it. That's 5th West in Bountiful today. People in Farmington complained that the road was going to bypass Farmington. Can you imagine I-15 coming down there by the old Farmington public school toward the Courthouse, making that sharp turn at the corner and going on up and over to Kaysville and Layton and all of that and toward the highway. It's growing here faster than people realize.

After I got out of the Army after World War II I worked up at the navy base for a few months. I'd drive south to Layton, and the road sign said, "Entering Layton, population 618." That would have been the 1940 census. What have they got there now – 60,000 in Layton? That gives you some idea of the growth that's going on around this area. Maybe someday we'll have a need for mass transit, and it would be handy now. But the reason Bamberger went out of business wasn't because they were making too much money and didn't know what to do with it. It's because after World War II and people could burn more than two gallons of gasoline in a week, they started using their cars. And those Bamberger trains ran nearly empty until 1952 when they stopped running them. They carried freight for a few more years. I believe it was 1952 in the summer when they ran the last passenger cars on the Bamberger.

Now you come to these meetings, I've been to several of these, and people from Salt Lake are out here talking about riding bicycles or walking on trails and so forth, and there's not a single bicycle out in the parking lot even during the good weather or like tonight when it's snowing outside. It's preposterous for us to think that people should be put on bicycles or on foot in this day in age if they want to go from Bountiful to Layton or to Ogden or to Salt Lake and so forth. So goodness sake, let's use some sense on this thing. And I'm going to be quiet now. But let's be realistic.

Matt Hirst, Centerville GP 386

We want Legacy Highway to be built because it's important for the infrastructure in Utah. Recently I heard the lieutenant governor speak a the Utah Association of Special Service Districts, and he commented that he's heard from several agencies and several big private companies that would increase the economy in Utah approach him about relocating to Utah and then renege unfortunately because Utah doesn't have the transportation infrastructure to support their company's needs, which hurts Utah's economy, fragile as it is. So my family and I from Centerville, Utah, are very much in support of Legacy Parkway. We've had something to do with Legacy Highway in our professional careers, and we think it's a very great thing. We look forward to it being built and hope for the best.

FEB 1 6 2005

February 8, 2005

GP 387

UDOT
US Army Corps of Engineers
Federal Highway Administration

In all of my life of have never seen anything so totally outrageous.

Because of Marc Helleson, Rocky Andersen and their ilk, the people of Utah are going to have to dig up **200 MILLION more** than we would have had to do for this project. This is a **no brainer** if there ever was one.

To have $ 200 MILLION totally wasted in unconscionable.
Just think what this $ 200 million could have been used for !!!!!!

This is a case of a small tail wagging the dog. Who are the people of the Sierra Club ?? My guess that there are far more from outside of UTAH than from Utah. Also, more of their DOLLARS come from outside of Utah than in Utah.

COMPROMISE: This word is not in their vocabulary. Unless their definition is.....You do it MY WAY or not at all. They do not negotiate. They get their way by filing lawsuits. That is their way of operation in all their cases.

They show their **true colors** on this situation. There will be **more improved wetlands** when the legacy highway is built than before. So what is their problem.????? It certainly is not a wet lands issue, as they would like to make it out to be. It is strictly Anti Legacy. **There is not going to be a big impact on the aquatic environment.**

Yes, we need Legacy **plus** light rail or a commuter train. But, you cannot put cars and trucks on rails when there is gridlock or an **emergency.**
Not having more than ONE road between Salt Lake City and Ogden is totally asinine in this day and age of the population explosion. Etc.

Then last, but certainly not the least, UDOT, Corps of Engineers, etc... have more common sense and concern than all of these anti legacy people put together. UDOT, Corps of Engineers, Federal Highway Administration Etc..are not just a bunch of rambows as Marc Helleson would have people think. They are just as concerned with all of the issues as anyone else.

Sincerely,

Keith Carter
and all of our Married Kids
two Sons-in-law work in SLC

1

2

FEB 1 6 2005

January 25, 2005

Gregory Punske
FHWA – Utah Division
2520 West 4700 South Ste. 9A
Salt Lake City, UT 84118

GP 388

Dear Mr. Punske,

Thank you for providing an opportunity to comment on the proposed Legacy Highway. I am asking you to give fair and sincere consideration to the Citizen's Smart Growth Alternative to the Legacy Highway proposed by Utahns for Better Transportation. I attended the recent hearing in Davis County and I am very sympathetic to the residents there who have a genuinely difficult problem with reliance on just I-15 to move them from north to south through the county. The Redwood Road alternative COULD provide a second north-south access and would cost probably half of what Legacy would cost. The remaining funds could be used to kick-start a light rail system for Bountiful, Centerville, and Farmington. And with commuter rail plans moving forward, wouldn't it be better to let transit be the priority and give it a chance to work instead of building another wide fancy freeway that would just entice more drivers onto the road? 1

Just think about the weather we're having right now. Building another freeway will not improve air quality. It will make it worse. 2

I'd like to see you consider this: make the planned improvements to I-15, implement a bus rapid-transit system through the hearts of the Davis County towns, and extend Redwood Road as a second bypass road for the county, and let commuter rail get going. Then, reassess whether or not we really need Legacy. The corridor would make a terrific bike and pedestrian trail. Building Legacy will just encourage more auto traffic at a time we need to be providing incentives to REDUCE the amount of auto traffic. 3

Thank you.

Ann W. Floor

Ann W. Floor
470 G. Street
Salt Lake City, UT 84103
(801) 355-4441

RECEIVED FEB 1 6 2005

Aubrey Fitzgerald
2152 W. 1201 S.
Mapleton, UT 84664
January 18, 2005

GP 389

Gregory Peinke, Program Manager
FHWA - Utah Division
2520 W. 4700 S Ste. 9a
S.L.C., UT 84118

Dear Gregory Peinke,

My name is Aubrey Fitzgerald, I am ten years old. I am part of a homeschool co-op. Our science class has been talking about wetlands and how they are being destroyed. I am very concerned about this and want to explain to you why I am writing this letter.

Our wetlands are very important. They are homes to wildlife and plants. They also act as sponges or kidneys to filter out polutants and bad things from our air.

GP-389

I live near a swamp. I see how, every day it brings life to the animals, plants and trees. It may seem to be an ugly-looking place, but it isn't. It is a beautiful and lively place. I hope you understand that if my swamp was destoyed many beautiful things would die.

I want to save wetlands and the things that live in them. I want people to understand that we have to rely on them to keep alive. I see people that take them for granted, or even destroy them for good land. They don't understand that the Earths ecological balance is based on swamps and bogs. I hope you accept my request.

Sincerely,
Aubrey Fitzgerald

P.S. Please give full and fair consideration to a Citizen's Smart Growth Alternative to the Legacy Highway.

C.C. Senator Orrin Hatch 125 S State Street SLC

February 12, 2005

Gregory Punske

GP 390

Federal Highway Administration

RECEIVED FEB 1 6 2005

As a taxpayer I support the Utahans for Better Transportation Smart Growth Alternative rather than the legacy highway.

Deb Badger

February 13, 2005

Mr. Gregory Punske

GP 391

I am writing with my concerns about the Legacy Highway. I have lived in Northern Utah for over 20 years. This is a most beautiful place to live. I am concerned that not too many people are willing to keep Utah's beauty and would rather have a large paved parking strip a.k.a. Legacy Highway. I am not a commuter to Salt Lake on a daily basis but I do travel there from time to time. I believe that we as Utahans need to change our thought process of one person driving one vehicle to and from our destination's

Not only are we causing more pollution by our cars but if there were to be a new Legacy Highway where would our wetlands be? Please let us use the Citizens Smart

Adding new roads will not solve the problem it will only be the same problem times five. I believe that light rail and other means of public transportation will solve the problem.

Please let us save the wetlands and the beautiful creatures that live there, they deserve to have a home also.

Thank You

Joanie Aponte

Joanie Aponte
1886 Eccles
Ogden Utah, 84401

Aponte_83@hotmail.com

February 14, 2005

Gregory Punske
Program Manager
FHWA – Utah Division
2520 West 4700 South Ste. 9A
Salt Lake City, UT 84118

GP 392

Sir.

I submit to you my comments concerning the Draft Supplemental Environmental Impact Statement for the Legacy Highway.

As you know the Sierra Club and Utahns for Better Transportation prepared a document entitled the Smart Growth Alternative for the Legacy Highway. It is my understanding the Utah Department of Transportation did not give consideration to the proposals in that document when it prepared the DSEIS.

I feel that the people of Utah (and it's leaders) need to seriously consider the quality of life that we will have in the future. We cannot stop growth and with growth comes the need for more transportation. A consideration in developing that transportation should be the preservation of the best possible quality of life.

The Smart Growth Alternative reduces the loss of wetlands, results in better air quality, preserves open space and will meet and satisfy future travel needs. All of which are necessary if there is going to be the best possible quality of life in Utah.

As you review and make a decision on the Draft Supplemental Environmental Impact Statement for the Legacy Highway please give full and complete consideration to the Smart Growth Alternative.

Thank you,

Don S. Pincock
4863 Kiwana Drive
Ogden, UT 84403

(801) 479-7190
Email: dpincock@earthlink.net

2/12/05

TO: GREGORY PUNSKE
FHWA - UTAH DIVISION

GP 393

I AM WRITING TO EXPRESS MY SUPPORT FOR THE CITIZENS SMART GROWTH ALTERNATIVE. I FEEL THIS PROGRAM WILL BE A BETTER CHOICE THAN THE IMPLEMENTATION OF THE "LEGACY HIGHWAY." THE CITIZENS SMART GROWTH ALTERNATIVE WILL BETTER MEET THE NEEDS OF FUTURE TRAVELERS AS WELL AS REDUCING WETLANDS LOSS (AS COMPARED TO THE LEGACY HIGHWAY). IT WILL ALSO PROMOTE BETTER AIR QUALITY AND PROMOTE LONG-TERM OPEN SPACE PRESERVATION.

THANK YOU FOR YOUR CONSIDERATION.

JESSIE JORDAN
HC 70 BOX A4
TORREY UTAH
84775

jessie.jordan@gmail.com

IF YOU CHOOSE TO RESPOND PLEASE EMAIL ME INSTEAD OF WRITING A LETTER. THANK YOU.

GP-394

Jennifer Bassett

From: Elma Leta McBride [McBrideEL@ldschurch.org] **Sent:** Thu 3/3/2005 2:08 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I am in favor of the Legacy Highway.

I live in Bountiful. The Legacy Highway would certainly help with the traffic situation. In case of an emergency, accident, construction, road closure, etc. the Legacy Highway would make the difference between being able to go somewhere - to get to your destination - and not.

Thank you.

This message may contain confidential information, and is intended only for the use of the individual(s) to whom it is addressed.

GP-395

Jennifer Bassett

From: Delna Macfarlane [macfarlanepg@networld.com] **Sent:** Thu 3/3/2005 2:06 PM
To: Legacy
Cc:
Subject: Legacy
Attachments:

Dear Gregory:

We feel that it would be very wise to accept the "Citizens Smart Growth Alternative." One major reason is that it would only impact a small portion of the wetlands in Utah in comparison to the "Legacy Highway."

Also we feel that this plan will be able to meet future travel needs. When we travel to Salt Lake City, we like to park our car at the place where Trax begins. It really cuts down on the tension that we feel when we battle the traffic in Salt Lake Valley. We wish we had such a transit system like Trax in our area. Every time we travel Trax, we see that many people take advantage of this system.

Any transit system that is efficient and reliable cuts down on the nimber of automobiles that are on the roads and lessens the polution in our valleys.

We have admired the wetlands of Utah as we have traveled in the area of the "Legacy Highway" and feel that we would do a disservice to future generations by creating that Legacy Highway. If the Legacy Highway is accepted, damage will be done to the wetlands and it will be necessary for those responsible to mitigate for their actions by the SGA.

Yours truly,

Mr. & Mrs. Jay G. Macfarlane
565 East 200 North
Pleasant Grove, UT 84062

Jennifer Bassett GP-396

From: Lindsay Moss [lindsayhm@msn.com] **Sent:** Thu 3/3/2005 12:58 PM
To: Legacy
Cc:
Subject: Build the Legacy Highway
Attachments:

I am strongly in favor of building the Legacy Highway in South Davis County. I am a citizen of Davis county and feel that this road is crucial to the growth and success of Northern Utah. A second route through Davis county is badly needed. I can recall two occasions in the last month where I-15 was stopped for hours due to traffic accidents resulting in hours of delays to everyone trying to travel through Davis county. Such delays aren't good for the economy of Utah or it's citizens. The Legacy Highway would allow a second route in such instances - which are becoming more and more frequent. I believe that the current plan for the highway will not have a negative impact on the environment. I am angered by the Sierra Club and other special interest groups who will go to any length to see this project fail - haven't we already wasted enough tax dollars arguing about this project? The road is needed and should be built - the longer we wait the more tax dollars we will waste - can Utah afford this? I also believe that Rocky Andersen, Salt Lake City's Mayor, should worry about his own jurisdiction and let the citizens of Davis county worry about the Legacy Highway. In conclusion, the majority of people, including Utah's governor, are in favor of the Legacy Highway because it is badly needed in order for Utah's citizens to maintain the high quality of life they've come to enjoy. Any person with a realistic approach can see that the Legacy Highway is a must.

Lindsay Moss, Concerned Davis County Citizen

Jennifer Bassett GP-397

From: Leo Beecher [leobeecher@yahoo.com] **Sent:** Thu 3/3/2005 12:52 PM
To: Legacy
Cc:
Subject: Legacy Highway Comments – It is time to build
Attachments:

Legacy Highway Comments – It is time to build

As a long-term resident of Davis County and a member of the Woods Cross City Planning Commission I am a committed proponent of the Legacy Highway. It should have been built years ago. The briefest comment I can make regarding the delay in the construction of the Highway is that too much money and too much time have been wasted.

Opponents to the project will not accept the findings of the SEIS any more than they did the original.

The reality is that another corridor through the Davis County neck has been needed for years. It is time for a true reality experience by building the Highway.

Leo C. Beecher
1974 Sorrento Drive
Woods Cross UT 84087-1751
801-295-5316

Jennifer Bassett GP- 398

From: meosk@xmission.com [meosk@xmission.com] **Sent:** Thu 3/3/2005 12:52 PM
To: Legacy; jesscola@xmission.com
Cc:
Subject: Legacy Highway
Attachments:

My name is Jeff Rose,I am a lifelong citizen of Utah and of SLC.
I would like to offer you my voice on the matter of Legacy Highway.
I think that while cars and highways are a neccessary thing in our society, the time has come to change our pattern of highway investment from one of growth to one of maintenence only. I think that we, as a growing metropolitan city that is quickly spreading suburbia and city centers to form a continuous spread reaching from Provo heading north to Ogden, and of course West and East at anypoint possible in landscape need to change our focus for transportation solutions. We as a state need to scale back on projects that encourage travel by automobile and put everything we can into mass transit oppurtunities. We desperately need a reduction in smog and the 40 days of last year that i as a healthy individual could not exercise outdoors, or even see the beatiful mountains of our area. To not invest heavily into mass transit projects such as Trax (an awesome success) and other light rail options linking north to south and west to east goes against all principals for our elected officials who have the responsibility to protect the citezens of our state from harmful environments and repercussions of state and city policy. Let me re-emphasize how disgusted I am that there were 40 days last year that my Grandparents were advised to not go outside. That is more than 1/12 of the year. More than an entire month! It is unnaccepatble. There needs to be a response to the severe smog in our cities that is very detrimental to the citizen body. Asthma is a serious condition that has been linked to fine particulate matter in the air and is an epidemic in our state and nation. Everyone who has Asthma, heart conditions(my father), lung conditions, the elderly and people who just want to see the beauty of our state will pay dearly with loss of liberty, pursuit of happiness abd tge right to be free from detrimental health conditions caused and perpetuated by our elected officials.
Please choose to do the right thing for your citezens health and consider future generations that will love and respect your choice to support light rail, mass transit and Trax expansions to remedy this dire situation.
Thank you
Jeff Rose (registered voter, and tax payer!)

Jennifer Bassett GP-399

From: Val Pollock [v.pollock@comcast.net] **Sent:** Thu 3/3/2005 12:22 PM
To: Legacy
Cc:
Subject: Highway const. for utah
Attachments:

To whom it may concerne
The legeacy highway needs to be built, and built now. I do not understand how A court in colorado can tell ,those of us in Utah, what is best for us. I live in the west area of the valley, and it has been the 1st to provide work and jobs, and the last to get any betterment. I also believe the best place to hook up the new highway, is at 5600w. not Redwood Road. also there should be hook up at 7200w. and probably all three. then the coridor from 7200 west @4100so. south to the ceder valley.
thanks
Val Pollock
Hunter Utah

Jennifer Bassett GP-400

From: Jasen Bennie [JBennie@EDKRAEMER.COM] **Sent:** Thu 3/3/2005 12:03 PM
To: Legacy
Cc:
Subject: Pro Legacy Project!!!
Attachments:

I am tired of waiting in traffic to and from work. The legacy project is a must for Davis County residents. As a tax payer I want to the legacy project to start immediately.

Sincerely,

Your friendly tax payer waiting in traffic!

Jennifer Bassett GP-401

From: Brian Marston [bmarsto@infowest.com] **Sent:** Thu 3/3/2005 11:13 AM
To: Legacy
Cc:
Subject: Comment favoring Legacy Parkway
Attachments:

Put me down as one who strongly favors construction of the Legacy Parkway. I've been making the commute from Layton, Utah to Salt Lake City for 15 years and have spent many hours stopped in traffic on I-15 because there is no other viable alternative. I work out in the International Center where light rail and commuter rail are of no use. It is all well and good for Rocky, the Sierra Club, et. al. to put forth all the arguments they want in opposition, but the need for this stretch of road is huge and there will be large efforts to mitigate the impact on wetlands. Much of which are man-made, by the way. Can they be stupid enough to believe that if the highway isn't built growth will stop in Davis County?

How about making the Legacy Parkway a toll road? I'd pay a reasonable toll with a smile if it meant an alternative to I-15!

-Brian Marston

Layton, Utah

Jennifer Bassett GP-402

From: benard@access-4-free.com [benard@access-4-free.com] **Sent:** Thu 3/3/2005 8:37 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments: "AVG certification"(201B)

<<"AVG certification">>

We are highly in favor of the Legacy parkway. Living in Davis County, we have been affected by accidents that have occurred on I-15 that have closed down the freeway. Being on the freeway at this time is very inconvenient. Another major problem that this creates is increased city street congestion. When the tanker truck crashed and spilled its fuel load a few years ago between Bountiful and Centerville, I-15 was shut down. With the traffic leaving the freeway before the crash, the surface streets became full. It took me over 45 minutes to go from bountiful to Centerville, a time which usually takes me 7 minutes. That is hitting the lights red also.

I would not be able to use any commuter rail system because of my profession. I am in the medical field and see people in their homes. This requires that I spend my time in my car and often times on the freeway. The major congestion during the peak hours can be a major delay in getting to my patients, which can cause problems for them. Any accident on I-15 delays my appointments and closure could mean, and has meant, that visits had to be cancelled.

The growth in Davis County is not going to be in the direction of people moving out. The population continues to grow and the trends will likely continue for many years. The 4 lanes on I-15 are not sufficient to carry the amount of people in a safe or efficient manner any longer. We have needed an expansion of I-15 for many years and now an alternate route is also needed in a significant way.

We are opposed to the environmental groups position that wetlands are more important than the health of people. Pollution will increase if cars are stranded on the freeway. Commuter rail is great for some people. Not for us. Legacy provides for more saving of wetlands than are currently being saved and this would be a nice addition to do something to the wetlands to make them, at least pleasing to look at. Right now, the wetlands are nothing more than a swamp with cattails and other useless things. Legacy would beautify that area around the road and provide trails to allow others to enjoy it too, not just the commuters.

The traffic problems will only get worse without the Legacy parkway. We have been lucky so far that the freeway closures have only been for a few hours. If something were to happen to close the freeway down for several days, businesses throughout the intermountain west would be affected.

We are also sick of the lawsuits that are wasting my money as a taxpayer. This parkway needs to be built. Those opposed to it seem to be mostly from outside this area and have no clue what is needed in the area. Lets get on with what needs to be done and has needed to be done for years. Rail systems will not solve this problem. Yes they are needed, but Legacy is needed much more and much sooner than other types of transportation.

Lets build it. We are already here!
Brad & Cayla Benard
Centerville, UT

Jennifer Bassett

From: Ucon Website [udotweb@utah.gov] **Sent:** Thu 3/3/2005 8:28 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Brad & Cayla Benard

---[Address]---
1568 N Willow Valley Dr

---[City, State, Zip]---
Centerville, UT 84014

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
We are highly in favor of the Legacy parkway. Living in Davis County, we have been affected by accidents that have occurred on I-15 that have closed down the freeway. Being on the freeway at this time is very inconvenient. Another major problem that this creates is increased city street congestion. When the tanker truck crashed and spilled its fuel load a few years ago between Bountiful and Centerville, I-15 was shut down. With the traffic leaving the freeway before the crash, the surface streets became full. It took me over 45 minutes to go from bountiful to Centerville, a time which usually takes me 7 minutes. That is hitting the lights red also.

I would not be able to use any commuter rail system because of my profession. I am in the medical field and see people in their homes. This requires that I spend my time in my car and often times on the freeway. The major congestion during the peak hours can be a major delay in getting to my patients, which can cause problems for them. Any accident on I-15 delays my appointments and closure could mean, and has meant, that visits had to be cancelled.

The growth in Davis County is not going to be in the direction of people moving out. The population continues to grow and the trends will likely continue for many years. The 4 lanes on I-15 are not sufficient to carry the amount of people in a safe or efficient manner any longer. We have needed an expansion of I-15 for many years and now an alternate route is also needed in a significant way.

We are opposed to the environmental groups position that wetlands are more important than the health of people. Pollution will increase if cars are stranded on the freeway. Commuter rail is great for some people. Not for us. Legacy provides for more saving of wetlands than are currently being saved and this would be a nice addition to do something to the wetlands to make them, at least pleasing to look at. Right now, the wetlands are nothing more than a swamp with cattails and other useless things. Legacy would beautify that area around the road and provide trails to allow others to enjoy it too, not just the commuters.

The traffic problems will only get worse without the Legacy parkway. We have been lucky so far that the freeway closures have only been for a few hours. If something were to happen to close the freeway down for several days, businesses throughout the intermountain west would be affected.

We are also sick of the lawsuits that are wasting my money as a taxpayer. This parkway needs to be built. Those opposed to it seem to be mostly from outside this area and have no clue what is needed in the area. Lets get on with what needs to be done and has needed to be done for years. Rail systems will not solve this problem. Yes they are needed, but Legacy is needed much more and much sooner than other types of transportation.

Lets build it. We are already here!

Jennifer Bassett GP-403

From: ALBERT ALVEY [bertalvey@msn.com] **Sent:** Thu 3/3/2005 6:52 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

To whom ever it may concern,

I just want to take this opportunity to to voice my support for the Legacy Parkway as soon as possible. What ever it takes to get it going I'm in favor of, and will do what ever I can to help.

I'm tired of the few directing the majority and then the majority paying for it as we are again here. When will they pay?

Thanks,

Shelly Alvey
Bountiful, Utah

Jennifer Bassett GP-404

From: Richard Clarke [rnclarke@networld.com] **Sent:** Thu 3/3/2005 6:51 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Dear Sirs:

The building of the Legacy Highway is not a question of "If we build it, they will come" it is "They have already come, it is past due being built. I-15 reconstruction could have been done at a lesser cost and shorter time had "Legacy" been in place. Everytime there is a traffic accident on I-15 major traffic tie-ups occur. The Legacy Highway is needed as a alturnative to I-15 and Bangiter Highway. It is not a choice between "Legacy", Light Rail and Comuter Rail. We need it all. With 80% or more of the population of Utah living between Brigham City and Provo, the need for multiple forms mass transportion is very critical. These forms of transportation should have already been done. Stop the talking and start the doing. We could have already be driving on the Farmington to North Salt Lake section of Legacy

Richard D. Clarke Jr.

Jennifer Bassett

GP-405

From: Joyce P Smith [joyceparry@juno.com]
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

Sent: Thu 3/3/2005 4:25 PM

WE NEED THE LEGACY PARKWAY!!

Davis County is unique in that there is essentially one highway leaving the County on the South end. There needs to be another access from the County. There are times when even a small accident ties up the freeway for hours. When there was a rather major accident it tied up the traffic in both directions. When one of these occurred I was at a meeting in the North end of the County and I couldn't get home to Bountiful.

Not only is there the regular traffic on the roadway, but because it is basically the only Southern exit a lot of trucks carrying hazardous cargo must travel that route. We desperately need the Legacy Parkway. It is true that a lot of Davis residents work in Salt Lake and must travel there. It is also true that a lot of Davis residents like to shop in Salt Lake. Many go there for medical reasons and to the University of Utah as well as to sporting events. We have only one road to take us there.

Jennifer Bassett

GP-406

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Thu 3/3/2005 3:47 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
J Golden Barton

---[Address]---
1163 West Tee Time Drive

---[City, State, Zip]---
Farmington, Utah

---[Phone]---
451-2695

---[Fax]---

---[E-mail]---
J_goldenb@hotmail.com

---[Project Comments]---
As a resident of Farmington, Utah we have traveled the I 15 freeway to Salt Lake City on a daily basis for almost fifty years. I have also attended meetings by city and county government enities for the purpose of solving the ever increasing traffic problems associated with Davis County residents getting back and forth from their business and work environs. I believe that it time that the Federal Government listen to the voice of the vast majority of the citizens who live in this corridor. We need Legacy Highway NOW!

Almost every day I 15 is delayed by accidents during the rush hours. That which was once a fifteen minute drive to Salt Lake City can take as long as one hour. If you double that time with the return home time, the travel time without the Legacy Parkway which would aleviate the conjestion is absolutely unreasonable and unacceptable to the thousands who travel each day.

With the many acres of farmland yet to be developed in the northern half of Davis County the population will only continue to explode and the highways unable to handle the traffic. Light rail and other relief will undoubtedly help but will never provide the needs of the hundreds of two car families the spell the future.

Bamberger was a light rail system that was often filled to the brim during World War II, yet the traffice on Highway 89 and later the lower new highway was frought with danger and death due to heavy traffic in the growth years following World War II. How much longer do the citizens of Davis County need to endure this dangerous path to their business, work, and social affairs?

Salt Lake City is the central hub of Utah through which urban Utah must travel from every direction. The tremendous population explosion in cities and towns to the north demand that we provide a means to get these people off the limited I 15 corridor into a west Parkway that will provide them with access to the hub without clogging the lanes nearest to the residences in south, central, and northeastern Davis County.

Highway 89 frunning from the North into Davis County has so much traffic that merging with I 15 in Farmington has become a serious problem where the auto commuter risks life and limb in the process.

We implore those who hold this decision in their providence to act as soon as possible to alleviate this situtation so that our grandchildren will not have to endure the discomfort and risk of living in the cities and valley of their heritage.

J Golden & Norene Barton
1163 West Tee Time Drive
Farmington, Utah 84025

GP-407

Jennifer Bassett

From: Marc Guerra [marc.guerra@goldsystems.com] **Sent:** Thu 3/3/2005 3:46 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

As an independent Software Development Consultant, it is important for me to maintain a certain amount of availability for critical system failures. I am an avid supporter of the Legacy Highway project because the I-15 corridor cannot accommodate any more traffic and highway 89 is not an alternate route.

Marc Guerra

GP- 408

Jennifer Bassett

From: Jim Struve [jimstruve@mindspring.com] **Sent:** Thu 3/3/2005 3:39 PM
To: Legacy
Cc:
Subject: Legacy Highway Public Comment
Attachments:

Please do not build the Legacy Highway. Instead, make the Salt Lake Valley a model community for public transportation and decreasing pollution. The Highway will only increase reliance on automobiles.

Thanks for considering my feedback/input.

Jim Struve
722 East 900 South
Salt Lake City, UT. 84105

GP-409

Jennifer Bassett

From: Ucon Website [udotweb@utah.gov] **Sent:** Thu 3/3/2005 2:36 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Karen Bendall

---[Address]---
1127 E. Hidden Valley Dr.

---[City, State, Zip]---
Fruit Heights, Ut, 84037

---[Phone]---
801-544-3939

---[Fax]---

---[E-mail]---
banjo61@sisna.com

---[Project Comments]---
I am strongly in favor of the Legacy highway project. I spend countless hours on I-15 stuck in traffic due to work and family. When there is a shutdown on I-15, it stops all traffic for everyone. It would be so great to have another highway that people could use in situations where I-15 has a problem. I live near Highway 89 and was in the vicinity of the truck spill where residents were evacuated and it scares me to think of things like spills or natural disasters causing the only major artery used in Davis and Weber counties to be shut down. How would people get out of town with no road? It is a must for not only local residents but for any and all traffic headed north or south to have an alternate route. It is a safety issue, an economic benefit to our area, and it is better for the environment to have fewer cars idling countless hours. Thanks for the opportunity to be heard, please help us get Legacy highway built.

==========

Jennifer Bassett GP-410

From: Thomas R. Wilding [twilding@y2marketing.com] **Sent:** Thu 3/3/2005 2:27 PM
To: Legacy
Cc:
Subject: legacy comment
Attachments:

I,m as concerned about the environment as anyone. If you live in Davis county and commute to Salt lake you know what happens if there is an accident "its called grid lock". With the projectected growth it is vitally important to address the solutions now and not wait. If we would have spent the money to build the parkway that has been wasted on legal cost we could have built it and made the environment better that it was to start with. It's about time we let a little common sense dictate what we do instead of a bunch of environmentalists who don't even live here in the first place and have probably never even been to the marsh around the area. Maybe just maybe its time to consider the envirnment of humans as a needs to be considered. Built the Damn thing!!!!!

Jennifer Bassett GP-411

From: Ivan P. Pack [Pack1096@gbronline.com] **Sent:** Thu 3/3/2005 9:46 AM
To: Legacy
Cc:
Subject: Comments on Legacy Highway SES
Attachments:

I have reviewed the SES document for the Legacy Highway available at the Bountiful City offices and find it to be a professional, accurate and complete assessment of the environmental impacts of this project.

I am fully in favor of completing this project as soon as possible.

Those who are against this project generally are not residents of the areas effected by the project and their objections are meant more to delay the project than to offer any real, positive solutions.

I have ridden mass transit from Davis County to Salt Lake City every day for more than 15 years and have come to realize that mass transit will never be the one and only solution to our transportation needs. The Legacy Highway needs to be built as soon as possible!

Sincerely,

Ivan P. Pack
1096 E. Northern Hills Drive
Bountiful, UT 84010

801-295-3330

Jennifer Bassett GP-412

From: Ucon Website [udotweb@utah.gov] **Sent:** Thu 3/3/2005 9:20 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Garrett

---[Address]---
9575 BrandyCreek

---[City, State, Zip]---
Sandy UT 84070

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I think that another freeway from Davis County is not only a good idea, it is essential. The population will only continue to grow. It will either have to be built now, or later. If it is built later it will be a lot harder and cause a lot more problems. There are always people who are against anything, but I think the majority voice is calling for the project to go through.

==========

Jennifer Bassett GP-413

From: Jeran Bingham [binghamj@earthlink.net] **Sent:** Thu 3/3/2005 9:22 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I think it is terrible the amount of money that the delay of the Legacy has cost. Not only in penalty fees but in the cost of the added traffic inconvenience between Davis County and Salt Lake county. Mayor Anderson has complained about the added pollution due to commuters going into Salt Lake. What about the added pollution from cars slowed down by traffic jams on existing roadways. If Davis county residents could get where they are going quickIt the pollution would be deminished.

Jeran Bingham
126 So. 300 West
Kaysville, Ut. 84037

Jennifer Bassett GP-414

From: Ron Harvey [ron.harvey@ihc.com] **Sent:** Thu 3/3/2005 9:22 AM
To: Legacy
Cc:
Subject: We need Legacy
Attachments:

As a resident of Farmington I am very concerned about how all of the city streets become so congested that it is virtually impossible to go anywhere whenever there is an accident or slowdown on I15. This congestion affects busses just as much as it does cars and trucks.

We desperately need an alternative to I15 going through Davis County. There is way too much traffic for the city streets to support when the I15 road is unavailable. I believe that this will remain the case regaurdless of how many busses or trains are put into service. Especially for commuters like myself that have to commute to West Valley City, (not Salt Lake City) where riding public transport would add hours, rather than minutes to my commute.

Concerns about increased pollution are bunk. It causes much more pollution to have cars stalled on the freeway and doing lots of stopping and starting than it does to have a those same cars pass quickly by.

We definately need Legacy Highway, and as soon as possible.

Thank You.
Ron Harvey
1122 S 120 E
Farmington UTAH

Jennifer Bassett GP-415

From: Shane Warburton [swarburton@campos-stratis.com] **Sent:** Thu 3/3/2005 9:05 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

This project needs to finish as soon as possible. We need the additional highway.

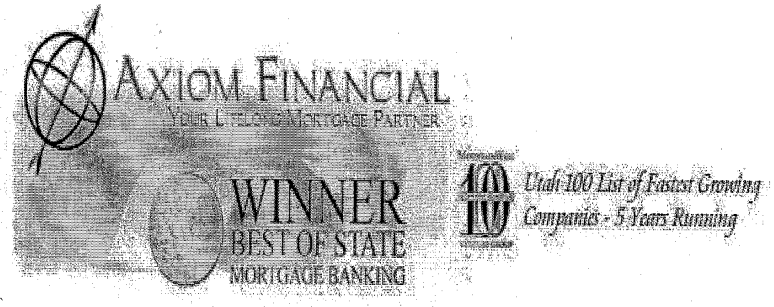
GP-416

Jennifer Bassett

From: Steve Morrow [stevem@axiomfinancial.com] **Sent:** Thu 3/3/2005 9:03 AM
To: Legacy
Cc:
Subject: RE: the proposed Legacy Highway
Attachments:

I strongly support the plans for the Legacy Highway.

Steve Morrow
Axiom Financial Inc.
1346 S. Legend Hills Drive #110
Clearfield, UT 84015
(801) 525-9944 Office
(801) 525-9955 Fax
(801) 589-1111 Cell



GP-417

Jennifer Bassett

From: bk1hk1@juno.com [bk1hk1@juno.com] **Sent:** Thu 3/3/2005 8:46 AM
To: Legacy
Cc:
Subject: Comment On Legacy Highway
Attachments:

Legacy Highway should be built and it should be built to handle much of the traffic that I-15 handles. As we have seen in the past when an accident shuts down I-15 there are no alternatives for transportation. Legacy should be built to handle much of this traffic - not some 2 lane Redwood road extension that the Sierra Club is proposing (even though they really would prefer no road at all).

I would think that Salt Lake County residents would want this road. If there were an emergency that required a mass evacuation of Salt Lake County it would be a much worse situation than if Davis County were required to evacuate.

Speed up your surfing with Juno SpeedBand.
Now includes pop-up blocker!
Only $14.95/month -visit http://www.juno.com/surf to sign up today!

GP-418

RECEIVED FEB 2 3 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Howard F. Stoddard Title (if applicable): Concerned citizen
Telephone: 801-825-7221 Fax:
Organization/Business (if applicable): Stoddard Legacy Farms Email:
Address: 4080 W. 800 North
City: Clearfield State: Utah Zip: 84015-7000

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I have been on West Point City Council & was Mayor 1990-1997. We set a boundry for Legacy through our City and to this day, it has remand clear of building growth. Lets put pressor on those complaining to cover the bill, if courts don't finalizing it soon due to their standing in the way.

Good Luck.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-419

RECEIVED FEB 2 3 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/13/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Cyndi Kindred Title (if applicable):
Telephone: 801-773-8568 Fax: none
Organization/Business (if applicable): Email:
Address: 721 N 4000 W
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I strongly support the legacy highway project. I feel that the studies done to date are sufficient and that the highway needs to be built to support the commuters that live up north. Also there are so few ways around so when a big crash does occur movement is shut down.

Please get started on the legacy highway we needed it yesterday!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 2 3 2005 GP-420

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-14-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Patricia Bodily Title (if applicable):
Telephone: 801-773-7342 Fax:
Organization/Business (if applicable): Email: bodilyp@msn.com
Address: 2058 West 470 North
City: West Point, ~~UT~~ State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I live in Davis county because I want to but I work in SLC because my employer closed their Ogden Location. I have made that daily commute on I-15 for several years now. At first if there was a problem with traffic congestion it started in Bountiful/Woods Cross. Over the years it has moved back to Kaysville/Layton area. The only alternate route I can take is U-89. However, I have seen it so bad through there, if I-15 is blocked, that you can't even get through an intersection on a green light because it was packed solid w/cars - no one was moving! We are already 15-20 years too late on building the Legacy Parkway - We need it NOW! It is needed for the current generation NOT for future growth.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-421

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-5-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Brian Young Title (if applicable):
Telephone: 801-779-0717 Fax:
Organization/Business (if applicable): Email: brianred56@yahoo.com
Address: 607 North 4100 West
City: West Point State: Ut Zip: 84015-7243

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

People will never get out of their cars and use mass transit unless there is no alternative. To maintain our quality of life and preserve our environment we should build commuter rail from SLC to Ogden and then add trains and cars as needed to take the pressure off I-15 before we EVER spend another dime on Legacy Highway. Southern California has proven that building freeways in lieu of mass transit is a terrible failure. Result: worst gridlock in the nation, worst air pollution in the nation and a bankrupt state trying now to piece together a commuter rail system

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-422

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-5-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: MRS. NANCY A. YOUNG Title (if applicable):
Telephone: 801-825-6129 Fax: —
Organization/Business (if applicable): Email: —
Address: 607 N 4100 W
City: WEST POINT State: UT Zip: 84015

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I moved here from Pasadena/Laverne Ca. and am hopeful you will persue a rail mass transit system first before you spend millions on yet another highway, ie Legacy, to take the transit from Ogden to Salt Lake pressure off I-15. We had a fine rail system in place for Pasadena to LA. ie, Red Cars but they were torn out in favor to the Harbor Fwy. (Pasa.) Hence we built a bigger better city of our own to avoid going to LA. Give the plans of a good rail system a chance to succeed first and be slow to put in another Highway. Look at Chicago, New York, London, Paris. - Elevated cars, subways etc. etc. Respectfully submitted, Nancy A Young

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-423

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Gail Young Title (if applicable):
Telephone: (801) 779-0717 Fax:
Organization/Business (if applicable): Email:
Address: 607 N 4100 W
City: West Point State: UT Zip: 84015

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

As a recent (2 years) transplant to this beautiful state, my main goal was to find a cleaner environment. I am from Southern California where the answer to increased population has been to build more freeways, ignoring mass transit. I continue to visit monthly for my job and see increasingly clogged freeways and deadly smog. They are, at this late date, are now trying to implement a mass transit system. Too little, too late. Please consider extending commuter rail to the north of Salt Lake City instead of Legacy Highway which will promote more cars, congestion & air pollution.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-424

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Teresa Koerner Title (if applicable):
Telephone: 728-0533 Fax:
Organization/Business (if applicable): Email:
Address: 1921 W 550N
City: W Point State: Ut Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support Legacy - You could start Building tomorrow!!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-425

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: GERALD PETERS Title (if applicable):
Telephone: 801-825-8798 Fax:
Organization/Business (if applicable): Email:
Address: 1273 N. 3000 W.
City: WEST POINT State: UT Zip: 84015-7509

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

How long is this Project going to sit there Doing Nothing? We need Help! Both Commuter Rail and Legacy!!! We Don't consider Going to Salt Lake City an option any more, Because the freeway System is a joke! Too many People - Not enough Roads. It is going to get worse - Soon!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-426

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Teresa Koerner Title (if applicable):
Telephone: 801-729-0533 Fax:
Organization/Business (if applicable): Email:
Address: 1921 W. 550 N.
City: Westpoint State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think the legacy highway is a great idea and I think it should be built. I fully support this project.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-427

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/4/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: LuAnn Child Title (if applicable):
Telephone: 801-298-1237 Fax:
Organization/Business (if applicable): Email:
Address: 634 E 350 N
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am totally in favor of the legacy Highway and wish it were already built. It is needed! not just for congestion but as an alternative route when I-15 has to be shut down for an accident. There is somuch growth up North in Davis Co and there will be more and more people commuting to SLC.

I also see it as a way to protect wetlands and future westward growth.

I really hope we can get back to work and get it done.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-428

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/2/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ralph Baer Title (if applicable):
Telephone: 801 593 0038 Fax:
Organization/Business (if applicable): Davis School Dist Email: ralphbaer@hotmail.com
Address: 1908 N 2750 E
City: Layton State: UT Zip: 84040

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

As a school district "itinerant" I travel by car to all points of Davis County. If Davis County population growth continues as projected without some way to reduce red tape & entanglements that seem to accompany many attempts at addressing our transportation difficulties we will have some significant bottle necks.

Legacy Parkway will be built eventually — GET IT DONE so we can move on.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-429

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-3-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ralph Baer Title (if applicable):
Telephone: 402-5475 Fax:
Organization/Business (if applicable): Email:
Address: Monte Vista Center
City: Farmington State: Ut Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the Legacy Highway as an important structure to alleviate the traffic congestion on I-15. The problem continues to become progressively worse and must be resolved immediately

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-430

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: PAUL CHILD Title (if applicable):
Telephone: 298-1237 Fax:
Organization/Business (if applicable): Email: LDCCOP1@AOL.com
Address: 634 E 350 N.
City: BOUNTIFUL State: UT Zip: 84010

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I AM A STRONG SUPPORTER OF THE LEGACY PARKWAY. I AM VERY FAMILIAR WITH THE "WET LAND" AREA WHERE THE PARKWAY IS PLANNED AND FEEL THAT THE STATE HAS DONE AN OUTSTANDING JOB OF PLANNING TO PROTECT THIS AREA. I AM A LAW ENFORCEMENT OFFICER IN CENTERVILLE AND IN MY 21 PLUS YEARS DOING THE JOB I KNOW FROM EXPERIENCE THAT THE PARKWAY IS NEEDED.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 5 2005 GP-431

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Reed P. Grundy Title (if applicable):
Telephone: 801-776-3070 Fax:
Organization/Business (if applicable): Email: reedgrundy@Qwest.net
Address: 2084 West 750 No.
City: West Point, State: Utah Zip: 84015

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy highway is very badly needed to furnish additional access to northern Utah.
Because of the limited area between the mountains and the GREAT SALT LAKE, there is little space to build a highway other than planed.
Utah is growing at a very rapid rate and already the highway between SLC and Northern Utah is overcrowded and a dangerous mixture of cars and trucks exists and many accidents have happened because of it. The Legacy would relieve alot of that because it would divert about 25% of the Truck traffic going west of here off I-15 thru Salt Lake.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-433

RECEIVED FEB 1 5 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 6, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: James Harris Title (if applicable):
Telephone: 801 544-7900 Fax: 801 498-7402
Organization/Business (if applicable): Email:
Address: 270 So 250 West
City: Kaysville State: Ut Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The waste of human resources and natural resources has got to stop. Hours of time away from family or other productive activity are the result of having a single commuter route through Davis County. Idle engines, built to perform at highway speed, waste fuel and add to our pollution. For years, I have ridden the bus or rode my bike to work to do my part. Now because of distance to work I drive & carpool and see this huge waste. Even with bus, train or carpool options in place there is still a need for Legacy Parkway. Let's Stop Waste, provide for growth and multiple ways to travel for Davis County residents. Let's Build Legacy Parkway NOW! Thank you.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-433

RECEIVED FEB 1 5 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-3-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jim King Title (if applicable):
Telephone: 546-0737 Fax: 779-0785
Organization/Business (if applicable): Email:
Address:
City: State: Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think the Legacy Parkway is needed to provide transportation to move smoothly through Davis County, linking Salt Lake with Weber County. A good transportation system will enable economic vitality to continue in Northern Utah.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 6 2005 GP-434

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: VAL Youngberg Title (if applicable):
Telephone: 801-825-8934 Fax:
Organization/Business (if applicable): Email: VYoungberg@hotmail.com
Address: 1950 W. 75 S.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We really need another freeway system from Ogden to SLC. The Population on the Wasatch Front has outgrown I-15, Delaying the start of the Legacy Parkway will only make the traffic problems worse! I am tired of the Loud Minority Groups (Sierra club, etc.) over powering the silent majority voice. Plase move forward with the start of the Parkway

Val A Youngberg

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 1 6 2005 GP-435

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-10-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Carol Hipwell Title (if applicable):
Telephone: 801-776-4408 Fax:
Organization/Business (if applicable): Email:
Address: 4777 W. 800 N
City: West Point State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Years ago I was against more roads, but now I realize the roads are way behind the population growth. Getting to Salt Lake can be a nightmare, if there's a wreck, you'd better have a good book because you're going to wait. It would also help with road repairs - to have an alternate. I don't understand how a few people that aren't really affected by Legacy Hwy can speak for the thousands that need & want an alternate route. Hope we can get this project underway soon.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-436

RECEIVED FEB 1 6 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 9 Feb 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: MARLOW Hilton Title (if applicable):
Telephone: 801-525-0991 Fax:
Organization/Business (if applicable): Email:
Address: 568 N. 2150 W
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I'm tired of being stuck on I 15 with no other means of getting home from the south. If we are directed off the I 15 and have to go through Beautiful Centerville, Farmington, Kaysville we are creating more Risks for accidents both to Vehicles and people in those cities. the new Legacy Freeway will put 90% of the 18 wheelers on that Road as they do not want to go through SLC mess. Please push to have this New Road become a Reality. check and see where all the money is coming from for the Environmental Impact. I bet 90% is from the Eastern part of the country who know nothing about our state and the wetlands

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-437

February 3, 2005

Gregory Punske
Federal Highway Administration
Utah Division
520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

Dear Greg,

I have read the SEIS and am appalled at the basic assumptions used to construct this SEIS It is very obvious that politics played a big part in writing this document

The incorrect basic assumptions:

1. "The Legacy Nature Parkway was proposed to protect a large, contiguous complex of Great Salt Lake wetlands that are at risk of being lost or impaired by future development" If 773 acres of wetlands within this proposed preserve need to be restored or enhanced where was the Corp in all this illegal filling of wetlands. I worked on this proposed preserve for private property owners who were negotiating with UDOT over purchase of their lands, and evidence of illegal filling was every where. I suggest the Corp start of program of compliance and interest in these wetlands so illegal filling would be minimized and mitigation required for permitted filling. After all this area is readily accessible to the Bountiful Office. 1

In summary, the proposed Legacy Nature Parkway is not needed to protect these wetland, the Corp is needed to protect these wetlands.

2. "By 2020, forecasts show I-15 operating at LOS F without the Legacy project." The truth is by 2020 Trax will be operating and if it follows the history of other Trax lines it will be much more popular than predicted consequently positively impacting traffic on I-15. It is obvious that we need to build Trax first and then re-evaluate the need for a whole new highway system Also Trax lines can be expanded to handle future commuter needs with less expense and impact than building a new highway, so why consider the Legacy Parkway prior to initiating the Trax lines. The Legacy Parkway is desired only by UDOT and Davis County officials not by the people of the Utah or the Wasatch Front. 2

3 This assumption is not stated but left our of the loop, and that is air quality It is so obvious that a new highway that encourages more vehicle use is going to negatively impact air quality along the Wasatch Front. The state, including UDOT, should be doing everything in its power to reduce vehicle use and consequently vehicle emissions in this area. Again Trax is the answer. UDOT is remiss in this matter and needs to be forced into re-evaluating their role in vehicle use and air quality. 3

The only answer for the Corps is to deny this application based on the foregoing Issuing a permit for Legacy Parkway would only justify further litigation

Joseph M. Jarvis
P.O. Box 1606
Cedar City, Utah 84721

RECEIVED FE

as used to construct this SEIS It is very
ent.

ge, contiguous complex of Great Salt
ture development." If 773 acres of
enhanced where was the Corp in all
e for private property owners who
vidence of illegal filling was every
nterest in these wetlands so illegal
illing After all this area is readily

Gregory Punske
Federal Highway Administration
Utah Division
520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118-1847

protect these wetland, the Corp

gacy project." The truth is by
ax lines it will be much more
5. It is obvious that we need
way system Also Trax lines
l impact than building a new
lines. The Legacy Parkway
of the Utah or the Wasatch

ality It is so obvious that
pact air quality along the
g in its power to reduce
s the answer. UDOT is
ing their role in vehicle use and air quality

The only an the Corps is to deny this application based on the foregoing. Issuing a permit for Legacy Parkway would only justify further litigation

GP-438

340 East Oak Lane
Kaysville, UT 84037
7 February 2005

Federal Highway Administration
Attention Legacy Parkway Project

I realize that my comments will have as about as much effect as Don Quixote and his attack on a windmill, but I will try I am **opposed** to the Legacy Highway **as proposed** The recent changes are more cosmetic than important As one who worked as an engineer at L3 Communications by the airport complex and drove I-15 many times to work from my home in Kaysville, I feel I have a fair understanding of the transportation issues

We do have a transportation problem and it will not be solved by a short stretch of road from North Salt Lake to Farmington. What we need is a new transportation corridor starting from the turn of I-215 East by Redwood Road to a point beyond North Ogden by Willard bay The road should go North through Farmington Bay and maintain as straight a route as possible as it goes North to the Willard Bay area

Yes, I am aware of the wet lands issues, but what I see is a cop out by the planners to pick the easiest option, even though from a transportation perspective it does little but waste money If the goal is to ease the traffic congestion between Farmington and North Salt Lake, just widen I-15 to six lanes each direction On the North end, Highway 89 and I-15 only feed five lanes of traffic into the mix. You have about the same mix on the South between I-215 and I-15 This would require some changes to bridges and overpasses, but it should be cheaper than building a new road It may be about time to replace these bridges anyway because of salt damage

If you built a second limited access road to the West (by a mile or so) of I-15, you could route through traffic along the new route and free up I-15 for more local traffic Probably some of the traffic to the airport and International center and points West would use this road Now you would have something you could call a Legacy Highway What is proposed is the Legacy folly

With the proposed Legacy Highway so near the railroad tracks, commuter rail, and I-15 at the Farmington end, you can very likely expect a total shutdown of all North South transportation if there is a major earthquake or railroad accident in the area. How about a LPG tanker truck accident at the interchange? I find it inconceivable that a rational person would propose such a high-risk route

My wife and I attended the transportation presentations at the Davis County Fair complex in January 2005 When we left, we headed home to Kaysville by way of I-15 Upon reaching I-15, we entered into the Friday night rush hour traffic We joined three lanes of traffic going North at maybe 30 miles an hour How does the Legacy Highway solve this problem? If the Legacy Highway is built as proposed, you will just move the traffic congestion further north And what happens when we start seeing the trucks from Mexico coming through on their way to Canada and back I expect the ban on the trucks to be lifted in a year of so

Every time I have pointed out the flaws in the current plans, the immediate response is that any other route is too expensive and the birds may be impacted From this I can conclude a wrong response to a problem is the only way you can think We could never have built the Golden Gate Bridge in Davis County with this kind of thinking The response seems to be, "Do something even if it is wrong" Regarding the birds, I live not more than 100 yards from an old millpond The birds and wildlife seem to have adapted very well to all the houses and people surrounding the pond Geese are overhead every day and the deer drop in now and then to eat on the apple trees My though is that if we used a bit of common sense when building a road through the wetlands, there would be minimal impact to the wildlife during construction and no impact after construction If we are really worried about the wildlife, then maybe we should start tearing down all the structures on the bench

The problem we have is that there does not seem to be a transportation master plan with any teeth in it that allows people to easily get from point A to point B. Everything is done piece meal and subject to the whims of the politicians in power at the time The population density north of Farmington continues to grow and no pro-active future thinking seems to be taking place Building the Legacy Highway as proposed is only a feel good response to a situation and does little to solve the transportation problems of Davis County

A concerned taxpayer

Maynard B Morris

Maynard B Morris

Federal Highway Administration
Attention: Legacy Parkway Project
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Maynard B Morris

Maynard B. Morris
340 Oak Ln
Kaysville, UT 84037

RECEIVED FEB

340 East Oak Lane
Kaysville, UT 84037
7 February 2005

is Don Quixote and his attack on a windmill, but I will
recent changes are more cosmetic than important As
airport complex and drove I-15 many times to work from
transportation issues

by a short stretch of road from North Salt Lake to
rting from the turn of I-215 East by Redwood Road to a
North through Farmington Bay and maintain as straight

out by the planners to pick the easiest option, even
money If the goal is to ease the traffic congestion
lanes each direction On the North end, Highway 89
bout the same mix on the South between I-215 and I-
, but it should be cheaper than building a new road It
't damage

or so) of I-15, you could route through traffic along the
of the traffic to the airport and International center
ething you could call a Legacy Highway What is

commuter rail, and I-15 at the Farmington end, you can
tion if there is a major earthquake or railroad accident
hange? I find it inconceivable that a rational person

vis County Fair complex in January 2005 When we
g I-15, we entered into the Friday night rush hour
miles an hour How does the Legacy Highway solve
vill just move the traffic congestion further north And
ing through on their way to Canada and back I expect

mmediate response is that any other route is too
ide a wrong response to a problem is the only way you
Davis County with this kind of thinking The response
ds, I live not more than 100 yards from an old
all the houses and people surrounding the pond
eat on the apple trees My though is that if we used
, there would be minimal impact to the wildlife
ally worried about the wildlife, then maybe we should

ation master plan with any teeth in it that allows
iece meal and subject to the whims of the politicians
continues to grow and no pro-active future thinking
ed is only a feel good response to a situation and

SALT LAKE CITY UT
FEB 2005
PM

USA

GP-439

Jennifer Bassett

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Thu 3/3/2005 10:24 AM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Dave Kotter

---[Address]---
1505 West 2125 South

---[City, State, Zip]---
Syracuse, UT, 84075

---[Phone]---
801-525-1113

---[Fax]---

---[E-mail]---
dave.kotter@ihc.com

---[Project Comments]---
I just wanted to express my support of the Legacy Highway and encourage its rapid resolution in the courts so the taxpayers are not burdened with additional costs. The State of Utah should sue the Sierra Club for the taxpayer money lost in legal battles instead of the actual construction!

Thanks.

GP-440

Jennifer Bassett

From: Faith Watson [WatsonFS@ldschurch.org] **Sent:** Thu 3/3/2005 9:55 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

We are strongly opposed to the Legacy Highway. We commute from South Weber to Salt Lake daily.

1. We have observed the daily rush hour traffic over a period of several years and perhaps one in 30 or even 40 cars have more than one passenger, and, of those, virtually none have more than 2. Drivers need to be encouraged to car-pool, rather than be encouraged to continue not car-pooling and adding polutants to our environment.

2. For the above reason, building Legacy will increase pollution and will continue to increase it.

3. Encourage car-pooling by having a car pool only lane on this highway stretch. Offer some kind of money incentive also. In California, many highways assess tolls, but not for car pooling vehicles.

4. Improve the bus system. Have more frequent busses on routes 72 and 73 (these routes I am familiar with and have used extensively). If they could use a car pool lane this would increase ridership because the trips could get passengers to and from work in a more timely manner. Decrease fares for commuters using I15, including passes available through employers.

5. Get going on light rail. This is a no-brainer!

6. Building Legacy will increase state costs for police to patrol it. This would not be the case with light rail.

Stop trying to deceive the public. This highway is putting money in people's pockets and that is the reason other obvious options, which would benefit our environment, have not been given consideration.

Bill Watson
Faith Watson

This message may contain confidential information, and is intended only for the use of the individual(s) to whom it is addressed.

GP-441

Jennifer Bassett

From: Mark Spjute [markspjute@hotmail.com] **Sent:** Fri 3/4/2005 6:33 AM
To: Legacy
Cc:
Subject: Public Comments
Attachments:

Thank you for the opportunity to make a comment.

I have lived in Davis County for 15 years and have commuted to Salt Lake City the entire time. Fifteen years ago, traffic was moderate at best but within 5 years it became as congested as traffic on the south end of Salt Lake Valley. Now, when I travel I-15 I am always wondering, will I be caught in a two to four hour traffic problem. When the freeway goes down, there are not enough alternative surface roads to accomodate the number of vehicles trying to avoid the freeway. I remember well a 4-hour trip from Farmington to Centerville on surface roads because the freeway was closed.

We can wait no longer for the Legacy highway. My family and friends will do everything possible to promote the quick construction of this highway. We are also committed to working aggressively to remove politicians or government administrators who attempt to block the will of the people in getting the Legacy highway completed.

Sincerely,
Mark Spjute

GP-442

From: Alan Gowans [agowans@boyercompany.com] **Sent:** Tue 2/22/2005 9:02 AM
To: Legacy
Cc:
Subject: Suporter of the parkway
Attachments:

Hi,

I live in Davis County and I am a supporter of the Legacy Partway, please move forward and start construction, it is past due.

Alan Gowans

Centerville

<<image001.gif>>

GP-443

From: john earth link [jwatts1155@earthlink.net] **Sent:** Fri 2/18/2005 1:09 PM
To: Legacy
Cc:
Subject:
Attachments:

Dear Committee:

Having recently been asked to attend an Envision 2040 meeting at Layton High School.

I appears quite redundent that we still have to defend the need of the Legacy Highway.

Our children are going to praise us for our foresight.

The projected growth of Utah will require an access route along the west side of the valley to accommodate communities,businesses and
growth, or why did we meet?

I would like to congratulate UDOT for their foresight and all of the people who participated in this on going project.

Sincerely,

A citizen of Sunset, Utah

John L. Watts

GP-444

From: Ucon Website [udotweb@utah.gov]
Sent: Mon 2/21/2005 7:01 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Keith Tanner

---[Address]---
168 South 100 East

---[City, State, Zip]---
Farmington, UT 84025

---[Phone]---

---[Fax]---

---[E-mail]---
tanner354@msn.com

---[Project Comments]---
The sooner the poject is complete the better. I support the Legacy Hightway Completely.

==========

GP-445

From: K. Ryan Christensen [zensunry@hotmail.com]
Sent: Thu 2/24/2005 3:12 PM
To: Legacy
Cc:
Subject: Legacy YES!
Attachments:

I am writing to express my enthusiastic support for the Legacy Highway. As a brand new resident of Davis County (formerly a Salt Lake County resident). I see the immediate need for increased transportation options between Davis County and Counties South. In Salt Lake County, I had multiple options for commuting. In Davis County, I currently have 1 option. If some accident or natural disaster occurs, my option for travel South from my home is gone.
Please see that the Legacy Highway is built.

GP-446

From: Ucon Website [udotweb@utah.gov] **Sent:** Thu 2/24/2005 10:35 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Diane Memmott

---[Address]---
954 South 250 East

---[City, State, Zip]---
Farmington, Utah, 84025

---[Phone]---
801-451-6446

---[Fax]---

---[E-mail]---
Memmottclan@aol.com

---[Project Comments]---
The Legacy Highway is desperately needed. As a resident directly affected by the traffic jams in the area, my quality of life is drastically impacted as is my safety and the safety of my family. Because I-15 is the only road going through our area, accidents cause traffic to completely shut down. Emergency vehicles can't get through, the flow of commerce is stopped and pollution is increased from idling cars. The proposed solution of extending Redwood Road to Parrish Lane will do nothing to help the situation because the biggest bottleneck is between Parrish Lane and the Highway 89 interchange. With the recent explosion of a tanker of butane gas in the area which caused the evacuation of thousands of people and the deaths of many people from toxic gas from a railway accident in the country, it emphasizes the problem of the safety of residents in Farmington. Legacy Highway needs to go in now. It is the main route from North to South.

==========

GP-447

From: Rob Duncan [rob@utahbuild.com] **Sent:** Fri 2/25/2005 2:01 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I support Legacy Highway, we do not deserve any more delays, and surely don't need any more expenditures from delaying the project. You have my support, if there's anything you need from me let me know.

Sincerely,

Rob Duncan
EVP/COO
Utah Build
801-728-7041
801-668-4749 cell

GP-448

From: emaline@mindspring.com [emaline@mindspring.com] **Sent:** Fri 2/25/2005 10:21 AM
To: Legacy
Cc:
Subject:
Attachments:

2/25/2005

Mr Gregory Punske
FHA- Utah Division

Dear Sir:

Please consider this letter concerning the Legacy Highway. Instead of building a new highway to temporarily solve problems presented by traffic and population growth, shouldnâ€™t we look at its future costs? Not only would the Legacy Highway damage the valuable wetland ecosystem, the increased traffic would also further decrease the air quality in an area that is already plagued by inversion and pollution.

Now is the time to act. Execute a good plan for the future. Please give full and fair consideration to the Citizens Smart Growth Alternative. Letâ€™s build a better, healthier future for our children.

Sincerely,

Emily Fiscus

GP-449

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 2/28/2005 11:26 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Helen Watts

---[Address]---
2585 E. 2750 N.

---[City, State, Zip]---
Layton, UT 84040

---[Phone]---
801-771-2621

---[Fax]---

---[E-mail]---

---[Project Comments]---
Every time there is a serious accident, weather or other problem on I-15 Davis County, I am reminded of how dangerous it is to have only that one narrow corridor connecting SLC with the northern part of the US. In a day of increased awareness of terrorist activity, it is absolute folly to have only one access road in this highly-traveled location. Commuter rail? Yes! Absolutely! But commuter rail will not address the needs of the majority of those who currently travel this stretch of I-15. I find it preposterous that SLC residents, who enjoy I-15, I-215, I-80, Bangerter Hwy., etc. etc. should begrudge non-SLC residents the same type of access and availability. Contrary to extreme environmentalist points of view, I consider human beings to be more important than animals! We all have to learn to peacefully co-exist, including animals. Worried about air pollution? It's much worse because of the bottlenecks on I-15 as cars spew pollution into the air, hour after hour, w

aiting for traffic to move. Worried about road rage? Driving in the congestion north of SLC would put a saint into a rage! Refusing to build roads will not stop people from traveling--for any reason. And if the Rocky Andersons of the world don't want commuters coming in to SLC to work, then they can relocate the SLC businesses into Davis County--no problem. Please—get this highway approved and built as soon as possible. Thank you.

==========

GP-450

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 2/28/2005 10:55 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Brent Stratton

---[Address]---
1436 E Center St

---[City, State, Zip]---
Bountiful, UT 84010

---[Phone]---
801-295-4110

---[Fax]---

---[E-mail]---

---[Project Comments]---
As a 25 year resident of Bountiful, I have seen growth and congestion increase on I-15...We need and must have the Legacy Hwy NOW without any further delays...We also need mass transit from Ogden to Provo as well to help in the growth...We also need some toll roads built to help with the growth of the population...

Thank you...

==========

GP-451

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 2/28/2005 10:53 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Bonnie Evensen

---[Address]---
1723 So 1175 E

---[City, State, Zip]---
Bountiful, Utah 84010

---[Phone]---
801-292-3237

---[Fax]---

---[E-mail]---

---[Project Comments]---
Count me as another concerned citizen of Davis county who sees the overwhelming need for the Legacy highway. The careful studies have been completed and concerns have been put to rest. It's time to move forward, stop wasting the horrific amount of money from the delay, and begin construction. The congestion and idleing of vehicles on I-15 is severe right now and will only continue to get worse as our county continues to grow.

==========

GP-452

From: Wiederholt Jere D Civ OO-ALC/MASMB [Jere.Wiederholt@HILL.af.mil]
Sent: Mon 2/28/2005 8:49 AM
To: Legacy
Cc:
Subject: lecacy highway
Attachments:

Dear Mr. Gregory Punske,

I understand your agency is considering citizen comments until March 4th. I support the Citizens Smart Growth Alternative, since it will:

i) reduce the loss of wetlands compared to the Legacy Highway alternative

ii) support future travel via greater dependence on mass transit develop patterns, helping with our air quality, etc.

I've ridden mass transit systems before, specifically the BART in the Bay Area and really enjoy the freedom it offers as well as the reduced wear and tear on my car and reduction in air pollution.

Thank you,

Jere Wiederholt

2475 E Oak Hills Dr.

Layton, UT 84040

(801)-547-8870

GP-453

From: Nephi Voge [nmvoge@hotmail.com]
Sent: Mon 2/28/2005 7:18 PM
To: Legacy
Cc:
Subject:
Attachments:

I am a resident of Weber County who travels to Salt Lake County for both business and personal reasons. My work location is in Layton, Davis County. For seven years I commuted to Salt Lake City. During that time there were numerous delays because of road construction, repairs, etc. from Farmington to North Salt Lake. Even without construction, delays were the rule rather than the exception.

My work rarely permitted me to ride public transportation because of a need to drive to visit the customer at their business location. But when I rode the UTA bus, the bus used the same freeway and was subject to the same delays as other vehicles. My wife was caught in the freeway closure caused by an oil tanker accident. It took her five hours to drive from Salt Lake to Ogden and this was on a Saturday night. The issue that became painfully apparent was that there are no alternatives.

It has been my understanding that highway planners have to look ahead up to 20 years to anticipated the transportation needs. It is amazing to me to have witnesses the increase in the traffic on I-15 from Ogden to Salt Lake during the past ten years. I can just imagine what it will be like 20 years from now. Good planning dictates that we act now and not wait until the crisis has arrived. I fear that we are waiting for a crisis.

During a meeting with the Davis County Chamber of Commerce prior to the Appeal Court decision, I had the opportunity to talk with Mayor Rocky Anderson about the proposed Legacy Highway. He admitted freely that another road was needed at the proposed site of the Legacy Highway. His only objection to Legacy was that proposed right-of-way was larger than needed. The comment really made no sense because to make a change to the current plans requires more years of planning, impact studies, etc. I guess that no one cares as long as we are playing with public funds.

I also feel that the Sierra Club and other groups apposing the Legacy Highway should be held accountable for the increased costs that they are forcing the citizens of Utah to carry. A simply lawsuit that is filed against the State is costing the tax payers now over $300,000,000. Why can't the State of Utah sue the Sierra Club for obstructing justice or racketeering and get some of the money back?

Nephi M. Voge
2454 S. 3775 W.
Ogden, Utah 84401

GP-454

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 2/28/2005 6:55 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Jewel Lee Kenley

---[Address]---
1888 N. Main St.

---[City, State, Zip]---
Layton, Ut. 84041

---[Phone]---
801-525-8206

---[Fax]---
801-776-8390

---[E-mail]---
jewel.lee@edkenleyford.com

---[Project Comments]---
As a Davis County resident and business owner I am expressing my concern for the obvious need for additional travel methods into Metro Salt Lake. Over the past few years I have been stranded and missed an airplane flight, a matinee performance at Utah Opera, a gala opening breakfast for the Utah Auto Dealers and other appontments, enough to discourage me from travelling to Salt Lake unless entirely necessary. I remember sitting in the stopped traffic wondering what in the world you would do if you were headed for University or LDS Hospitals with an emergency? There are simply no other routes available from parts of I-15 from Farmington to Salt Lake. I also remember thinking of the increased pollution because of the stalled traffic. I remember looking around and noticing that the majority of traffic consisted of big trucks using the I-15 corridor as the only north-south route between Canada and Mexico. In short, the big polluters were not from Davis and Weber Counties, bu

t from national travellers, travellers that could bypass Salt Lake City with the Legacy Highway and be on their way west or south without impacting the city itself. So where is the logic of those who oppose its development? I am also resentful of the unnecessary cost to the taxpayers for the delay in construction. In a democracy the will of the majority of the citizens should prevail, not the postion of a small, special interest group. I also believe that the Court has abused its power and overstepped the bounds of its authority in ruling with that special interest group, holding all of us hostage.

==========

GP-455

From: Kelley, Linda (US) [linda.kelley@am.joneslanglasalle.com] **Sent:** Mon 2/28/2005 3:44 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

I felt the need to write to show my support for Legacy Parkway, as an alternate to I-15. As a resident of Davis County and the manager of Layton Hills Mall for over 17 years I have traveled interstate 15 for many years between Salt Lake City and Davis County. While an attempt has been made to widen and provide more lanes, it is obvious that the increased semi-truck traffic along with the increased commuter traffic still shows the need for another route between Salt Lake City and Northern Utah. The businesses of Davis County along with Northern Utah and regions in the northwest must have a dependable way to travel safely and efficiently through this corridor. The numerous traffic accidents which have closed this route for hours at a time make it obvious that a secondary route is needed immediately. Please don't allow the delay in this roadway to continue at a cost to the citizens of Utah. Continue on with the construction of this roadway as it has been submitted.

Thank you for your consideration of this request.

Linda S. Kelley
General Manager/Vice President
Layton Hills Mall
Layton, UT
801 546-3471 ph
801 547-9248 fax

GP-456

From: Ucon Website [udotweb@utah.gov]
Sent: Mon 2/28/2005 3:18 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Mark Livingston

---[Address]---
369 W 300 No

---[City, State, Zip]---
Clearfield, UT 84015

---[Phone]---
801-543-9851

---[Fax]---
801-779-9905

---[E-mail]---
mark@bogeysclub.com

---[Project Comments]---
I feel we have jumped through every hoop that has been asked of us, on this matter. It is time to stop letting one radical group cost the tax payers of this state and county millions of dollars just to stall this badly needed project to proceed. The Siera

Club should be required to pay the tax payers back, for which these frivolous law suits have cost the State. I strongly feel Rocky Anderson should keep an agrement he agreed to, and STAY OUT OF IT.

==========

GP-457

From: Ucon Website [udotweb@utah.gov]
Sent: Mon 2/28/2005 3:16 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Kent Sulser

---[Address]---
506 South 1200 East

---[City, State, Zip]---
Bountiful, UT 84010

---[Phone]---
801-451-3278

---[Fax]---
801-451-3281

---[E-mail]---
ksulser@co.davis.ut.us

---[Project Comments]---
The proposed Legacy Parkway that would be a four-lane, divided highway extending approximately 14 miles from Interstate 215 at 2100 North in North Salt Lake, northward to the junction of Interstate 15 and U.S. Highway 89 near Farmington is an ABSOLUTE MUST DO PROJECT, just ask those who live in Davis County or the many thousands that commute daily on this freeway. It certainly is very much needed. We currently have too much traffic along I-15 to handle the exisiting demand now. For purpose of economic developmement, goods and services need to get to market. And if they are idle on the freeway, this is not promoting growth. It is so frustrating to have outside of the state conservationists tell us what is right for Utahns living and dealing with the frustration. If you have to go to a wedding across town, or attend a soccer game, or a birthday party and have to criss-cross the county and I-15 is delayed, forget about getting to your event on time. A multiple-use trail

for pedestrians, bicyclists, and equestrians would parallel the highway and add to the functionality of the development. Utah needs this improvement and would benefit in the acreage that is set aside. I believe that people are well intended, but I also blame evironmental organizations every bit as much as developers for destroying our environment. They cannot hope to manage a complex system such as the envirnoment. We desperately need a nonpartisan mechanism to handle incompatible goals. The conservatists are never open minded and for the most part uninformed about environmental issues. They are wrong about this stip of land that is currently being used to collect garbage and it could be better preserved by officially having a major roadway create its westerly boundary. I am for Legacy and hope that my comments help.

==========

GP-458

From: Jay Ombach [JayO@beacon-metals.com]
To: Legacy
Cc:
Subject: input on legacy hwy
Attachments:

Sent: Mon 2/28/2005 2:55 PM

I am concerned about not only the cost of delaying the project but also upon the negative impact of the legacy highway not being built, everytime there is a slow down we are wasting energy and causing more pollution that could be avoided by having an alternate route for traffic and transportation. Please sign me up as a supporter of the Legacy Highway being built and the sooner the cleaner and cheaper we will be able to enjoy the life here in the state of Utah.

Jay Ombach, AHC/CDC

Beacon Metals, Inc.

2770 South West Temple

Salt Lake City, Utah 84115

(801) 486-4884, Fax (801) 485-7647

GP-459

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Mon 2/28/2005 2:35 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Cathy Dittrich

---[Address]---
2220 N 1450 E

---[City, State, Zip]---
Layton, UT 84040

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
The Legacy Highway nees to be put in to ease the congestion on I-15. Many of the commuters are heading out towards or coming from the I-215 direction. If they had an alternate route, some of the stop and go on I-15 would cease at the on-ramps. This is a serious problem in commuting to and from Salt Lake City. After I pass the on-ramps, the traffic picks up again. There is no logical reason why traffic slows down to 35 to 40 mph as we approach the on-ramps. Please ease my commute.

GP-460

From: Mark and Jennifer Murdock [mjmurdock6@yahoo.com] **Sent:** Tue 3/1/2005 6:31 PM
To: Legacy
Cc:
Subject: I am definitely for the building of the Legacy highway
Attachments:

We need this freeway badly. This freeway should have already been built by now. I don't know how an organization such as the Sierra Club has any say in whether a Utah freeway should be built or not. It is the people of Utah that should have this choice. We have already lost too much time and resources in prolonging the project.

Mark Murdock
South Jordan, Utah 84095

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

GP-461

From: Jo Ellen Ashworth [jo_ellen@xmission.com] **Sent:** Tue 3/1/2005 6:09 PM
To: Legacy
Cc:
Subject: Legacy Highway has to be built!
Attachments:

For those of us living in Davis County, Legacy Highway has got to be built!

No one living outside of Davis County should have any input into whether the Legacy Highway should be built. And Davis County residents favor building the Legacy Highway by a large majority.

Sierra Club members and other environmentalists need to go home to their own counties and rip out all the roads there if that's what they want to do. When they tell us in Davis County what to do, they've put their noses where they don't belong.

There are three adult members in our household--and we all want to see the Legacy Highway built.

Jo Ellen Ashworth
4148 South 825 West
Bountiful, Utah 84010

GP-462

From: Mark Burnett [MBurnett@ThorsonRM.com] **Sent:** Tue 3/1/2005 8:11 PM
To: Legacy
Cc:
Subject: Legacy Highway Comments for Army Corp of Engineers
Attachments:

I'll keep my comments brief. WE NEED THE LEGACY HIGHWAY!!!

Thank you.

Mark Burnett
Centerville

GP-463

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/1/2005 7:45 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Brent Hale Ph.D.

---[Address]---
796 Sunrise Circle

---[City, State, Zip]---
Centerville, UT 84014

---[Phone]---
801-295-7813

---[Fax]---

---[E-mail]---
bhale@Blomquisthale.com

---[Project Comments]---
We need the this highway now. I am deeply offended at those form other states who are attempting to dictate our local needs based on their arrogant belief that they know better than we do. Something is terribly wrong with the system if they are allowed to dictate to us on this matter.

==========

From: Craig Dimond [dimondcw@mstar2.net] **Sent:** Tue 3/1/2005 7:36 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP-464

Dear Legacy Highway Planners,

As a 27 year resident of Layton, and commuter of the same time period, I have watched the traffic on highway 89 and I-15 grow to the present unmanageable level. Thousands of manhours are wasted as commuters wait for traffic to clear whenever there is an accident or weather related delays.

I have traveled all over the world, 20 plus countries, and much of the United States. Every progressive city has a network of roads and railways to efficiently move people and commerce through the city. Having only one major traffic artery through most of the Wasatch front puts us in the company of many third world cities.

Build the Legacy Highway as soon as possible! The Sierra Club does not represent the majority of the people who drive the north-south commute every day. Put my name on the list of rabid supporters of building the Legacy Highway,

Thank You, Craig Dimond

GP-465

From: Greg Livermore [dgliver@yahoo.com] **Sent:** Tue 3/1/2005 12:42 PM
To: Legacy
Cc:
Subject: In Favor of Legacy Highway
Attachments:

I just want to voice my opinion in favor of building Legacy Highway. As a Davis County resident, it is obvious to me that a highway alternative to I-15 is necessary. So called "smart growth" alternatives such as light rail look good on paper, but just are not practical for the average person.

Much will be made of the recent decision in Pennsylvania not to build a similar highway. Legacy opponents will claim this "proves" Legacy is not necessary. No, it only proves that Pennsylvania chose one alternative over another. We in Utah should be free to choose our own solutions.

Build Legacy!

D. Greg Livermore
76 East 550 South
Kaysville, UT 84037
(801) 444-0762

GP-466

From: Law Family [lawfamily@gmail.com] **Sent:** Tue 3/1/2005 12:22 PM
To: Legacy
Cc:
Subject: BUILD IT!!
Attachments:

To whom it may concern:

This has gone on long enough. The Sierra Club and other anti-progress, anti-humanity fringe enviro-terrorist organizations have been economically terrorizing the Legacy Highway project for far too long. They have added hundreds of millions of dollars to the cost of building the Legacy Highway, according to media reports. The opposition to the Legacy Highway has largely been funded with out-of-state special interest dollars, in most cases by those who despise progress and want to force all of us to ride the bus.

Utah taxpayers want the Legacy Highway, and we want it now! Build it or resign so we can elect/hire competent people who will do what's right for Utah, instead of what's right for the enviro-terrorists who oppose the Legacy Highway.

Sincerely,

Jared, Kristina, & Matthew Law
lawfamily@gmail.com

GP-467

From: Jared Law [jared.law@gmail.com] **Sent:** Tue 3/1/2005 12:58 PM
To: Legacy
Cc:
Subject: Please Build Legacy NOW!
Attachments:

To whom it may concern:

Please build the Legacy Highway. We cannot afford to allow the Sierra Club and other anti-progress "environmentalist" organizations to hold our transportation needs hostage to their liberal anti-growth agenda. These fringe enviro-terrorist organizations have been economically terrorizing the Legacy Highway project for far too long. They have added hundreds of millions of dollars to the cost of building the Legacy Highway, according to media reports. The opposition to the Legacy Highway has largely been funded with out-of-state special interest dollars, in most cases by those who despise progress and want to force all of us to ride the bus.

If the enviro-terrorists really wanted to protect the environment, they would be pleased that the Legacy Parkway Supplemental Environmental Impact Statement (SEIS) has been completed, and that over 2,000 acres of land has been purchased and set aside as a permanent wetlands preserve adjacent to the shoreline and Farmington Bay Wildlife Refuge. This purchased included uplands that could have been developed. It should be clear that if you're truly interested in preserving wetlands, you should support the Legacy Parkway. In Woods Cross, officials in that Legacy corridor community say they have recently been approached by developers seeking to plant houses as far west as the Jordan River. However, they note that the application was forestalled only by a Utah Department of Transportation purchase of the property for the Legacy Preserve. If Legacy is not built, UDOT will sell the lands lying within the Legacy Preserve.

Utah Taxpayers want the Legacy Highway, and our environment deserves it...oh yeah...and did I mention that Utah Taxpayers want Legacy-NOW? Please either build Legacy or resign so we can elect/hire competent people who will do what's right for Utah, instead of what's right for the enviro-terrorists who oppose the Legacy Highway.

Sincerely,

Jared Law
jared.law@gmail.com
801.317.1675

GP-468

From: Sam Fowers [sfowers@telamerica.com] **Sent:** Tue 3/1/2005 8:12 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Let's get it did!

(To paraphrase a famous Jazz player.)

Sam Fowers
Farmington

GP-469

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/1/2005 7:55 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Jeffrey P. Olsen

---[Address]---
818 S 1280 W

---[City, State, Zip]---
Clearfield, UT 84015

---[Phone]---
801-444-9556

---[Fax]---
801-547-0666

---[E-mail]---
jolsen@zionsinsurance.com

---[Project Comments]---
I travel to Salt Lake several times a month. Invaribly there is a traffic jam resulting in an hour commute of 20 miles. There is always heavy traffic even during non-peak commute times. The Legacy Highway must be built Immediately.

==========

GP-470

From: dholson@att.net [dholson@att.net] **Sent:** Tue 3/1/2005 8:50 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

I would like to add my support for the Legacy Parkway. I am not a "cover the earth with asphalt" proponent, but in this particular case, I am strongly for it primarily because it provides so many acres of public preserved land that would otherwise certainly be developed with much more disasterous results for the environment. I have not seen the Seirra Club even address the issue of what they will do to try to accomplish that same environmental effect if they succeed in thwarting the public's desire to put in the parkway. They have not been very successful in delaying commercial interests in the past, so it seems to me that the major loss of not doing the parkway would be the loss of all that prime natural habitat and wetlands to private development such as houses, commercial buildings and such. Dale Olson

GP-471

From: Mike Stewart [mstewart_84321@yahoo.com] **Sent:** Tue 3/1/2005 8:20 AM
To: Legacy
Cc:
Subject: public input on Legacy
Attachments:

I am from Logan. I am writing in support for the Legacy Highway as I drive an airport shuttle from Cache Valley to S.L. When there is any kind of accident which closes down I-15, it really causes us problems as it slows down the need to get to the airport on time as our drive time is that much longer. Obviously going on the surface streets isn't any better because all of the traffic that has to go onto them. And I think that I can speak for all our other drivers as well.

Sincerely,
Mike Stewart
Logan, Utah
mstewart_84321@yahoo.com

Do you Yahoo!?
Read only the mail you want - Yahoo! Mail SpamGuard.

GP-472

From: rrroof@xmission.com [rrroof@xmission.com] **Sent:** Tue 3/1/2005 8:10 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Please add my name as a supporter of the building of the Legacy Highway. There has already been too much waste of taxpayer funds on this project! I am a resident of Davis County who drives I-15 to and from work each day. I endorse the need for the approval of this alternative route. It is imperative that this project be approved NOW! The voice of the majority of residents should be recognized.

Joan Simpson
1727 Clark Lane
Farmington, UT 84014

GP-473

From: Margie Brown [eilonwy307@yahoo.com] **Sent:** Tue 3/1/2005 9:18 AM
To: Legacy
Cc:
Subject: Commute to SLC from Layton
Attachments:

I used to shop in SLC at least once a week. I like Wild Oats and Nordstroms and the downtown area. However, I rarely go now as traffic is so awful, especially during commute times. Last Thurs. my daughter and I were returning from picking up her prom dress at the ZCMI center. We left the downtown area at 4:45 and took I-15. Before NSL the traffic was terrrible. As we came through Bountiful the bumper to bumper traffic was going fast and then there was an immediate slow-down. As I checked my rearview mirror to make sure the car behind me was stopping as I had to brake abruptly I noticed several cars behind him were moving to the shoulder, one with a mangled hood and indeed there was a fender-bender. I commented to my daughter that we couldn't even go to SLC to shop after school anymore as the traffic was worse each time we made the drive. As we rounded a curve to Farmington there was another car off the road with damag e. In the space of ten minutes I saw two accidents that were preventable had Legacy Highway been allowed to be completed. There are too many cars on I-15. Also, my family and I would be better supporters of the downtown SLC area if we had Legacy Highway. I would once again get season symphony tickets. I would once again shop and lunch and enjoy SLC instead of staying home in Layton. M. Brown

---

Do you Yahoo!?
Yahoo! Sports - Sign up for Fantasy Baseball.

GP-474

From: tjensen@korve.com [tjensen@korve.com] **Sent:** Tue 3/1/2005 9:15 AM
To: Legacy
Cc:
Subject: my comments
Attachments:

I can't remember if I have already submitted comments on this issue or not, and I saw in the paper that the comment period ends this Friday. If I've already submitted, then I guess just add this to my previous comments.

Basically, I heavily prefer the so-called "Smart Growth Alternative" put forth by Utahns for Better Transportation and the Sierra Club. I think that we need to put our focus on reducing vehicle trips, not on building more roads to accommodate them. I continually see the argument that far more people drive than take transit, therefore transit can't handle the "projected demand" and we "need" Legacy Highway/Parkway. Well, of course they do -- we have focused almost all of our efforts on designing a transportation system that makes it easy to drive and tough to get around any other way. If we had spent the last 50 years focusing land use and transportation around pedestrians, bicycles, and transit instead of accommodating cars, the argument could very well be "why build a freeway since almost everyone rides the train, walks, rides a bike, etc."

I should mention that right now I live in Utah County (although I will likely move to downtown Salt Lake City within a year), so I'm probably a bit less entitled to feelings about this subject than those further north. However, the Legacy Parkway is only one piece of a far grander project to build the full Legacy Highway, which would then make its way into Utah County. I see the outcome of this case as a precedent for what may later occur in our region, and I want to make it known that I want the Wasatch Front to adopt transportation and land use policies that encourage mixed-use, transit-oriented development patterns that will enable us to live in a way such that vehicular trips are reduced, not encouraged/accommodated. I believe that we have a long ways to go in better utilizing our existing infrastructure and urban areas before we need to look at building more highway capacity.

Sincerely,

Travis Jensen (transportation engineer by profession)
1056 South 1000 East #45
Provo, UT 84606

---

mail2web - Check your email from the web at
http://mail2web.com/ .

GP-475

From: Ann Tillia [atillia@utah.gov] **Sent:** Tue 3/1/2005 9:14 AM
To: Legacy
Cc:
Subject: Do not build the highway. Invest in mass transit, now.
Attachments:

Do not build the highway. Invest in mass transit, now.

GP-476

From: Ucon Website [udotweb@utah.gov]
Sent: Tue 3/1/2005 3:32 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Marion Fausett

---[Address]---
228 East Oak Lane

---[City, State, Zip]---
Farmington, Ut 84025

---[Phone]---
801 451-2855

---[Fax]---

---[E-mail]---

---[Project Comments]---
Let's just get the highway built without any more delays. The sooner the better !!!!

==========

GP-477

From: James Streeter [StreeterJA@ldschurch.org]
Sent: Tue 3/1/2005 2:24 PM
To: Legacy
Cc:
Subject: Legacy- YES!
Attachments:

As a long-time Davis county resident working in downtown SLC, I am in support of the Legacy highway project. Too many times over the years I have been caught in long traffic jams due to minor (or major) accidents that clog I-15. There are no other viable north/south routes as 89 and other the side streets through Davis county are also quickly jammed by those fleeing the parking lot on 1-15. I sometimes wonder how I would get to my home from work in the case of a medical emergency, natural disaster or military emergency and the only route we now have is jammed. I am an avid outdoors man and enjoy our environmental wonders as much as anyone. Some small sacrifices have to be made for the benefit of the majority. jas

This message may contain confidential information, and is intended only for the use of the individual(s) to whom it is addressed.

GP-478

From: BILL DENSLEY [bdensley@bdyrep.com]
Sent: Tue 3/1/2005 10:19 AM
To: Legacy
Cc:
Subject: Legacy
Attachments:

I have not publically commented on this in the past. However, I feel now is the time to give my input. Simply stated, "BUILD IT." I live in Bountiful and commute to West Valley on a daily basis the traffic at times is a nightmare. Though I believe we need other modes of transportation, a new freeway through Davis county is a must. The sooner it is built, the better!

Bill Densley
Bountiful UT

GP-479

From: Ucon Website [udotweb@utah.gov]
Sent: Tue 3/1/2005 10:11 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
CAROLYN SHARP

---[Address]---
1888 E 5750 S

---[City, State, Zip]---
OFDEN, UT 84403

---[Phone]---
801-479-8869

---[Fax]---
801-5460951

---[E-mail]---

---[Project Comments]---
WE ARE IN GREAT NEED OF THE LEGACY HWY. HAVING BEEN CAUGHT IN A 2 HR DELAY BECAUSE OF ACCIDENTS. WW NEED AN ALTERNATIVE HWY

==========

GP-480

From: Taunya D Bingham [taunyab@juno.com]
Sent: Tue 3/1/2005 10:30 AM
To: Legacy
Cc:
Subject: legacy thoughts
Attachments:

I wanted to take a moment to e-mail my thoughts on Legacy highway. I live in West Layton and have a heart problem. All of my doctors are in Sandy and West Jordan. I drive I15 often. Legacy is so needed. There have been many times that there has been an accident or something on I15 and I have not been able to get home from the doctors in time for my children to be home. It is so frustrating. We need a road that extends past Farmington. Legacy is so desperately needed. Several years ago my husband had ran to Salt Lake for something for business. It was the day that there was that tanker truck fire in Bountiful. We had a family activity that day and he was stuck in Salt Lake for 8 hours because there is simply no way to get home. All the back roads and neighborhood roads were packed. We missed our family activity because he was stuck in neighborhoods all day trying to get home. I hope that people will realize how desperately we need Legacy and that it will begin to go in soon. Thanks for you time. Taunya Bingham

GP-481

From: Brent Child [brentschild@hotmail.com]
Sent: Tue 3/1/2005 10:41 AM
To: Legacy
Cc:
Subject: Legacy Highway support
Attachments:

I respect the Sierra Club's concern for the environment in general but I believe they have a very narrow view of the needs of society.

Let's get on with the construction of the Legacy Highway as conceived by the UDOT. They have done a superb job of considering all the implications of impact on the environment. This highway is desperately needed now! Traffic congestion is only going to worsen. The delay of construction has cost the taxpayers of Utah millions of dollars. We cannot afford to wait any longer.

A downsizing of the project as suggested by the environmental groups will do nothing but aggravate the future needs to improve the transportation corridor between Salt Lake and Davis County.

Let us move on with the project, please.

Brent S. Child, M.D.
1287 Woodland Court
Farmington, Utah 84025
801-451-6769

GP-482

From: Joel [jsadler@nelsonmurri.com]
To: Legacy
Cc:
Subject: legacy
Attachments:

Sent: Tue 3/1/2005 11:20 AM

The need for legacy highway is evident when taking the average number of cars using the freeway through the Centerville area and the average number of cars using Highway 89 through Centerville daily over an average 16 hour time period, closs the freeway and route traffic through Centerville. Centerville and Farmington at anyone point would have to process two and 3/4 cars per second on two streets with stop lights.

Joel

Centerville

GP-483

From: jp2705@comcast.net [jp2705@comcast.net]
To: Legacy
Cc:
Subject: Legacy Highway Comment
Attachments:

Sent: Tue 3/1/2005 10:07 AM

I just visited the Farmington Bay refuge. With a Davis County resident, we also drove along I-15 to inspect some of the proposed alternatives.

I simply cannot believe that the incredible and irreplaceable bird and wildlife refuge does not warrant more protection and respect.

I simply cannot believe that mass transit alternatives would not be tried first, before deciding whether to go ahead with more roads.

I simply cannot believe that other alternatives, such as building along the frontage road east of the interstate or along rail lines, are not given more consideration.

In the context of "build it and they will come," I took special note of the acres and acres of laid-out and graded land west of the interstate from which houses are ready to spring.

Building Legacy Highway is not in the best interest of our children. People so drawn to concrete and sprawl should consider moving to LA.

Thank you.
John Pace
427 L Street
SLC UT 84103
801-521-2515

GP-484

From: Thad Van Ry [tvanry@bbscmail.com]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Tue 3/1/2005 9:29 AM

To whom it may concern,
I am a resident of Woods Cross. I'm very interested in the Legacy Highway. Davis County needs this project. It was only a couple of weeks ago there was an accident on I-15 causing the freeway to be shutdown and our local roads here in Woods Cross suffered. As the father of 7 children, when my local roads are congested because the freeway is closed, I fear for my children's safety.
Another concern I have is the Sierra Club's so-called "Smart Growth" alternative. This alternative was created with absolutely NO input from my city. It would impact my city greatly, basically cutting it in two. How dare they call this a "smart" plan? There is nothing smart about it. I'm offended that they would create this "smart" plan for MY city without input from MY city. I pay property taxes for MY city to do what's right for me and my family and someone has the audacity to create a plan that will so drastically impact my city without input from my city! How absurd!

Thad Van Ry

GP-485

From: Bill Watson [BWATSON@nuskin.com]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Wed 3/2/2005 12:38 PM

Build it and build it now.....That's my desire for the Legacy Highway

I'm tired of Washington, activist judges, and far out environmentalists telling us what to do.

Bill Watson
3158 Navajo lane
Provo, UT 84604

GP-486

From: Jordan Stoneman [stoneyman_27@yahoo.com]
Sent: Tue 3/1/2005 12:19 PM
To: Legacy
Cc:
Subject: legacy imput
Attachments:

Hello,
I just wanted to voice my opinion about Davis County Residents Transportation needs. I am in strong support of Legacy highway. I think the benefits far outweigh the problems that it would cause, as well as stop the expansion of development along the western corridor of the Wasatch front. Let me also state that I also strongly support the idea of a rail system from Ogden to the point of the mountain, that would have lines running up into the eastern areas of the valley, to pick up commuters.

I commute from 4th North in Bountiful to West Valley at 3500 south every day. Traffic is always congested and my commute ranges from 20 minutes, to 45 if a traffic accident has occurred. If there was a rail alternative that I could catch in East Bountiful that would take me down 4th North and go to West Valley City (much like New York City's East and west lines) I would ride it and most likely cut my commute time. Although I wouldn't use the Legacy Highway in my daily commute I would use it to travel when I needed to go to West Jordan from Ogden, as I do on a bi-weekly basis. I feel that construction should resume immediately on legacy highway. Our tax dollars are being wasted by these open ended hearing processes and litigation. Resume construction now and solve a 20 year old commute problem.
Sincerely yours,
Jordan Stoneman
Lifelong resident of Davis County
1235 n 900 e
Bountiful UT.

GP-487

From: garyhelgesen@comcast.net [garyhelgesen@comcast.net]
Sent: Tue 3/1/2005 8:59 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments: Legacy Parkway.doc(26KB)

I wish to express my support for Legacy Parkway. I am attaching a short letter expressing some of the reasons that I feel it is necessaryl

Kathy Helgesen

GP-487

I wish to include my input into the debate over Legacy Highway. Several years ago I also submitted a petition with approximately 30 names of just my neighbors to the Army Corp of Engineers. We all agreed that Legacy is needed.

I live in Centerville and there are a number of reasons that Legacy Highway is needed. I agree that we need commuter rail. We need both. We could also use the expansion of Redwood Road in addition.

I recently attended a planning meeting called Wasatch Choices 2040. They predicted that there will be approximately 35,000 additional residents in south Davis County within the next 35 years. There are numerous planning issues that need to be addressed to even begin to accomplish that kind of growth.

One thing that stands out to me is that Davis County – and more particularly Centerville – have a very narrow corridor because of the Great Salt Lake to the west and the mountain range to the east. Centerville has only two roadways in the city that actually connect to both Farmington on the north and Bountiful on the south. Those roadways are Main Street and the frontage road. And both of those roadways do a little winding in either Centerville, Farmington, or Bountiful or some combination of the three. This creates a very definite danger whenever any accident or even just road construction occur on I-15. In the past, Centerville has experienced absolute gridlock and there was no way that a person in need could have reached help or help could have reached them in the case of emergency. We absolutely need more ways to be able to move our citizens and the citizens to the north and the south of us though our area without shutting our streets completely down!

Salt Lake is our state capitol. It could not even function without the citizens to the north. Many of the state offices and private businesses depend on the citizens to the north and the south of the "city" to keep their operations functioning and the Salt Lake City economy growing. These people need to be transported and there needs to be a variety of ways in which to transport them to their destinations.

Legacy is very needed. The predictions for growth in the future need to be addressed right now – not when it is there and the planning has been so poor that you are trying to solve a problem instead of anticipating it and preparing for it. It is very frustrating to me, and truly every Davis County citizen that I have ever visited with about this issue, that **the people that oppose it, for the most part, are people that do NOT live in our area and do not have to deal with the transportation problems that already exist**. They fight against something that they do not actually know for themselves. We live it every day and request the State's help in resolving an already large problem.

Kathy Helgesen
garyhelgesen@comcast.net

GP-488

From: Kyle LaMalfa [kylelamalfa@gmail.com] **Sent:** Tue 3/1/2005 11:51 AM
To: Legacy
Cc:
Subject: Comment on Legacy Highway
Attachments:

To Whom It May Concern:

The impacts to air quality in the Salt Lake valley corridor were not studied thououghly in the EIS. Temperature inversions create air quality impacts that go beyond just making the valley an ugly place to live, public health issues are at stake. Mass transit alternatives must be given a higher priority in the long term needs of area transit. The Legacy highway project will only serve to worsen air quality when clean alternatives exist. Mass transit is good for air quality. Residents like better air.

Please, reject the option of building the Legacy highway and instead focus on cleaner and less destructive alternatives to transportation.

Thank you,

Kyle LaMalfa
246 Iowa St.
SLC, UT 84102

GP-489

From: Shirleen Reynolds [shirleen@ctrol.com] **Sent:** Tue 3/1/2005 8:33 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Gentlemen;

I do believe the Legacy Highway needs to be built as quickly as possible and bigger than projected growth indicates. In 10 years it will be very busy. I frequently travel from Murray to check on my elderly parents in Centerville. I was travelling home on February 12, and got stuck in that traffic jam caused by an early morning accident on I-15. There needs to be an alternate other than the already congested city streets of Centerville, Bountiful, Woods Cross and North Salt Lake. I try to avoid I-15 completely during rush hour. Any accident large or small has a great impact on this very busy stretch of the freeway and the local streets.

And,by the way, Rocky Anderson should stay out of it. This is not a commute he ever makes during rush hour traffic.

Dennis and Shirleen Reynolds
Murray,Ut

GP-490

From: Bill Turner [bturner540@hotmail.com] **Sent:** Tue 3/1/2005 2:55 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

We lived in Mesa, AZ from 1988 to 1996. A popular complaint then was why Salt Lake had half the
population of Phoenix, yet *twice* as many freeways. The answer had it's roots in the early 1970s, and was surprisingly similar to what is heard from road opponents today: "We need to protect the pristine desert and our dwindling water supply, so to discourage people from moving here, and us looking like Los Angeles, we simply won't build freeways".

For a long time Arizona only had I-10 running through Phoenix, and I-17 from Flagstaff...that's all! Since about 1990 a MASSIVE freeway expansion project was started to catch up with demand and is still in full swing. Utah is expected to double it's population within 50 years, and the automobile will still be part of every household. How are all those vehicles supposed to get around?? Already there are daily 20+ mile backups! Has anyone been out to Syracuse or West Weber lately?

The population is expanding and so is demand. Legacy should have been built 10 years ago instead of
Hwy 40 in Summit county to accommodate a population less than 50,000. The hypocrisy of the environmental groups is appalling. Very few of the thousands of vehicles are destined for downtown Salt Lake. Who are they to choke off expansion of the only North/South link from Canada to Mexico
and slowing commerce to a halt! Why are they and their frivolous lawsuits allowed to stop the most vitally needed road in the past 50 years? All this nonsense of Redwood Road to Centerville, or Light
Rail is nothing more than a tiny band-aid and everyone knows it...

The balloon is expanding and someday will burst if nothing is done. If UDOT and highway planners do
not have the courage to stand up to these enviro-hijackers, it will be left up to future planners to undo
the damage caused by inaction. Like it or not, this road and others *WILL* eventually be built. Progress
will not stop because of a few yapping dogs at the wheels of a freight train. BUILD IT NOW!!

Bill Turner
Centerville

GP-491

From: cksedg@comcast.net [cksedg@comcast.net] **Sent:** Tue 3/1/2005 11:58 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Anyone who is against the Legacy Highway has never driven north from Salt Lake City during rush hour.

Let's get this road built and quit wasting so much time and tax-payer money! Don't the "environmentalists" care at all about all the money they are wasting? Being a responsible citizen also includes financial and economic responsibility.

GP-492

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/1/2005 8:53 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
LuAnn Spjute

---[Address]---
483 S 500 E

---[City, State, Zip]---
Farmington, UT 84025

---[Phone]---
801-451-5641

---[Fax]---

---[E-mail]---
markspjute@hotmail.com

---[Project Comments]---
I fully, FULLY support the Legacey Highway. The rest of the valley gets I-215, Bangerter Hwy, Redwood Rd., State Street. Davis County gets nothing but a conjested I15. Please make it happen. thank you

==========

GP-493

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Tue 3/1/2005 8:49 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Rolayne Collins

---[Address]---
457 W. Heritage Dr.

---[City, State, Zip]---
Bountiful, UT 84010

---[Phone]---
298-1138

---[Fax]---

---[E-mail]---
rolaynecollins@msn.com

---[Project Comments]---
I am totally in support of building Legacy Hwy. It's way overdue and for the sake of public safety needs to be constructed now. It's insane not to have two major thoroughfares through the south end of Davis County. Don't delay any longer!!!!

==========

GP-494

From: Brenda Scheer [scheer@arch.utah.edu]
To: Legacy
Cc:
Subject: Comments
Attachments:

Sent: Wed 3/2/2005 4:37 PM

I would like to officially endorse the Citizen's Smart Growth Alternative as a smaller, cheaper solution to some of the pressing needs for transportation. I believe that in order for the heavy rail solution to work and to bring environmental and congestion relief, it is inadvisable to build a new highway. The more highway is built, the less likely transit is to be used, since congestion drives people to transit.

Ironically, the congestion on I-15 will not be solved by the Legacy parkway -- or only for a short period. New growth spurred by the ease of highway access will quickly overwhelm both roads. Induced demand is real. We have to stop doing this.

--
Brenda Case Scheer AIA AICP
Dean, College of Architecture + Planning
University of Utah
375 South 1530 East Room 235
Salt Lake City, UT 84112

(801) 581-8254

GP-495

From: Glen Leonard [gml6@sisna.com]
Sent: Wed 3/2/2005 4:25 PM
To: Legacy
Cc:
Subject: Proposed Legacy project
Attachments:

Please log in my support for the Legacy Parkway project. Not only do we need this additional access from Salt Lake City to Farmington, but the highway needs to continue on to the north to lighten the traffic from Farmington to Ogden along US Highway 89.

Your efforts to minimize ecological damage are appropriate. The project is needed and must move ahead soon. Population growth in the north end of Davis County is exploding in areas west of I-15 in Farmington, Kaysville, Layton, and the Syracuse region. Don't let the single major highway become a log jam before providing additional lanes.

I have been a UTA rider from Farmington consistently since 1978. I look forward to the addition of other mass transit options, especially the commuter rail. But those options don't meet all of my needs, nor many needs for other commuters. A multi-facted transportation solution is the answer. UDOT and UTA have that plan in place and need to move forward together.

Sincerely,

Glen M. Leonard
672 Leonard Lane
Farmington, UT 84025-4218

GP-496

From: Ucon Website [udotweb@utah.gov]
Sent: Thu 3/3/2005 12:03 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Alan Bangerter

---[Address]---
1290 North 400 East

---[City, State, Zip]---
Bountiful, UT 84010

---[Phone]---
801-295-3056

---[Fax]---

---[E-mail]---
alanbangerter@comcast.net

---[Project Comments]---
I fully support the construction of the Legacy Parkway through south Davis County. It is evident almost every day that the new Highway is needed urgently. I owned farm property that was purchased for the Legacy Highway - and even though I really didn't want to sell because it meant that I would have to try to purchase other farm land to continue in the vegetable farm business - I fully support as vital the Legacy Highway. I have trouble many days trying to transport my produce from Farmington to Bountiful and Salt Lake City because even a small accident or just heavy traffic slows the !-15 travel down to a crawl. This wastes too much fuel and further causes smog and pollutants because the cars and trucks are not moving. When there is a larger accident and the traffic comes to a complete standstill, the only other two roadways (which are just single lanes in each direction) become plugged up and no one moves anywhere. !-15 is a major route through the State of Utah for c

ommerce and at times the majority of the vehicles are trucks traveling through. It is vital to open an alternative route through this narrow bottleneck. It will also help to protect a large area to the west from being developed because of the nature preserve and will actually help protect the natural environment instead of destroying it. Please, please, help everyone to move through this area in a more efficient manner. Light rail and other mass transit alternatives will be of some help - but it's hard to load vegetable produce and all the other comercial products carried through this corridor on a light rail car or bus.

==========

GP-497

From: Brown Raylene Civ OO-ALC/LHCF [Raylene.Brown@HILL.af.mil]
Sent: Thu 3/3/2005 9:37 AM
To: Legacy
Cc:
Subject: Legacy Highway Feedback
Attachments:

I would like my voice heard regarding the building of the Legacy Highway. I choose to live and work in Northern Davis County – but travel to the Salt Lake area for a lot of my dining and entertainment pleasure. My husband and I travel a lot for work which also necessitates frequent trips to the Salt Lake airport.

The traffic situation between northern Utah and Salt Lake definitely requires some improvement. At best I-15 is running just below freeway speed and at worst it's a parking lot. If there is an accident or construction we are left with no other alternative but to sit and wait it out. This is positively unacceptable!

I do my part to reduce the amount of traffic on the roads – I car pool and take the Airport Express Shuttle on every business trip. I extend my kudos for trying to expand the mass transit and the possibility of light rail but this action alone is not enough to remedy the endless congestion. We need an alternate route – some other way to get from here to there in a timely manner.

Every time this effort is delayed, more houses are being built on land that should be set aside and the construction of such a highway will no longer be feasible. Stop the endless irrational delays and BUILD THE LEGACY HIGHWAY!!!

Raylene Brown

2501 West 725 North

West Point, UT 84015-7871

(801) 776-3598

Raylene.Brown@hill.af.mil

GP-498

From: sahatch@mmm.com [sahatch@mmm.com]
Sent: Thu 3/3/2005 8:57 AM
To: Legacy
Cc:
Subject: Let's build LEGACY
Attachments:

To whom it may concern:

We need the Legacy Highway! I frequently commute north and south bound on I-15 for business. Traffic delays are common and frequently a problem. These reasons are why we need the highway to be built:

Truckers need a alternate route besides I-15. Their constant Stop and Go driving patterns slow the flow of traffic. Legacy would provide a smooth-non stop and go transportation system.

We have "No" alternate routes north and south bound besides I-15. Using the secondary roads thru our townships is not a solution as alternative routes. This creates a real burden on the businesses and a danger to our citizens and their children.

Slow traffic on I-15 adds to pollution and emissions problems caused by delayed or slower traffic movement.

If a natural disaster occurs - you will only help create mass confusion and chaos without alternate routes. We need the available road systems for emergency and FEMA programs to function.

EVERYBODY KNOWS LEGACY IS NEEDED - JUST DO IT!

Regards,

Scott A. Hatch

GP-499

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Thu 3/3/2005 8:32 AM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Gerold W. Pratt

---[Address]---
661 East 1400 North

---[City, State, Zip]---
Bountiful, Utah, 84010

---[Phone]---
(801) 573-7115

---[Fax]---

---[E-mail]---
grldwprt@netzero.net

---[Project Comments]---
I am in very strong favor of the Legacy highway. It is totally appalling that the environmentalists and collaborative judges and lawyers have been able to overcome the will of the people on this issue, and many others. It is a travesty that they have been able to stop this project, and be the main cause for the tremendous increases in cost of the project. I think they should all be held accountable for it.

RECEIVED FEB 2 3 2005

GP-500

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-14-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: BLAINE THURGOOD Title (if applicable):
Telephone: 801-825-1473 Fax:
Organization/Business (if applicable): RETIRED Email:
Address: 4555 WEST 300 NORTH
City: WEST POINT State: UTAH Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I STRONGLY ENCOURAGE APPROVAL OF THE LEGACY PARKWAY. I BELIEVE THIS IS A NECESSATY TO MAINTAIN A SUCCESSFUL FUTURE GROWTH STATEGY FOR OUR AREA, INCLUDING TRAVEL SAFETY. FURTHER DELAYS OF THIS PROJECT WILL ONLY RESULT IN ADDITIONAL SKY-ROCKETING AND UNNECESSARY COSTS. I SUPPORT THE CONTINUED STUDY AND DEVELOPEMENT OF LIGHT RAIL, BUT THAT ALONE IS NOT ADEQUATE TO MEET THE NEEDS AND GROWTH OF THE AREA.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-501

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-1-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Megan Handy Title (if applicable):
Telephone: 546-539 Fax:
Organization/Business (if applicable): Email: meganhandy@hotmail.com
Address: 1355 E. 625 N.
City: Layton State: Ut Zip: 84040

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think that it is time to have legacy Parkway built! this will help take Cars of I-15 so it will not be so hard to get into Salt lake.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-502

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/1/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Stephanie Handy Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 1355 E. 625 N.
City: Layton State: UT Zip: 84040

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We desperately need an alternate route to Salt Lake, building Legacy highway would solve many traffic problems. Build it now, as soon as possible.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-503

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Holly Handy Title (if applicable): _____
Telephone: 801-546-1539 Fax: _____
Organization/Business (if applicable): _____ Email: _____
Address: 1355 E. 625 N.
City: Layton State: UT Zip: 84040

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It's frustrating to live in Davis County and watch tax dollars being wasted as the construction of Legacy Highway is delayed. This road is needed NOW. We also need ~~light~~ commuter rail. Davis County is growing rapidly — this need will not go away. As planned, Legacy Highway will be a boarder to stop further development of wetlands so we all win! Build Legacy NOW!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-504

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 28, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Cori Pittman Title (if applicable): —
Telephone: _____ Fax: —
Organization/Business (if applicable): _____ Email: —
Address: 1783 W 350 N
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy Parkway as originally designed to accomodate the rapid growth in our area. This will not cause "sprawl", because sprawl is already here. If we have a major earthquake along the Wasatch fault, both I-15 and Redwood Road would be badly damaged, so Redwood Road is a bad alternative. Please don't let this project be held hostage by the Sierra Club + Rocky Anderson. We need the Legacy Parkway now.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 2 3 2005 GP-505

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: _____

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: June P. Thurgood Title (if applicable): _____
Telephone: 801-825-1473 Fax: _____
Organization/Business (if applicable): Retired Email: _____
Address: 4555 W 300 N.
City: West Point State: Utah Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I would like to cast my vote for the approval of the Legacy Parkway. We have needed this for a long time, but with the rapid growth in the area it is an absolute necessity. The delays that have been imposed have only resulted in enormous costs for the project. I also support light rail, but as it will be a future development, and it still won't solve all of the problems. We need approval on Legacy Parkway Now.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 2 3 2005 GP-506

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 02/14/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: John Petroff JR Title (if applicable): Mayor
Telephone: 801-776-0970 Fax: 801-825-4919
Organization/Business (if applicable): West Point City Email: JPSACCC@AOL.COM
Address: 300 N 3200 W
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I AM VERY MUCH IN FAVOR OF LEGACY Parkway as the ALIGNMENT Indicates in the SEIS. This is the best ALIGNMENT FOR People & ANIMALS. My MAIN COMMENT is directed at the Redwood Road Alternative. This alternative has only been proposed to delay the process. It is totally unusable. The fact it cuts towns in half, destroys business & parks and would increase capability only slightly makes it useless. Please go forward and approve the SEIS and help the Citizens of Northern Utah solve their traffic problems - Thank You

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-507

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 1 Mar 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Stephen G. Handy Title (if applicable):
Telephone: 801 546-1539 Fax:
Organization/Business (if applicable): Email:
Address: 1355 E. 625 N
City: Layton State: UT Zip: 84040

☐ Yes, I would like to be added to your mailing list to receive information mailings and meeting notices.

The fact that the Legacy Parkway has been planned with the input and guidance of local officials over a 50-year period and yet has not been built is nothing short of a travesty. This is the most compelling argument for the highway — local planning and 82% of Davis County residents agreeing. It's time to stop fooling around and build the highway.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-508

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-28-04

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Annette Bair Title (if applicable):
Telephone: 801 773-5616 Fax:
Organization/Business (if applicable): Email: abair@xmission.com
Address: 2215 W. 550 N.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I would like to voice my strong support for the Legacy Parkway Project. The growth in Davis and Weber warrant the immediate construction of the project for the safety of the citizens of these counties who travel along the Wasatch Front. The overcrowding of I15 with interstate traffic coupled with Utah commuters makes travel into SL County during certain times of the day extreemly difficult and even hazardous. With the projected growth both private and commercial I feel immediate construction of the highway essential. Outside groups should not be allowed to inhibit a project that the majority of the citizens feel is essential in our community.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED FEB 2 3 2005 GP-509

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/14/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Teresa Miller Title (if applicable):

Telephone: Fax:

Organization/Business (if applicable): Email:

Address: 2595 W 725 N

City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

My husband and I would like to express our support for the legacy highway. Due to high traffic volume and delays as well as closures because of accidents we feel the highway is necessary. Lite Rail will help but will not solve the problems. In any large city one Road into the city and one road out of the city is Ridiculous.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-510

From: Ucon Website [udotweb@utah.gov] **Sent:** Thu 3/3/2005 8:28 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Tim Raccuia

---[Address]---
1790 South 50 West

---[City, State, Zip]---
Bountiful, Utah 84010

---[Phone]---
801-298-2057

---[Fax]---
801-298-2805

---[E-mail]---
traccuia@zionsbank.com

---[Project Comments]---
The Legacy Highway is necessary. While the alternative public transportation might reduce some traffic, the fact remains that any accident on I-15 completely stops all north-south traffic flow through Davis County. A second highway that has the capacity for a large part of the daily commuter traffic is necessary. I ride the bus, but even on the bus we sit and wait for traffic to clear on a daily basis. Adding more busses or light rail will not solve the problem, nor will it ease the congestion.

==========

GP-511

From: Craig Arrington [craiga@mountainwesttc.com] **Sent:** Thu 3/3/2005 7:55 AM
To: Legacy
Cc:
Subject: Legacy Project
Attachments:

I fully believe that the Legacy Highway is vitally necessary and should have been built by now. I also believe that a form of mass transit from Davis County to Salt Lake City is necessary and should be implemented as soon as possible. Many feel that these 2 projects are in competition and it is a one or the other situation. However as fast as the state is growing by the time the 2 projects get built they will already be outdated and we will need more.
I also feel strongly that the organizations that continually delay these projects with real legitimate reasons should be made to pay for the unecessary delays. I think that the Sierra Club and whoever joined them to delay the legacy project simply because they did not feel that an environmental study may not have been thorough enough should be penalized for a frivolous law suit. It is not fair for the citizens of Utah to pay all those millions of dollars because of the personal feelings of a few people.
thank you Craig Arrington

GP-512

From: Bolton, Marc [MBolton@dentrix.com] **Sent:** Thu 3/3/2005 7:32 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I think the incident last month on I-15 in Bountiful where the freeway was shut down for quite some time due to the traffic accidents is an indication we need to have an alternate route from Davis county to Utah County.

Those of us in Utah County would like to be able to avoid all the traffic congestion of the Salt Lake Valley when we are trying to go to the northern part of the state or even into Idaho.

With only the I-15 corridor as the main way out of the Salt Lake Valley, we are really land locking ourselves and it could end up causing problems.

I would like to see Mayor Rocky Anderson to try and make the drive during rush hour each day, morning and night and see all the traffic congestion and how long it takes, especially if there is a accident on the freeway.

Marc Bolton

A Utah County resident who travels the freeway frequently.

E-Mail messages may contain viruses, worms, or other malicious code. By reading the message and opening any attachments, the recipient accepts full responsibility for taking protective action against such code. Sender is not liable for any loss or damage arising from this message.

The information in this e-mail is confidential and may be legally privileged. It is intended solely for the addressee(s). Access to this e-mail by anyone else is unauthorized.

GP-513

From: Wynn HARRISON [wharrison@weber.edu] **Sent:** Thu 3/3/2005 7:19 AM
To: Legacy
Cc:
Subject: legacy hwy
Attachments:

Dear Sirs,

This email is in support of the Legacy highway project. I am so saddened by the actions of Mayor Anderson's and the ACLU. They are more than willing to waste tax payer money in an effort to forestall a project with so much need. Recent accidents have proven the need for additional transportation options.

Please move forward and complete the Legacy Highway through Davis County.

Wynn Harrison
Layton Resident

GP-514

From: Hansen, Lewis [Lewis.Hansen@ATK.com] **Sent:** Thu 3/3/2005 6:57 AM
To: Legacy
Cc:
Subject: Build the Legacy
Attachments:

As a commuter from South Ogden to West Valley City, everyday, rain or shine, I am reminded daily of the need for the Legacy Highway. Anyone who opposes the construction of the new road should travel I-15 through Centerville to the north interchange (I-215 to I-15) at rush-hour, morning or evening weekdays. Build it, please.

Lew Hansen
South Weber, UT
801-251-3428
(pager)801-338-7245

GP-515

From: Carolyn Summers [greeter6600@hotmail.com] **Sent:** Thu 3/3/2005 6:32 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

We live in Davis County (Farmington) and YES< YES< absolutely YES. We need the Highway and please count two votes for us; it is a mess when we have an accident and no where to go. Thanks, Doug and Carolyn Summers

GP-516

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Fred Denail
Phone #: 435-586-7556
801-590-5760 (cell)
Date: 1/28/05
Time: 3:46 p.m.

Construct rail line first. Take a look and you'll find that we don't need Legacy after all.

GP-517

RECEIVED MAR 2 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 28 Feb 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Michael L. Bair Title (if applicable):
Telephone: 801-773-5616 Fax:
Organization/Business (if applicable): Email:
Address: 2215 W. 550 N.
City: West Point State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I Support the Legacy Parkway Project for the following reasons:
- An alternate route is essential not only for the existing population but the growing populations of Davis and Weber Counties.
- There is no viable substitute route (North, South) when the I-15 is shut down for hours because of accidents.
- By not having an alternate route it would cripple and stall the flow of emergency services if a disaster took place and I-15 was made impassable. Activation of and reporting of National Guard, reserve, and other emergency personnel would be halted.
- It is just foolish to only have one North South corridor in an area with the populations of Davis/Weber Counties. Look at Salt Lake and see how many alternate routes they have and have had for many many years.
- Don't let outside groups dictate what is a mandate by citizens of Davis and Weber counties. (North Salt Lake)

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-518

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

PARKWAY Davis County

Name: Bill Turner
Phone #: 801-294-7734
Date: 3/1/05
Time: 3:23 p.m.

When on Earth will the Legacy road be built?

GP-519

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Brent Hale
Phone #:
Date: 3/1/05
Time: 7:47 p.m.

I want to go on the record for Legacy. We need it and need it now. Also I am enraged about people that are telling other states how to spend money. Something is terribly wrong with this.

GP-520

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Bruce P. Singer
Phone #: 801-255-0625
Date: 3/2/05
Time: 7:51 ~~p.m.~~ a.m.

Let's get on with it. We've fooled around long enough denying it. Let's built it. Thank you.

GP-521

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Non Given
Phone #:
Date: 3/2/05
Time: 8:48 a.m.

Let's go for Legacy Project. We need options. We're lucky we haven't had a major shut down. Let's get on with it. Environmentalist and others need to put feelings aside and go with the majority of the public. Go for it guys!

GP-522

Kimberly J. Stevens

From: Punske, Gregory [Gregory.Punske@fhwa.dot.gov] **Sent:** Wed 3/2/2005 10:22 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Public Comment
Attachments: March 2.doc(39KB)

Kim:

Please add the Public comment to the Administrative Record for the Project.

Thanks
Gregory S. Punske, P.E.
Environmental Program Manger
-----Original Message-----
From: Delshad parvaz [mailto:delshad@wildmail.com]
Sent: Wednesday, March 02, 2005 10:15 AM
To: Punske, Gregory
Subject:

Dear Gregory Punske,

I am a concerned citizen and a student at the University of Utah. I have lived in Utah throughout my life and have greatly enjoyed living in this state for not only the interesting people, and diverse cultures that enrich our state, but have developed an intense love for our natural heritage, like our unique desert/grassland environment, forests, and wetlands, especially those within near distance of my home. I have witnessed massive urban sprawl that has taken over much of the open space that I think should be protected from destructive development projects that could have been more wisely executed to minimize the environmental impacts on our land, water, and air quality. The proposed Legacy Highway project will only exacerbate a plethora of environmental problems including the air pollution problems victimizing the Utahn population, and destroy precious wetlands that are integral habitat for Utahn wildlife and waterfowl as well as must be available for future Utahn generations to enjoy and explore. In contrast to the Legacy Highway, The Citizens Smart Growth Alternative promotes Commuter Rail, Light Rail / Bus Rapid Transit as well as

1) Improvements to I-15 (Widening I-15 along with improving Beck Street and Parrish Lane interchanges)
2) Redwood Road Boulevard, Extension and Frontage Connector to Highway 89
3) Retains the Legacy Nature Preserve

Benefits of the Smart Growth Alternative:

1) An overall better vision.
 Maximizes transit and gives transit oriented development a chance
 Encourages much needed revitalization to the current Redwood Road corridor
 Provides more transportation choices

GP-522

 Moves future growth strategies towards higher qualities of
life (Envision Utah)

2) Environmentally responsible
 Protects wetlands
 Slows sprawl growth
 Improves long-term air quality

3) Less expensive
 Estimated to save $200 million in state funds over the Legacy
shared solution.

4) Creates an alternative transportation route through Davis County
 Provides a transportation safety valve in case of major accidents
 Increases vehicle capacity

I urge you to, please, consider the efficiency, feasibility and multiple advantages of the Smart Growth Alternative composed by concerned citizens along with Utahns For Better Transportation and Sierra Club. I also hope that you will promote it and implement this plan.

Thank you and I look forward to your respose,

Alexandra Parvaz

http://www.Care2.com Free e-mail. 100MB storage. Helps charities.

Make a Difference: Tell car makers to clean up their act - http://www.care2.com/go/z/cleancars

<< March 2.doc >>

RECEIVED MAR 2 2005 GP-523

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 25 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Garth Barlow Title (if applicable):
Telephone: (801) 773-3669 Fax:
Organization/Business (if applicable): Email: garth.barlow@hill.af.mil
Address: 40 So. 1250 west
City: Clearfield State: Utah Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I welcome the chance to put some input into the controversy over the much needed Legacy Highway. I work at Hill Air Force and I used to live in Saltlake City where I had to commute daily to and from work. But even 25 years ago the traffic was getting bad during the morning and afternoon commutes. So I moved my family to Davis County. We still travel to Saltlake from time to time and we have been stalled many times when there is an accident. It is far past time to build an alternate route. I would also welcome a commuter train but the Train alone would not solve the problem. I was in High School when the Freeway was built, I am now 57 yrs old and it is way past time we give the Freeway some relief and help with an alternate route.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-524

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 25, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jeffrey S. Barlow Title (if applicable):
Telephone: 801-525-9550 Fax:
Organization/Business (if applicable): Email: jsbarlow@deseretbank.com
Address: 1701 W 300 N
City: West Point State: Ut Zip: 84075

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am tired of the narrow-minded viewpoint espoused by some who feel the environment will be harmed by building the Legacy Highway. While environmental concerns should be addressed, I believe that many, including "Rocky" Anderson have once again blown things way out of proportion. Facts: I-15 is not sufficient for current population and needs, let alone our future population & needs. Light rail & commuter rail is vital to the overall transit plan, but they can't handle all off the need. An alternative highway in and out of Davis County is not only needed, it is crucial. Thousands sit in unecessary traffic jams w/ idyling engines pumping exhaust into the air because of I-15 shut downs due to accidents, etc. End the idiocracy! Build the highway that the citizens have asked for, demanded, need and are willing to help pay for. Ship "Rocky" to CAF

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-525

From: Del Erickson [dwerickson@sisna.com] **Sent:** Wed 3/2/2005 3:59 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

{SEQ CHAPTER \h \r 1}SEIS.

This is concerning the Legacy Highway to be built through Davis County to bypass the of I-15 between Salt Lake City and Farmington. Articles have been written by individuals regarding their side of the issue. I would like to express my thoughts and opinions regarding the Legacy highway between Salt Lake City and Farmington.

First I would like to state that the œLegacy Parkway□ is merely an extension of the I-215 belt route to include bypassing the cities of North Salt Lake, Woods Cross, Bountiful, Bountiful, Centerville and Farmington.

Can you imagine the congestion in Salt Lake City if there were no belt route (I-215) the city to allow all of the semi™s with 1, 2 and 3 trailers plus other large trucks and traffic that are merely passing through and not part of the regular local commuter traffic? would make I-80 and I-15 unmanageable. And the Salt Lake City residents would all be and clamoring for a belt route to direct the above mentioned traffic around the city and congest I-15 and I-80 for the local traffic plus add to the emission exhaust of all slow vehicles.

The citizens of Salt Lake City already have a bypass road (I-215) for transcontinental and traffic. So why are they complaining because the residents of the above named cities the same and equal treatment. The I-215 beltway should have extended to north of in the first place instead of stopping south of North Salt Lake and causing the traffic that is now with us. South Davis is a highly populated area and needs the beltway to alleviate the traffic problems as much as Salt Lake City. They have it and South needs it so why the delay.

Urban living vs high density city living - light rail vs car commuting - are not the issue. are merely confusing the real issue of routing transcontinental traffic from the local area. may be a little facetious but the Salt lake Mayor and the environmentalists ought to know can™t carry a semi with several trailers on a light rail car line. Light rail will be very beneficial local commuting but first things first. Get the ˜through the state™ traffic on its way with the I-215 extension first.

The Governor recognized the need for this extension five or six years ago. But referring it as the ˜Legacy Parkway™ made people think of it as a œspecial□ freeway and so many persons of it as a luxury instead of it being a necessity.

GP-525

There is a lot of talk about destroying bird habitat or wetlands for the migrating birds. last five years of drought have proven that nature determines our wetlands. and the Legacy route now chosen merely covers some swampland and dry ground that nature has Wetlands are already gone. And for the past five or six years there have been many held to determine the best route for the freeway to take. And the various organizations have been represented at all of them. There have been at least 5 routes under consideration before one was considered the best. And it has been by two Federal agencies and one State agency. And they are the ones authorized to make the final decision. The route follows along the high electric power lines for part of the way then the railroad line and goes through a few swamps that can hardly be considered as It is the best route for the environment. The basis has not been whether to have an of I-215 or not. The question is not if but when will the freeway extension be done. cost of construction is rising steadily and the longer the delay the more it will cost.

In regards to single dwelling houses being built in Davis County. Families need single houses with a lot not a high density apartment or condo. And they will continue to be whether or not the extension of I-215 (Legacy Highway) is built. All large cities have and suburbs to house all the persons living in the area. It takes a lot of people outside of the city make for economic growth and stability in the city.

The I-215 extension is a vital necessity. So it is not œif□ but œwhen□ will it be built and the necessary relief for the citizens of Davis County regarding traffic congestion.

Del Erickson, Bountiful, Utah

GP-526

Jennifer Bassett

From: Jonathan Bradshaw [JBRADSHAW@GSBS-PC.COM] **Sent:** Tue 3/8/2005 5:33 PM
To: Legacy
Cc:
Subject: Legacy Highway Comments
Attachments:

To Whom It May Concern:

The purpose of this note is to provide you with my comments regarding the Legacy Highway. I have strong feelings that Davis County as a bedroom community serving the Salt Lake Metro area needs more than two means of transportation to link it with surrounding communities. In addition to existing bus and auto transportation systems which involve roads, we also need a rail system to assist commuters to work and live in this metro area.

As an architect, I believe that difficult problems are not black and white issues and the Legacy Highway proposal is a multifaceted design problem. I do have a built-in bias on this from my background. It is my strong opinion, that difficult design challenges can be solved by good design that includes all of the stakeholders in formulating the solution.

Davis County needs more than it's present, overloaded connector roads of Beck Street and I-15. Redwood Road could be better utilized. Perhaps Redwood Road could give commuters some relief. I seriously doubt that commuters will enjoy commuting on Redwood Road, but it could take other kinds of traffic. Redwood Road is not the panacea for commuters in Davis County. Neither is the proposed Legacy Highway.

What we need is more options than the 2 current roads noted above. My hope is that the traffic engineers assigned to this project are seriously considering all the means to help commuters travel on our overcrowded routes through Davis County, including the Legacy Highway, rail options and others.

I cannot car pool or take the bus. I need my car on a daily basis to meet with clients at their offices and go to construction sites that are sometimes remote and far off the beaten path. I am certain that I am not alone in this need to use our highways to get around to make our economy go and our place to live better. Salt Lake City needs to recognize the value that commuters provide the metro area, and accommodate them in all the ways to commute.

Approve the Legacy Highway and include discussions about all the means to enhance travel north and south through our greater metro area from Ogden to Provo. We need it to maintain our economy. That's the bottom line.

Jonathan Bradshaw, AIA

Jennifer Bassett GP-527

From: lindacpeer@comcast.net [lindacpeer@comcast.net] **Sent:** Tue 3/8/2005 5:47 PM
To: Legacy
Cc:
Subject: Legacy Highway, SLC UT
Attachments:

Let us have light rail! It is high time we looked to the future. No legacy highway! The Salt Lake Valley is already so polluted that I have a sore throat all winter. It's worse than New York. What about the kids? We should have light rail for their benefit.

Sincerely,
Linda C. Peer
3127 S. 3380 E.
SLC, UT 84109

Jennifer Bassett GP-528

From: Foster & April Harrison [farh581@rmci.net] **Sent:** Tue 3/8/2005 9:21 AM
To: Legacy
Cc:
Subject: Comments on Legacy Highway
Attachments:

I kept meaning to make my comments, and didn't, but want to now. I was against Legacy at first, since it would be very close to my house, but I have changed my mind.

I live in West Bountiful and love the rural feel of it, but I also live in the real world and know how life has changed. You have to have ways for people to get around. We lived on 640 West, back when there was the truck wreck at about 1000 North, on I-15. Our little town became a parking lot. West Bountiful has one road going out North, 640 North, and we sat there, in our front yard, during that time and watched the cars sit, as they very slowing moved north and back to the Centerville freeway onramp. If there had been any type of emergency, at that time, you wouldn't of gone anywhere. We didn't try to go anywhere, because we knew it would of taken us forever to go and forever to come back. If for nothing else, we need a secondary larger road, for safety concerns.

I also lived in California, in my younger days, and remember by parents trying to find a home out of Los Angeles, in the early 60's. They were looking in Downey and liked this one house, but heard rumors of a freeway maybe going in just a few houses down. We moved into that home and the talk and the lawsuits and everything went on for over 30 years trying to get that freeway built. Yes, they finally built it, in the 1990's, but the price tag was somewhere in the Billions. Now I don't know what it would of cost to built it back in the 60's, but I can guess it wasn't in the Billions.

Yes, I would love to see commuter rail and light rail, though I don't think it would benefit me, but we need another, at least, 4 lane highway, to help I-15 and for safety reasons. We now live, still in West Bountiful, but by the railroad tracks and I-15 and in the morning, I see the cars/trucks just sitting there. I then think of the gasoline being wasted and the pollution, from them coming over towards me and my family.

Build it and build it now.
Thanks for hearing my comments and concerns.

Sincerely
Mrs April Harrison
581 N. 660 West
West Bountiful, Utah 84087
(801) 295-1462

GP-529

From: richard_p._bell@hud.gov [richard_p._bell@hud.gov] **Sent:** Wed 3/2/2005 10:15 AM
To: Legacy
Cc:
Subject: Legacy Highway support
Attachments:

Gentlemen:

Re: Need for Legacy Highway

As a resident of Fruit Heights, Utah, and commuter of over 32 years from Davis County into Salt Lake City, I want to affirm the substantial need and absolute necessity for having an alternative highway to I-15 from Davis County to Salt Lake City.

1. In all the years I have commuted (over 32) , I have never witnessed such congestion as I now find on I-15 coming from Davis County into Salt Lake or in reverse in the evening. Traffic frequently just crawls or comes to a standstill during normal commute hours. Can you imagine what this will be for our children if we don't act soon?

2. There has been substantial growth in residential construction in Davis County area because of availability of land whereas Salt Lake County is running out of options. Congestion within Salt Lake County is certainly a drawback to living there. Affordability of land in Davis County has provided some affordable options for new families. But it has substantially impacted the only major roadway, I-15.

3. The geography of our metropolitan area where Salt Lake City lies along a narrow stretch of land between the mountains and the lake creates natural barriers for designers of transportation and developers of homes. Unlike Denver or Dallas where you can develop and grow like a pin wheel from the center, here growth takes place along a narrow stretch of land, where sometimes the land is questionable because of high water on the west or potential seismic concerns along the foothills. But the metropolitan area of Salt Lake extends 30 miles in every direction, around mountains, around lakes, up canyons. It is what happens when the city begins in a geographically confined area. Mayor Anderson and others need to understand the unique nature of our metropolitan area. We are in a tough area to develop housing, let alone roads and mass transit.

4. The conclusion of UDOT to build an alternative to I-15 (the Legacy Highway) is not only appreciated but absolutely essential. We appreciate so much the support of former Gov. Leavitt and now Gov. Huntsman. We are grateful to the local Davis County communities who fully support this.

5. Mostly importantly, I-15 carries not only local commute traffic, but it is the link between Canada at the north and Southern California to the southwest. It is a thoroughfare for thousands of trucks transporting goods all over the west. We add to this the local traffic and you have not only significantand serious safety problems, but nightmare traffic jams.

6. When emergencies have occurred on I-15 (particulary in North Salt Lake area) some times the Highway Patrol has closed the freeway in both directions. This has happened during some toxic waste spills, or semi-truck rollovers, or large traffic pile-ups. On a couple of those occasions, because there are no other alternatives to go north from Salt Lake into Davis County, traffic was routed back south to connect with I-80, then east up Parley's Canyon until I-80 connects with I-84,

GP-529

the westerly down Weber canyon. This one hour or more re-routing is the ONLY alternative. What a terrible situation when we have no other alternatives in the valley here! This is just simply unsafe, unhealthy, unwise.

7. The majority of opposition to the Legacy Highway has always come from those who do not regularly travel these roads because they live and work within either Salt Lake or Ogden. So it is of little concern to them. But for those whose jobs are located in Salt Lake but must commute there from Davis County, there is little question about the grave situation we face daily with the absolute need for an alternative..

It is my hope that the Federal Court will finally allow our State the right and freedom to govern when clearly so much study to mitigate concerns is planned and provided for. The vast majority of Davis County residents want this highway, and know of its absolute need. It is so unfortunate that only a few can block or cause such substantial negative impact on hard working families in Davis and Weber Counties as the Sierra Club or the ACLU lawsuits have inflicted. God grant that good sense and the will of the vast majority of those involved will prevail.. Thank you

Richard P. Bell
855 E. 50 South
Fruit Heights, Utah 84037
(801) 544-8706
richardp9@msn.com

RECEIVED MAR 2 2005 GP-530

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 25, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Anne Barlow Title (if applicable):
Telephone: 801-773-3669 Fax:
Organization/Business (if applicable): Email:
Address: 40 South 1250 West
City: Clearfield State: UT Zip: 84015

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I have been a resident of Davis Co. for 26 years. Our extended family lives in Salt Lake. We are taking care of elderly parents. We have been delayed in traffic numerous times traveling back & forth. There is often a stand-still and no alternative route. We are dealing with life & death situations. There is no room for delays. We have to allow extra time scheduled for Dr's apt. in case there is an accident. The growth in Davis Co is rapidly changing and the traffic is worse daily. When 150,000 vehicles use I-15 by Centerville daily, we need additional roadways. If there were a natural disaster or chemical spill and we had to evacuate, we would be in terrible shape.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-531

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 1, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Judy A. Riley Title (if applicable): Taxpayer
Telephone: 801-825-3134 Fax:
Organization/Business (if applicable): Email:
Address:
City: State: Zip:

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Oh! Legacy Highway.
You passing my side.
Where my house stands,
You want the people to ride.
You are, Oh, so needed,
This I can understand.
Why are your meetings so heated?
After all, it's in "Leavitt's" hand.
"Leavitt" couldn't get his way.
Always fighting the Sierra Club, and the E.P.A.
Off to Washington he wants to stay
To get the connections, he hope will pay.
Utah, you have your visions.
Now that all the pollution levels have risen.

hear's a poem I wrote to express my feelings. I feel the highway is necessary. I just don't like living in it's path. UDOT is working with me and they have been great! Maybe Someday we will all drive electric cars so pollution wouldn't be so bad. I can't see me ride the bus. Thanks Judy A. Riley

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

You talk about all those "Master Plans"?
I guess we can fund them by saving cars

GP-532

From: Linda Krantz [ldk@co.davis.ut.us] **Sent:** Wed 3/2/2005 8:41 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

To Whom It May Concern:

I am a resident of Kaysville. When I was looking for employment, I didn't want the hassle of driving through the mess of I-15 down to Salt Lake City. So, I was thrilled when I was able to secure employment at the County Courthouse in Farmington. I live 3.5 miles from my home and it takes me about 7 minutes to travel to work. However, because of the inadequate highways through Davis County, when we have a problem on I-15 or Highway 89, it backs up travelers everywhere. My 7 minute commute has taken as long as 45 minutes because even the roads through the subdivisions come to a complete standstill. **THERE IS NO ALTERNATIVE.** Every road in the County becomes a parking lot. I'm not part of Rocky Anderson's problem with commuters coming in to Salt Lake. I need to travel 3 miles. But, because of the lack of an alternative, I become part of the parking lot. The pollution that each vehicle puts into the atmosphere is far worse because of that. Light rail would help some people that are traveling down town or to the U of U, etc. But, that is not an alternative for many people including me. It will not travel where I need to go. Buses are at the mercy of the freeway as well, and I don't want to have to stand out in the snow waiting for them. They can't get through traffic any easier. We desperately need Legacy Highway. The Redwood Road proposal is ridiculous at best. It can't begin to handle the traffic it would need to support if I-15 is having problems. Our County officials both in the city and county governments have studied this for years. We need Legacy Highway now. Special Interest groups like the Sierra Club or Rocky Anderson have no business telling us in Davis County what we do or don't need. They are simply doing their best to be obstructionists. Let our Government officials do their jobs. I should be able to travel to my office in Davis County without the problems associated with I-15. Legacy Highway would give us the best option to relieve the traffic congestion on I-15.

Linda Krantz

552 E. 1200 South

RECEIVED MAR 2 2005 6-533

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 22, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sandra Pittman Title (if applicable): —
Telephone: — Fax: —
Organization/Business (if applicable): — Email: —
Address: 1783 W. 350 N.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Dear Sirs:
We travel I-15 frequently and we firmly believe we need the Legacy Hwy to be built as soon as possible, not the Redwood Road option pushed by the Sierra Club, which is too close to I-15 to be safe in an emergency. Please don't let the Sierra Club and Rocky Anderson derail 50 years of ideal planning. Mass transit will not help most people.
Thank you, Sandra Pittman

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-534

From: olsenha@aol.com [olsenha@aol.com] **Sent:** Tue 3/1/2005 11:29 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Dear Sirs:

I just want to add my comments to the Legacy Highway controversy. I do not agree with DOT or with the Conservationists. Having lived here on Pages Lane in West Bountiful for over 73 years, I have observed that the wildlife will survive whether or not the highway is built. They have that capacity. However, DOT may not, and perhaps we may not either. The pollution and high rate of accidents from highway traffic may do us all in.

DOT was at first called the Utah Department of Highways. It should never have had a name change as it still is a Department of building Highways, That seems to be all they think about or work on. That is a shame. They should be problem solvers.

The Wasatch Front area of Utah is highly urbanized and would be better served by other types of mass transit facilities, due to its compactness an a long sliver of habitation. The old Bambeger Rail Road was way ahead of its time, but served the public well, until the automobile caused its demise. It was fast, clean and efficient transportation at a reasonable cost. The Light Rail type of mass transit is its heir to good transportation, and would be as effective as the old Bamberger RR.

What should have been built, even though it was more expensive in some ways, was the Mono-rail type of mass transit. It is safe, fast and almost immune to weather problems and traffic snarls and accidents. Someday it will be built, when the other types of transportation fail to do the job of moving Northern Utah's thousands of people about every day. Then, looking back, observers will note that it would have proven itself cost efficient, accident free, and a tremendous boon to the general public, had it been built at that time.

That didn't happen, so we are left with picking up the pieces. Sooner or later we will have to give up this madness of covering the earth with asphalt and concrete roadways. Citizens have to learn to limit themselves to fewer automobiles. We are running out of space. Somewhere between the asphalt & concrete jungles, people have to live and make a living. Eventually we will end up like Manhattan, with a population crunch that severely limits the use of automobiles of any kind.

Rather than waste our money on more and more highways, we must learn to make more efficient use of our present highways and roadways. Germany's Autobahns are over 60 years old and still working well, with no new ones blanketing the landscape. We have to learn, like others in the world, that the Automobile, for the most part, is a luxury item. People can and do get by without them.

For Utah, Redwood Road should be upgraded to a four lane highway from Rose Park in Salt Lake City, to Bountiful. The present roadway is dangerous, but still handles a significantly high level of traffic. It would be good for it to be extended from Woods Cross to Farmington.

The proposed Legacy Highway would not adequately serve South Davis County, but only serve as an extension of I-215. South Davis citizens would not use it, unless they were to travel to Wendover or the Salt Lake Airport. The other present roadways would still be used by South Davis residents to get to downtown Salt Lake and their places of employment. The Legacy Highway, as is planned, is only a bypass around South Davis, such as I-215 is a bypass around Salt Lake City. Only one interchange at 500 South in Woods Cross is planned for South Davis residents.

A better solution is not only building the Commuter Rail system, but extending the Light Rail System from downtown Salt Lake to at least Centerville. Even the Commuter Rails System would not adequately serve South Davis residents.

The Light Rail System would be best and it could readily be built along the old Denver & Rio Grande Railroad right-of-way, at least to Centerville. Park and Ride lots could easily be built at: Centerville's Parish Lane, West Bountiful's Pages Lane, 4th North and 5th South Streets. Woods Cross' 15th South & 26th South Streets and North Salt Lake's Center Street. The volume of ridership would be equal to or greater than the Downtown to Sandy Light Rail Line.

I urge you to not build the Legacy Highway, at least at this time, but to develop these other means of transportation that I believe would better serve the population of South Davis County residents.

Thank you for your consideration of my comments.

Sincerely yours,

GP-535

From: Goldsmith, Stephen [sgoldsmith@enterprisefoundation.org] **Sent:** Tue 3/1/2005 8:36 PM
To: Legacy
Cc:
Subject: Legacy comments: seek less expensive alternative
Attachments:

Having wrestled with balancing mobility options throughout the Wasatch Front for the past 15 years, and now working nationally on similar issues related to growth management, I have not been able to reconcile the State's case for building the Legacy Highway at this time.

It matters little whose demand model is used to assess the need for Legacy from my vantage point. What is clear is that we have to manage current demand on the one hand, structure behavior change into transit on the other hand, and find ways to reduce VMT all at the same time. Not easy.

It seems to me that the less costly alternative being proposed now by Utahns for Better Transportation and others is worth serious consideration. For fiscal reasons, environmental reasons and now for reasons of expediency, this alternative appears to adequately address the needs of all concerned. The model appears to provide the much discussed safety alternative for access and egress in the event of I-15 closure, apparently meets current TDM forecasting, and appears to minimize impact to critical lands.

For all of these reasons and more it appears a prudent course would be for the state to collaborate with those who share the State's interest in mobility options, but whose environmental stewardship guides choices that others aren't ready to accept.

It reminds me a little of the days when my grandfather blew-up at the Surgeon General in the mid-1960's for telling him that smoking cigarettes was hazardous, saying it was none of the government's business to tell him what he should consume. Now, with the irrefutable evidence that the government was correct in pushing anti-smoking legislation, we are seeing an improvement in public health and, more importantly, an improved quality of life for all who move in and around our public spaces.

The same is true about our highways. I believe we need to more aggressively try and change our collective behavior when it comes to auto-dependency, for we are beginning to see the epidemiological impacts on public health and the economy more and more each year.

The need to balance our mobility needs along the I-15 corridor is clear and articulated well by all concerned. With the transit plans for regional rail in place, an increasing demand for light-rail demonstrated with current UTA ridership, and the alternative to Legacy gaining acceptance among transportation planners, it is my sincere belief that we can save money, change behavior, and improve the environment by not building the Legacy Highway as currently proposed.

RECEIVED MAR 2 2005 G-536

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/15/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Richard Burgin Title (if applicable):
Telephone: 776 0456 Fax:
Organization/Business (if applicable): Email:
Address:
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need an alternate route in case of accidents. We have had 2 major in the last weeks closing the Highways for HRS

We need the Legacy as planned with No more stops No alternates

Lets get going No More stopping progress.

The people who stopped this action should be (charged) with the New cost

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-537

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 25, 2004

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Mike Pittman Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 17831 W 350 N
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Dear Sirs, My son lives in Clinton and works in No. Salt Lake. His 30 min. commute often takes 45 min or 1 hr. because I-15 is overloaded. The cars idle along and produce more air pollution. Redwood road is a bad alternative and the Sierra Club is grasping at straws. Please give us the Legacy Parkway as originally planned. We need it badly. Thank you, Mike Pittman

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-538

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/15/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Charlotte F. Burgin Title (if applicable):
Telephone: 776-0456 Fax:
Organization/Business (if applicable): Email:
Address: 284 N. 16 00 W.
City: West Point State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am all for the Legacy Parkway the traffic and acident's should prove thats what we need. The tie up in traffic is enough to make any one Lose their temper

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-539

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address:
City: State: Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

To many Accidents

Need anothe Road going to Salt Lake

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-54

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 19, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Matthew L. Higley Title (if applicable):
Telephone: (801)628-2928 Fax:
Organization/Business (if applicable): Email: hotdogmatics@hotmail.com
Address: P.O. Box 6201
City: Clearfield State: Utah Zip: 84089

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The question is not if it is more important than Mass-transit or vice-versa. The question should be; what is the most important reason for the Legacy Parkway? If the freeway traffic comes to a dead stop between Farmington and Bountiful; the two other arteries (roads), with too much traffic are slowed down to 5 to 10 MPH. The most important reason for the Legacy Parkway is to have another route for an emergency for an ambulance or someone in a car to get from the north davis county to any major hospital in the downtown S.L.C. area. The State of Utah will get less lawsuits, if there is another route for emergencies. If no Legacy Parkway soon; the State will have to deal with more lawsuits from the people.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-541

From: Shirley Bouwhuis [sbouwhuis@davischamberofcommerce.com] **Sent:** Mon 2/28/2005 11:15 AM
To: Legacy
Cc:
Subject: legacy parkway comment
Attachments:

To Whom It May Concern:

It is time to build the Legacy Parkway, the delays have cost the taxpayers and the State needless extra money and lost time as we sit stalled on the freeways week after week, month after month, year after year. Just in the last two weeks alone we have really seen the need for this alternate route with two serious accidents that occurred on I-15 and Highway 89. A large truck carrying butane gas overturned and caused a shutdown of Highway 89, evacuation of local residents and traffic problems all through Davis County. Another 10 car pile-up stopped traffic on I-15 for hours and jammed the side roads through local communities. Both of these accidents not only caused extreme delays in traffic but presented major safety problems for the communities because there was no alternate route.

We support the conclusion that we need a shared solution to solve our traffic issues; Legacy, transit and then I-15 reconstruction. No one project can support the needs according to the projected growth rates in northern Utah.

We support the SEIS conclusions that show the building of Legacy Parkway and its impact to wildlife will be minimal and more than offset by the provision of the substantial Legacy Wetlands Preserve.

The alternate proposal of Redwood road through to Parrish Lane and on the Frontage road is not a feasible location because of its severe impact on the communities along the route. There would be loss of so many homes, local historical sites, some wetlands and put the freeway too close to schools and divide communities.

We support the findings of the study and urge the building of the Legacy Parkway. We cannot afford to let outside organizations that are out-of-touch with reality and out-of-touch with what mainstream Utahns want dictate to us or stall this project any longer.

We need Legacy and we need it now.

Sincerely,

RECEIVED MAR 2 2005 GP-542

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 24 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Danny Seeds Title (if applicable):
Telephone: 723 1887 Fax:
Organization/Business (if applicable): Email:
Address: 3581 W 800 No West Point
City: West point State: UT Zip: 84015

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We Need The Legacy Highway. Do you Realy think That Traffic is Going to Get Better With A Hundred Thousand New Drivers Each year. Be Real This is The Bottle Neck of Utah, if We Travel South With our Trailer we Have to Leave At Midnite To Get Thru, Realy what would you do if we Had Some National Disaster And Blocked the Highway So you Couldn't Get out of Salt Lake would we Just Die There And Let Rocky Burios us there

Danny Seeds

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-543

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-19-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: John Terbu Title (if applicable):
Telephone: 801-391-3936 Fax: —
Organization/Business (if applicable): — Email: Johnny terbu @ netzero.
Address: 2057 N 1350 W
City: Clinton State: UT Zip: 84015

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I feel the Legacy Highway is way overdue. I support the new highway 100%.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2005 GP-544

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-21-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kathy Cummings Title (if applicable):
Telephone: 801-775-8802 Fax:
Organization/Business (if applicable): Email:
Address: 1763 North 400 West
City: Sunset State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I Support the New highway Being done.
I Feel this is long over due.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-545

From: Tom Hori [tom@redcon.com] **Sent:** Mon 2/28/2005 12:26 PM
To: Legacy
Cc: tom@redon.com
Subject: In support of Supplemental Environmental Impact Statement (SEIS) for Legacy Parkway (Army Corps of Engineers)
Attachments:

As the President/CEO of REDCON, Inc. an engineering consultant firm located in Bountiful, I have long advocated for the need of the Legacy Parkway due to the daily gridlock on I-15 during the peak periods in the morning and evening traffic commute to and from home to office. Additionally, when there is a accident on I-15 traffic comes to a complete halt which results in lost time on behalf of my employees who also commute up and down I-15 which means time lost resulting in lost revenues to my business.

In addition to my personal concerns, I support the Davis Chamber of Commerce and their reasons to vote in favor of the Legacy Parkway, as follows:

I support the SEIS and the process used to create it - CPIC meetings, review of draft studies.

I support the concluction that the D&RGW right-of-way is not an appropriate location for the Legacy Parkway - the study is correct in finding that the community impacts would be too severe - relocation of numerous home and businesses, noise and disturbance of remaining nearby homes, schools and businesses, and division of the communities.

I support the conclusion of the study on sequencing of projects to implement the shared solution - Legacy and transit, then I-15 reconstruction. We and UTA are pursuing the construction of commuter rail as quickly as possible. In fact, because of the delays due to the lawsuits, it is likely now that transit will be up and running before the Legacy is completed, making the whole question of sequencing moot.

I support the conclusions of the study on transit usage - while we have a high percentage of workers in our county that commute to Salt Lake County, far fewer of them go to downtown Salt Lake than the percentage in Salt Lake County. We also have more through traffic, which will not be served by transit.

I support the shared solution for travel through the South Davis corridor - the growth rates in northern Utah make it obvious that no one project can meet the need that will exist in the near future - we need them all.

I support the conclusions of the study on the width of the right-of-way for the Legacy - I am glad to see that it could be reduced somewhat in width, but do not want to see it reduced any further because I support the

GP-545

landscaped parkway areas and the trail that will be part of the route.

I support the conclusions of the SEIS that impact to wildlife will be minimal, and that any impact will be more than offset by the provision of the substantial Legacy Wetlands Preserve.

Sincerely,

Tom N Hori
President/CEO

RECEIVED MAR 8 2005

GP-546

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 23 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Lachona M. Seeds Title (if applicable):
Telephone: 801-773 1887 Fax:
Organization/Business (if applicable): Email:
Address: 3581 W. 300 N.
City: West Point State: UT Zip: 84015-7229

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Every day there is a wreck on I-15 and people are brought to a stop. We need the Legacy Highway in the worst way. Maybe Rocky needs to move out of this state so we can get some one to work for Davis Co.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 3 2005 GP-547

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 18 FEB 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: DAVE MATTHEWS Title (if applicable):
Telephone: 825-2525 Fax:
Organization/Business (if applicable): Email:
Address: 3635 W. 300 N.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

LEGACY is an "ABSOLUTE" must for the Future of NO. UTAH. AND the TRANSPORTATION NEEDS of DAVIS + SLC County.

DAVE MATTHEWS

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 3 2005 GP-548

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2/18/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Duncan Shelley Title (if applicable):
Telephone: 801 771-6127 Fax:
Organization/Business (if applicable): Email: Duncan-shelley60@hotmail.com
Address: 2251 E 3225 N
City: Layton State: UT Zip: 84040

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I would like to see the legacy highway built as soon as possible. I use I-15 each day to commute to work. I car pool to save the cost of commuting by myself. I am concern that we have only one way to get into SLC. Many times I have been stuck on the highway because of accidents or road closures. I would love to have an alternate path.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 3 2005 GP-549

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Richard M Moon Title (if applicable):

Telephone: 801 292-0326 Fax:

Organization/Business (if applicable): Email: richardmoon@utah.gov

Address: 87 W. 1450 N

City: Centerville State: UT Zip: 84014

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Since I live in Centerville and work on Capitol Hill, I drive back and forth everyday. I-15 is getting more and more congested. Whenever, there is an accident on I-15, it is impossible to get through, And I take a detour, usually through the neighbor roads in Bountiful, Woods Cross + North Salt Lake. I'm sure those people do not like all the traffic but people like me have no other options. We need Legacy Hwy and have needed it for the past 10 years. ~~The~~ It has been delayed far too long. I think the people north of Salt Lake City deserve another road in case of a major problem on I-15... there needs to be an alternative route also. light rail should go North. We need both.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-550

County and travel to Davis and Weber Counties.

Group (2) Tradesmen, workers who have traveled to Salt Lake City or live in Salt Lake City and now load up their vehicles with their lumber or tile and sheetrock or materials they need to work with and travel to Davis and Wever Counties.

Group (3) Housewives, retired people, shoppers, students to college, people visiting reletives etc.
Group (4) Truckers and general car traffic trourists etc. who just want to get past Ogden and Layton and Cenertville and Bountiful and Salt Lake City and just keep going.

The people in group one do a wonderful jub now of carpooling riding the bus etc. Many church parking lots and big box stores parking lots are a converging point for many, many carpoolers. More mass transit fot these people in group one would not have a great effect on traffic. The varied working levels in this group tend to be white collar office workers and sales people who need a certain amount of freedom of travel and would take their car anyway. Many group one people cold use the Legacy Highway.

The people in Group two are being overlooked. Many people live in the North Salt Lake to Ogden areas that are serviced by companies in Salt Lake City. Furnace men, Carpet layers, builders, tilesetters, shutter men, cement finishers etc. etc. drive in mass every single day to Davis and Weber Counties to work all day and return home in the evening. One of my main salesmen lives in Centerville. His commute time to SLC to work has gone from 15 mnutes to almost 45 minutes in the last 5 years. I always try to end his day in Davis Country. If he had to drive home from SLC home everynight it would take an hour from the Beck Street overpass to Centerville. Group two people would have no use for mass transit. They need their materials, tools, etc. A large group would certainly use the Legacy Highway. It would be so nice when we are working in North Ogden for a few days to get on the Legacy Highway and completely bypass Davis county.

Group three people I call the mid morning group. Husbands are gone, kids are in school, let's go shopping group. Retired people are up and around and mobile in the mid morning. Relatives visiting, students going to college. This group would have no interest in mass transit. Their interest and destination are to varied. Legacy Highway would be a wonderful alternative to their travel.

Group four people don't even care about any towns from Ogden to Provo. They are on their way through;. Maybe stop for gas and keep going. We force these people down into all of the traffic of Group 1,2, & 3. These people have no interest in mass transit. They need a Legacy Highway to breeze on through this gridlock.

When the UDOT wanted to build this highway from North Ogden past SLC they were inspired and should be commended for their forsight. They live here and drive these roads and have all of this figured out of what we need. Lets listen to them for their experience. Please take my 31 years of driving this road into you descusions. We need the Legacy Highway in its "original" entirity.

The opponents to this project are not driving this road dailey. They do not have to sit in traffic or feel the danger of too many cars and trucks on too samll of a freeway. Their views are way out of touch for this narrow corridor where there is alot of options to begin with.

The Legacy highway was needed 10 years ago. We are at a critical time because even beginning again ti will still take years to build.

Mass transit is not an answer. Only a small percentage of group one wuld ever use it and the cost would far out weigh the use of it.

We the majority of the people of the state of Utah need this highway. Please let it be build in it entirity. If you would need to talke to me personally at 801-467-8823.

Thank you for your time.
Sincerely,

GP-550

GP_551

Gary O. Stillman

On Thursday, March 03, 2005 at 8:05 am, I received a phone call from Mrs. Carl Bown of Bountiful, Utah. She wanted to provide a verbal comment on the Legacy Parkway Project, rather than leave a message on the Legacy Parkway SEIS hotline. The following is my interpretation of Mrs. Bown's comments:

The Legacy Parkway is desperately needed in Davis County. She stated that she feels she almost lost her life due to too much traffic on I-15. She said that delays in construction of the Legacy Parkway project are endangering commuters and the communities along the corridor that are affected by traffic seeking alternative routes when I-15 is blocked or backed up. Mrs. Bown related an incident involving her family that occurred when the tanker overturned on I-15 several years ago. Her daughter was stranded in the traffic for several hours while her grandchild returned home from school, unable to get into the house, because the mother was stuck in traffic.

Mrs. Bown believes that the issue of wetlands is "nonsense" and that construction of the project will not affect the wildlife. She talked specifically about the geese she has observed along the east side of I-15 and how the geese are currently using landscaped areas.

Mrs. Bown stated that there is a desperate need for a north/south alternate route, in particular for trucks. Mrs. Bown suggested that I-215 be extended, I-15 widened by using the current railroad right of way and give the proposed Legacy Parkway right of way to the rail companies.

Mrs. Bown expressed anger at "environmentalists" and Mayor Anderson, and stated again how desperately the Legacy Parkway project is needed.

Kimberly Stevens 3/3/05
Jones & Stokes

GP-552

From: Dan Schroeder [dschroeder@weber.edu] **Sent:** Wed 2/23/2005 11:14 AM
To: Legacy
Cc: Marc Heileson; Al&Mary Herring
Subject: comments on Legacy Parkway DSEIS
Attachments:

Comments on the Legacy Parkway Draft SEIS

Gregory Punske, Environmental Program Manager

FHWA Utah Division

2520 West 4700 South, Suite 9A

Salt Lake City, UT 84118

Dear Mr. Punske:

Thank you for providing this opportunity to comment on the Draft Supplemental EIS for the Legacy Parkway project. In these comments I will touch on just a few aspects of the SEIS that struck me as noteworthy when I read it.

Figure 1-2, which appears just after page 1-10, does not seem to be referenced or explained anywhere in the text. From the brief phrases on the figure itself, I take it that the "demand" numbers in this figure come from a computer simulation. However, it is not at all clear how the computer chose to divide the "demand" between I-15, arterial roads, and transit. If this is indeed a prediction that commuters would choose to drive on I-15 even at LOS-F (failure mode), when ample additional capacity exists elsewhere (arterial roads and transit), then it seems to me that the assumptions behind the computer model must be questioned. 1

I can understand that commuters might reject using arterial roads and/or transit because these modes do not have good enough connections at one or the other end of their commute trips. In that case, the "shared solution without Legacy Parkway" should be modified to include better connections. For example, if (in the model) commuters are avoiding Redwood Road because it does not extend far enough north, then the scenario should be modified to include a northern extension of Redwood Road. On the other hand, if (in the model) commuters are avoiding Redwood Road because it is assumed to have stop lights every half mile and left-turners throughout its length, greatly slowing the average speed, then the "shared solution without Legacy Parkway" should be modified to include a better-designed Redwood Road with fewer stoplights and fewer points where left turns are allowed. A boulevard design, with four express lanes and two local lanes (separated from the express lanes by a median), would be one example of a better design. 2

I am pleased to see, by the way, the acknowledgment in Figure 1-2 that "Transit capacity is variable and can rise to meet or exceed transit demand." This is a refreshing change from the original EIS, which claimed that transit capacity would be limited by UTA's then-current budget.

Figure 3-3 is also incomplete and confusing. The rightmost three bars in this figure show projected traffic volume on I-15 under three "alternative" scenarios without Legacy Parkway. In each of these scenarios, traffic volume is reduced significantly below the no-build scenario. But the figure does not show projections for any of the possible combinations of these three alternatives. To take the required "hard look" at all reasonable alternatives, a combination of the Redwood Road arterial (optimally designed and connected as described above), maximum future transit, AND widening I-15 beyond 10 lanes should be analyzed. The possibility of using reversible express lanes in I-15 should also be included in this mix. NEPA requires that all reasonable alternatives be considered, not just "straw-man" partial alternatives. 3

I cannot find any actual explanation in the DSEIS of how transit ridership was projected. More generally, the description of Travel Demand Analysis in Appendix B is incomplete and incomprehensible. Apparently the authors of the DSEIS feel that only those who work with the computer model itself are entitled to understand its general assumptions. Such an attitude is arrogant and undemocratic. By contrast, the transit ridership analysis in the original EIS, though badly flawed, was extremely well explained and understandable to anyone who took the time to read it. 4

I understand, of course, that the travel demand model is inherently complex. However, my extensive experience with computer modeling (in other disciplines) has taught me never to put blind faith in the output of a computer program. It is essential to do "reality checks" in the form of simpler calculations that are expected to yield roughly similar results. For example, the model's prediction of the percentage of commuters who would choose transit should be checked against the actual percentage in other cities that have implemented similar transit systems. These reality checks should be fully presented and explained in the SEIS, which should then go on to explain in qualitative terms any differences between the model's predictions and those of the simpler calculations. 5

Coming back to my first point: If your computer model is predicting that people would rather sit in stop-and-go traffic on I-15 than get off the freeway and take a freely flowing arterial road instead, then there is something wrong with the model or its assumptions. Please fix the model/assumptions, broaden the set of non-Legacy scenarios that are being considered, and explain what you have done in a way that is comprehensible to any intelligent reader. I think you will find that a sufficiently creative alternative without Legacy Parkway can meet the projected travel demand, and therefore merits a full analysis rather than being dismissed in Chapter 3 as you have done.

Thank you again for considering these comments.

Sincerely,

GP-552

Daniel V. Schroeder

1444 Binford Street

Ogden, UT 84401

801-393-4603

GP-553

From: Gary Petersen [gary@apcpas.com] **Sent:** Mon 2/28/2005 6:57 PM
To: Legacy
Cc:
Subject: Comments regarding Legacy Highway
Attachments:

Dear Sirs,

Thank you for the many ways that comments can be made. It is a pleasure to see technology at work.

First, I am in favor if building Legacy Highway NOW! I live in West Point City and have the pleasure to be on the city council. I am also the Chair of the Davis Chamber of commerce and my real job is Partner in a local Public Accounting Firm. As such I have had the opportunity to be very informed as to our transportation needs in Davis County.

I was raised in Clinton several miles from my current residence in West Point and even as a young child I remember discussion amongst adults regarding a west freeway. This road has been in the plan for about 50 years. The fact that it has been in the plan doesn't mean it should happen, but it does mean this wasn't a quick fix to a problem. It has been well thought out by all the local communities.

The Legacy Highway is important to continue to allow goods and services to travel into and out of our communities. Because we are a cross roads there is also trucking that is just going through. That traffic should not be sent on our neighborhood streets in some ill thought out scheme to put traffic on redwood road – it needs a limited access thoroughfare. I.e. Legacy Parkway

The issue of public transit is important and should be and will be accomplished at the same time. If our community wasn't growing then the commuter rail and other options would actually remove cars from the freeway. Because of future growth the commuter rail and other options won't even take off the projected increased traffic. And it is important to remember that commuter rail and busing etc only moves people. The businesses and commerce need good access to roads to move goods and services. Even a stay at home worker has items shipped to them (computers etc) for use in their home business – that requires a good transportation system for that UPS/Fed Ex truck to travel.

As far as the environmental issues, If the Legacy Highway is built it will create a barrier from further development to the west thus preserving the wetlands.

There are some that think if we bury our heads in the sand and don't recognize the fact that this road is needed then they think future growth won't happen. It has happened and it will continue to happen. It would be incredibly unrealistic to expect that the people living here are not going to have kids that want to build new homes to live here. Lets accommodate the growth that we already know is going to happen.

GP-553

Please, don't let the outsiders with ulterior motives hold us hostage with the development we deserve to make our community better.

If there was any doubt about their motives – if it was truly about the environment, then why aren't' the environmentalist screaming about the law pasted several days ago (or where were they as it went through committee etc) that allows trophy big game hunting on Antelope Island. I didn't hear a peep from them on that one. Their argument on legacy highway isn't holding water any longer.

I would be happy to discuss any further if someone felt that was necessary.

My home address

4677 W 650 N

West Point, UT 84015

My contact info is below.

Thank you!

Gary L Petersen, CPA

Adams & Petersen CPA's LLC

gary@apcpas.com

2156 N Hill Field Rd Ste 8

Layton, UT 84041

Office 801-776-5241

Fax 801-776-5271

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/7/2005 8:51 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

GP 554

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
dean halbert

---[Address]---
3072 n 700 e

---[City, State, Zip]---
ogden, ut 84414

---[Phone]---
737-3408

---[Fax]---

---[E-mail]---
djhalbert4@msn.com

---[Project Comments]---
I would like to have this project completed. I travel to the 21 south freeway, every day. the traffic through farmington and bountiful gets so bad, it sometimes is unbearable. this project would help with a lot of traffic problems. I bet if you were to have a vote when everyone was sitting in traffic at 5:00 everyone would vote yes. the people who are against this project, probably dont even drive, or it does not effect them. light rail is nice, but some of us do not have time to ride the train, or we have other places to be that the train does not go to. we need this project right now. I dont know why we let certain groups like the blue water network, stand in the way of making progress.all they do is cause a lot of problems and have crazy solutions. if u-dot says that we need another freeway that will make all of our lives easy, then lets get it done!!!!!

==========

From: athleen godfrey ["athleeng."@burgoyne.com] **Sent:** Fri 3/4/2005 9:15 AM
To: Legacy
Cc: mwilliams@davisclipper.com
Subject: comment on legacy
Attachments:

GP 555

I am oppossed to building the Legacy Highway as now proposed by UDOT. I favor building according to the alternate plan thaat extends the new highway northward from Redwood Road.

I would like to see the UDOT explain in the media exactly what the alternate plan is, and point-by-point, tell the public why this plan, though cheaper and less harmful to the wetlands areas involved, has been rejected by the state.

From: Diane Holbrook [thegardengate@utah-inter.net] **Sent:** Mon 3/7/2005 11:35 PM
To: Legacy
Cc:
Subject: Legacy Parkway-YES PLEASE
Attachments:

GP 556

As a long time resident of Davis County (56 years), one who uses the roadways often, I would request the U.S. Army Corp of Engineers and the Federal Highway Administration to allow the construction "AGAIN" for the proposed Legacy Parkway.

There are many arguments against Legacy, one being urban sprawl. Guess what? It has already happened without a Legacy Parkway! (Foxwood on Redwood Road in North Salt Lake is in the process of construction 800 new structures), which is one of may constructions going on in the county. Legacy bringing urban sprawl? It's a happening thing without Legacy and has been for many years.

Pollution? Pollution increases as we idle on jammed freeway systems in Davis County with only one access into Davis County through the I-15 freeway system. All the traffic on Beck Street and Redwood Road, going north, exits onto the already full to capacity I-15.

Mass transit is not the answer. UTA does not meet the needs of Davis County as this email is being written. Even with light rail, transportation requires travel by vehicles. UTA and light rail operate on very tight transportation roadways which are convenient to only a few individuals who are in a close proximity to their stops. With light rail and UTA in the Salt Lake area you still see an excess of vehicles on the roadways, and Salt Lake City/County has I-15, I-80, I-215 Belt route, Bangeter Highway, State Street, 7th East, 9th East, 11th East, 13th East, etc. which keeps traffic flowing.

Redwood Road is not a viable option or solution to the traffic problem, as it would still go through "precious wetlands" of marsh and sludge which breed our summer mosquitoes (who may soon be on the endangered list if you allow the
Sierra Club to read this email).

REGARDING THE SIERRA CLUB, ETC.

What does the mayor of Salt Lake City, the Sierra Club, Utahns for Better Transportation, who do not reside in Davis County, have to do with Legacy Parkway? Has the mayor of Salt Lake City ever noticed the traffic which enters and exits "his city" twice daily by his "neighbors on the south". Does the Mayor **carpool** to work in his natural gas car? Ten some odd acres of "wetlands". Urban sprawl, more traffic, pollution, give us a break. These individuals and groups are holding Davis County captive. Stalling, increasing the costs of construction, delaying it's construction so eventually it will not be cost effective to build the Parkway.

YES TO THE LEGACY PARKWAY!!!! PLEASE!!

RECEIVED FEB 2 3 2005 GP-557

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 13, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: James Bodily Title (if applicable):
Telephone: 801-773-7342 Fax:
Organization/Business (if applicable): Email:
Address: 2058 W 470 N
City: WEST POINT State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy highway! I live in the north end of Davis County and for many years WORKED in the Salt Lake area, commuting over 50 miles a day. My wife still does the same commute everyday. We chose to live "Up North" because the Salt Lake area was already crowded. Our area is now reaching the same density and will continue. Many people here do commute, SEEKING the better jobs from the Salt Lake Area. TRANSIT DOESN'T meet our needs unless you live & work on the "TRAX LINE." We drive because we have to drive, there is no other way and another way won't work for a long time in the future. It won't cause more growth, we're already here! We just need the way to get us where we're going.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 3 2005 GP-558

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Doris A. Moss Title (if applicable): House wife
Telephone: 801-825-2736 Fax:
Organization/Business (if applicable): Email:
Address: 1913 W 300 N, West Point, Utah 84015
City: State: Zip:

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

As a longtime resident of West Point city, I think its about time for the long awaited highway. Ever since we were married (deceased Phil S. Moss and I) in 1942 this road has been discussed and has never been built. Its too bad that a few disaffected have the power to stop this road especially since there are so many in favor of building this road and is needed so bad. We really need Legacy now as soon as possible. We really need another route thru Salt Lake on the outskirts. Rocky Anderson should take the I15 corridor at work days end or beginning and see how much pollution the stops and going of so many cars make. Please get it started.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Diane Holbrook [thegardengate@utah-inter.net] **Sent:** Tue 3/8/2005 8:02 AM
To: Legacy
Cc:
Subject: LEGACY NOW! LEGACY YES!
Attachments:

GP 559

We are writing to give our **complete support in favor of Legacy Parkway**.

We have lived in Davis County for over forty-five years and find the congestion on our roads getting worse year after year. We are in desperate need of alternate routes to move throughout Davis County, particularly between North Salt Lake and Kaysville. We have only one road and that is the Freeway, the only other alternate roads are Main Street in Bountiful, Centerville and Farmington. In case of an emergency on the freeway, we are doomed, we have no alternates for transportation.

We are tired of radical and extremists groups telling us in Davis County what we need and what we don't need. The majority of the people who appose Legacy don't even live in Davis County or reside in the State of Utah. I thought we still lived in America where the majority ruled. These radical groups apposing it need to go someplace and save an owl. It is disgusting to us that we don't even have the right to determine our destiny and outsiders don't understand our needs.
Over 85% of the residents in Davis County approve the Legacy.

The location of the Legacy is not going to interfere or destroy wetlands, but rather use land adjacent to existing railroad tracks.

The only legacy we are going to leave our posterity is mass congestion if these radical groups get their way. Mass transit is great to get people to work as long as you want to walk long distances to get to or from the rail systems. But that doesn't work for senior citizens, handicapped and families with two or three children. It doesn't get us to church and back, or to the grocery store, or Home Depot or Target. What are we supposed to do take a wheel-barrel to Target, Home Depot or Smiths so we can haul our purchases home. We can hook the wheel-barrel on the front of the bus with the bicycles and we will start buying tie-downs by the gross so we can use them where ever we go, in order to keep our purchases in the wheel barrel.

GIVE US A BREAK - WE NEED LEGACY NOW!

L and D Holbrook
Residents of Davis County (North Salt Lake)

From: Dan Shumway [dshumway@logisticsp.com] **Sent:** Tue 3/8/2005 8:35 AM
To: Legacy
Cc:
Subject: Support
Attachments:

GP 560

I actually don't commute to SLC for work right now but have in the past and feel there is a need for this additional route. I would also really like to see us utilize the light rail commuter system as well and extend that into Davis County. I know I'm mixing up the choices here but you do have my support either way.

Thanks,

Dan Shumway

Logistic Specialties Inc.

General Manager

(801) 776-0062

From: Helen Watts [helenj58@msn.com] **Sent:** Fri 3/4/2005 7:25 PM
To: Legacy
Cc:
Subject: Legacy or not
Attachments:

GP 561

To Whom It May Concern:

Every time there is a serious accident, weather or other problem on I-15 Davis County, I am reminded of how dangerous it is to have only that one narrow corridor connecting SLC with the northern part of the US. In a day of increased awareness of terrorist activity, it is absolute folly to have only one access road in this highly-traveled location. Commuter rail? Yes! Absolutely! But commuter rail will not address the needs of the majority of those who currently travel this stretch of I-15. I find it preposterous that SLC residents, who enjoy I-15, I-215, I-80, Bangerter Hwy., etc. etc. should begrudge non-SLC residents the same type of access and availability. We pay our taxes just like anyone else, and should be treated with the same consideration. Contrary to extreme environmentalist points of view, I consider human beings to be more important than animals! We all have to learn to peacefully co-exist, including animals. Worried about air pollution? It's much worse because of the bottlenecks on I-15 as cars spew pollution into the air, hour after hour, waiting for traffic to move. Worried about road rage? Driving in the congestion north of SLC would put a saint into a rage! Refusing to build roads will not stop people from traveling--for any reason. It only makes the travel more dangerous. And if the Rocky Andersons of the world don't want commuters coming in to SLC to work, then they can relocate the SLC businesses into Davis County--no problem. Please—get this highway approved and built as soon as possible.

Thank you for "listening".

Helen Watts

2585 E. 2750 N.

Layton, UT 84040

801-771-2621

1

From: Brooke Plumlee [brookeplumlee73120@yahoo.com] **Sent:** Fri 3/4/2005 9:01 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 562

Dear Mr. Punske:

I'm glad that the Highway Administration is trying to address the transportation issues in Davis County. I was surpised when I moved here to find the traffic so horrific. For a city with the population such as it is, I am shocked at some of the infrastructure and the way it gets clogged up. I have lived in much bigger cities, with many more people and many more vehicles, and have rarely experienced the backups that I've experienced here; which brings me to my point.

I moved to Utah in part because of the wonderful natural environment here. I love Utah and plan to remain here permanently. I am disappointed; however, that instead of choosing to support less expensive, less invasive options such as the Citizen's Smart Growth Alternative, you are choosing instead to just build more... which aside from costing much more money, will destroy some of the precious treasure of Utah, and will encourage the continuing urban sprawl East and West along the Wasatch Front.

Why not have lanes that are for Southbound traffic in the morning and Northbound in the evening? Why not improve and extend Redwood Road? Why not improve highway exits and entrances? Why not "quality" instead of "quantity?" Doesn't it make sense to use the taxpayer's money in the most efficient way possible so that the money saved can continue to do good for the state? I think so. I encourage you to think about it, and to support the "Smart" solution.

Thank you for your consideration, and thank you for your efforts to improve Utah's transportation issues.

Sincerely,
Brooke Plumlee
Clinton, Utah

Brooke Plumlee
brookeplumlee73120@yahoo.com

Celebrate Yahoo!'s 10th Birthday!
Yahoo! Netrospective: 100 Moments of the Web

1

2

GP-563

From: Ross King [remmic@gmail.com]
Sent: Wed 2/23/2005 10:19 PM
To: Legacy
Cc: rking@zionsbank.com
Subject: Legacy Highway
Attachments:

To whom it may concern,

I am a Layton resident and work in West Valley Monday through Friday from 9am to 5:30pm.
Recently my commute has become a nightmare. Even on days when there are no accidents, I have found that the commutes can take an hour and a half where it should only take 35-45 minutes. When this happens, the emissions from my vehicle and everyone else's doubles at the very least and our fuel consumption goes up as well.
While commuter rail can help, my work is not located close to any of the rails or bus stops and won't likely help me.
I am defiantly for the Legacy Highway and for the 2000 acre addition to the wetlands area by the Great Salt Lake.

Thank you for your consideration,

Ross Levi King, Jr.
1202 N 2725 W
Layton, UT 84041
801-574-5503

GP-564

From: Eckersley [eckers@xmission.com]
Sent: Wed 2/23/2005 7:40 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

Davis county citizens of concern are anxious to finish the Legacy Parkway. It's our first priority, followed closely by a transit system south to the Salt Lake Valley and north to Ogden & Weber county.

Currently the intense traffic in Davis county eats away at our air, our health, and our time. And it's getting worse. I believe the environment can and will be protected, as we move forward with the very important Legacy Parkway project.

Ms. Sandy Eckersley
Centerville, UT 84014

From: GRANT AAGARD [cycling_grant@msn.com] **Sent:** Fri 3/4/2005 9:37 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 565

Hi There,

I have to put my two cents into the fray of the Legacy Highway. I believe that I am a minority in the bicycling community but I really think that the Legacy Highway should be built. I have traveled this corridor my entire life and have been stuck in some unbelievable traffic jams. My only saving grace is that I don't have to drive it daily. I personally can't see how people that do would not want an addition option. From my perspective I have noticed that the majority of opposition is from people that do not travel this route during rush hour or on a regular basis and have no real idea of how bad it can really be. 1

All that being said I do think that alternate transportation options should be looked at carefully. I think we also need many more options for non-motorized (pedestrian, wheelchair, bicycle etc) travel/commuting in the area. 2

Thank you for letting me have my say. I hope that this project can move forward quickly.

Sincerely,

Grant Aagard
Tour Coordinator/Owner
Tailwinds Bicycle Tours
grant@tailwinds-tours.com
www.tailwinds-tours.com
801-556-3290

6P-566

Kimberly J. Stevens

From: Dean Reeder [dreeder@gmail.com] **Sent:** Wed 2/23/2005 11:10 AM
To: Legacy
Cc:
Subject: Comment for Corps Consideration
Attachments:

As a Davis County resident with a long term stake in the issue, please register my opposition to the legacy project as proposed by the Utah Department of Transportation. I believe the alternatives have not been objectively reviewed or considered in good faith. Once built, the harmful effects of this highway will be irreversible. As a user of the I-15 corridor, I am willing to pay more (including tolls) to keep lane increases to the current highway footprint rather than see a destructive new construction. Our local elected officials are trying to stampede this decision based on fear, misinformation, and blatant disregard for our quality of life. Sincerely, 1

Dean Reeder
202 Eugene Street
North Salt Lake, UT 84054

From: Gary K. Yates [GARYKYATES@peoplepc.com] **Sent:** Fri 3/4/2005 10:15 AM
To: Legacy
Cc:
Subject: Legacy
Attachments:

GP 568

March 4, 2005

2006 Jefferson Avenue

Ogden, UT 84401

Gentlemen,

I am strongly in favor of building Legacy as soon as possible. Don't screw around, build it 8 lanes wide to begin with. As to the objection of it causing development of adjacent wetlands, create a wide buffer of wildlife preserve or park or what have you along both sides of the right-of-way that cannot be penetrated by future access roads. Even now, I15 has no access between Centerville and Farmington. On Legacy have no exits between 500 South and West Farmington.

When open, it will be my route to work at the Albertsons wharehouse at 620 West 600 North in North Salt Lake. It will probably also be the preferred route to get out of town when i drive an Albertsons truck to Idaho.

Also, in my humble opinion, the Sierra Club, Utahns For Better Transportation, and Mayor Rocky Anderson should be sued for the cost overruns they have burdened all Utah taxpayers with. Thank you for giving me an opportunity to express my opinion.

Sincerely,
Gary

Kenneth Yates

GP-569

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy **Sent:** Wed 2/23/2005 8:47 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Parkway
Attachments:

1 -----Original Message-----
2 From: Brent Lowder [mailto:blowder@dsdmail.net]
3 Sent: Tuesday, February 22, 2005 12:21 PM
4 To: Legacy
Subject: Parkway

I am writing to express support of the legacy and any other highway that can help relieve bottle neck of the I-15 interstate up and down the Wasatch Front. 1

Thank you for your efforts.
Brent and Janice Lowder family

Brent Lowder
Woods Cross Elementary
Resource Teacher

My new E-Mail address is:
blowder@dsdmail.net

GP-570

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy
Sent: Wed 2/23/2005 8:46 AM
To: Kimberly J. Stevens
Cc:
Subject: FW: Legacy Parkway
Attachments:

-----Original Message-----
From: Matt Jensen [mailto:Mjensen@tegrahealth.com]
Sent: Wednesday, February 23, 2005 8:30 AM
To: Legacy
Subject: Legacy Parkway

As a daily commuter into the Salt Lake Valley, the need for an additional route through Davis County is obvious. I work in the real estate development field and know that there are steps that can be taken to minimize the impact on the surrounding environment. It is my understanding that these steps are part of the Legacy project and ought to be allowed to go forward. I have a great appreciation for the environment and understand that extra steps do need to be taken to make sure it is impacted a little as possible. However, we are at the point where the project needs to go forward as originally planned for the benefit of the larger community.

Thanks for your consideration.

Matt Jensen
585 West 3700 South
Riverdale, Utah 84405

From: Wendy Hill [WJHVRH@peoplepc.com]
Sent: Fri 3/4/2005 10:44 AM
To: Legacy
Cc:
Subject: Yes
Attachments:

GP571

Please build the Legacy Parkway. The need extends in to public safety. Right now when the freeway shuts down for an accident it is almost impossible to get to a hospital for an emergency. If there was ever a need for an evacuation because of a train accident, gas refinery explosion, gas leaks, natural disasters or any other life threatening concerns Davis county would suffer greatly because there is very few ways to the area. Please build Legacy the safety of the public should be of more importance than the voice of a few environmentalists.
Thanks, Wendy Hill
--
No virus found in this outgoing message.
Checked by AVG Anti-Virus.
Version: 7.0.308 / Virus Database: 266.6.0 - Release Date: 3/2/2005

GP-572

From: William Huber [William.Huber@questar.com] **Sent:** Tue 2/22/2005 9:20 AM
To: Legacy
Cc:
Subject: Support of the Legacy Highway
Attachments:

I am a Republican Party Delegate for Farmington FA05. Our community supports the development of the Legacy Highway as soon as possible. Traffic along I-15 is already at critical levels. Aside from I-15 there is no significant alternative road network for north - south traffic. I want to state clearly that the Redwood Road Alternative is a very bad idea and one that our community in Farmington does not support. The mere suggestion of it is with out merit once the community impact is considered. Perhaps even more important is the design limitation to carry the anticipated traffic that this portion of the road net would be expected to support. Compounding the problem even more is the design that would have this road crossing over I-15. This design give a single point failure that could halt all traffic going north and south bound.

We support the Legacy Highway and would like to see it be built as soon as possible. The deliberation on its construction has gone on way too long. The community supports it. Let's get it built and quit rehashing things over and over in the courts.

Thank you.

William A. Huber
510 South 50 West
Farmington, Utah 84025
801-451-6946

GP-573

RECEIVED MAR 3 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2 Mar 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kathleen & Darwin Anderson Title (if applicable):
Telephone: 801-292-6423 Fax:
Organization/Business (if applicable): Email:
Address: 713 Woodland Hills Drive
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

As residents of Davis County, we support Legacy Highway. We recently experienced prolonged closure of Hwy 89 in both directions due to truck accident & resulting fire explosion. That very evening, southbound I-15 shut down from 500 South to Downtown SLC for police action. A few days later, I-15 shut down NB & SB in Bountiful for 6 hours due to multi-car accident. We have much 18-wheeler traffic, rail won't solve that traffic problem. We favor dev't of rail but think Legacy greater priority. We think Legacy Preserve balances/compensates for wetland impacts. We need alternate road now!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

P.S. Don't think Redwood Road expansion would work for amount of 18-wheelers we hope to get off I-15

From: Mary Lou Pickering [mlpickering2@hotmail.com]
Sent: Fri 3/4/2005 11:42 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

GP 574

A lot of people who are not impacted seem to have more say in this traffic problem than the people in Davis County. I wonder what things would have been like in 1848 when the crickets came to the Salt Lake Valley if the Sierra Club had had a say in things.

RECEIVED MAR 3 2005 GP-575

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 17, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Marlo + Cheryl Miles Title (if applicable):
Telephone: 451-2926 Fax:
Organization/Business (if applicable): Email:
Address: 432 N 200 E
City: Farm. State: UT Zip: 84025

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We drive to Salt Lake City 5 days a week & the traffic is so backed up that the cars on the road make more pollution & have a greater impact on the environment than the Legacy highway would.

I know the environmentalists don't care, but it is one a safety factor for remembering that I-15 is the only alternate road to get to SLC. You seem to care more about wildlife than human life! Both can live harmonious if there is care taken with the Legacy Highway! If I could, I would have Legacy be an issue for legislation —

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Amy Dwyer [Amy.Dwyer@krcl.org] **Sent:** Fri 3/4/2005 11:56 AM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

GP 576

To whom it may concern,

I do not support the Legacy Highway project, I support the Smart Growth Alternative mapped out by the Sierra Club and others. I have lived in Utah all of my adult life, and own a home here, with my husband and three boys. I think that the transportation needs of this great state of Utah can be better served by adding public transportation that we can all use, including rail and bus systems, now rather than later. I also am a bicyclist and would appreciate more than 14 miles of trail - that is really too short for any kind of recreational cyclist to get excited about. I would like to see trails that link the Jordan River trail system to whatever project happens and then go all the way up to Davis county. 1 2

I occasionally visit other states, and marvel at the ways public transportation is used, not just by the poor, but by all, because it is convenient and easy. I for one would be very willing to use public transportation for work and play. I ride trax and busses in Utah only occasionally, and like that it is here, but it is not enough and would use it much more if it did not take 5 times longer to get around that way vs. a car. I support the idea that the right question to ask in this situation is "How can we offer more convenient transportation choices to reduce, rather than attempt to accommodate, the doubling of traffic over the next twenty years."

Our communities are fundamentally at risk if we continue the development patterns and transportation investments of the past fifty years. We need to find a new way to grow that will allow us to retain the high quality of life that people enjoy in this region. We need to challenge, and plan to avoid, the forecast that VMT will double in the Greater Wasatch Area from 40 million miles per day now to almost 80 million per day in 2020. 3

I read, in researching these issues that last month the Sierra Club and UBT met with UDOT and their consultants Fehr & Peers. In this meeting on the Smart Growth Alternative, proposals were mapped out for a lake shore bike trail to connect with the Jordan trail. I would like you to consider these options and the entire Smart Growth Alternative, instead of the Legacy Highway or Parkway or whatever it is called now. 2

Thanks for allowing my comments.

Amy Dwyer

Amy Dwyer
Office Manager
KRCL 90.9 FM
1971 West North Temple

RECEIVED MAR 8 2005 GP-577

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: ED LOPSHIRE Title (if applicable):
Telephone: 801-776-2708 Fax: 801-776-4855
Organization/Business (if applicable): Email: ellops@peoplepc.com
Address: 779 N 2750 W.
City: WESTPOINT State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

BECAUSE:
1. DUE TO OUR UNIQUE TOPOGRAPHY WE URGENTLY NEED IMPROVED TRANSPORTATION AVENUES ON THE WASATCH FRONT.
2. THE PROPOSED ROUTE WILL HAVE MINIMAL IMPACT ON WILDLIFE
3. UTAHN'S HAVE IN THE PAST AND NOW ARE WILLING TO INVEST IN ALTERNATE FORMS OF TRANSPORTATION
4. GROWTH IN POPULATION IS PROJECTED TO BE SUBSTANTIAL ON THE WASATCH FRONT

THE LEGACY PARKWAY PROJECT SHOULD PROCEED WITHOUT FURTHER FRIVOLOUS DELAY!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-578

3-2-05

RECEIVED MAR 3 2005

Dear friends

Please let us build the Legacy the way it should have been done by now.

Thank you for this opportunity to say yes to a very much needed project

Samuel F Wood
254 W. 2300 So
Bountiful Utah

GP-579

RECEIVED MAR 3 2005

Bill M Turner
540 E 200 S
Centerville, UT 84014
(801) 294-7734

RECEIVED
MAR 3 2005
BY: NK

U.S. ARMY CORPS OF ENGINEERS
533 West 2600 South Ste 150
Bountiful, UT 84010-7744

RE: Legacy Parkway Project

Dear Sirs/Madam:

I was an Arizona resident from 1989 to 1996 at a time when Salt Lake had half the population of Phoenix, yet *twice* as many freeways, and was a popular local complaint.

The reason had it's roots in the early 1970's, and was similar to the rhetoric road opponents use today: "We need to protect the pristine desert and dwindling water supply, so to discourage people from moving here, we simply won't build freeways". Until 1985, Arizona only had I-10 running through Phoenix, and I-17 from Flagstaff. Then, a MASSIVE freeway expansion started to catch up with demand and is still growing today.

Utah is expected to double its population within 50 years. How are all those future vehicles supposed to get around when *right now* there are 20+ mile daily backups? Legacy should have been built 10 years ago. The wetlands card is pure hypocrisy when these so-called environmentalists say nothing when our mountains & forests are carved up for home & road development. Where were they when Highway 40 in Summit County was built to accommodate a population of less than 50,000?

Very few vehicles are destined for downtown Salt Lake City, most are headed elsewhere. What right does anyone have to throw frivolous lawsuits around to stop the most vital road project in the past 30 years? In these parts, I-15 is the only North/South link from Canada to Mexico! Think of that...any alternatives are pure nonsense and you know it.

The balloon is expanding and will soon burst if immediate action isn't taken. If UDOT, FHA, and USAE do not have the courage to stand up to these enviro-hijackers, it will be incumbent upon future planners to undo the damage caused by inaction. Progress will not be stopped because of a few dogs yapping at the wheels of a freight train. It must be built now to avoid future problems that are rapidly approaching our doorstep.

Sincerely,

Bill Turner

Bill M Turner

From: brian.p.child@L-3com.com [brian.p.child@L-3com.com] **Sent:** Fri 3/4/2005 11:46 AM
To: Legacy
Cc:
Subject: A Vote for the Legacy Parkway
Attachments:

GP 580

I am over 50 years old and am a lifelong resident of the state of Utah. Over the years the traffic has gotten much worst going through the corridor between Lagoon and Salt Lake City. The freeways are busy all of the time, but when an accident or disaster takes place it is total GRIDLOCK. There are no other good alternate routes from Lagoon to Salt Lake City.

I have carpooled to work and back for over 27 years. My frustration is that the MINORITY GROUP "The Sierra Club" and ONE MAN "Mr. Rocky Anderson" have been successful in blocking the construction of the Legacy Highway a much needed alternative roadway between the narrow neck of land from Lagoon to Salt Lake City. This highway is badly needed. That is not to say that other forms of transportation should not be looked into, but not at the expense of making something happen right now.

I am firmly infavor of the Legacy Highway. I work down by the Airport, For me to ride a train would force be to make several transfers before I could get to and from work. In additional to the significant increase in time, my work schedule is constantly changing. Sometimes I can leave on time, and other times I maybe forced to stay an extra 45 minutes. The carpool senario works very well as they are able to work with my schedule. Not every persons schedule fits the pattern that Mr. Anderson talks about. We don't all work downtown on a street that has many transportation choices. He is fortunate to be able to ride a bus or the rail, but if he worked in outer areas that option would not be available to him.

I am really frustrated that the minority factions carry more weight in the approval process than the major of the people. I have yet to talk to another person that is not for the Legacy Highway. The silent majority may not be as vocal as these minority groups, but our desires should carry more weight and importance.

I am writing to let you know how I feel. I am not sure where to send my comments. PLEASE NOTE THAT I AM IN FAVOR OF HAVING THE LEGACY HIGHWAY BUILT AS SOON AS POSSIBLE.

Brian Child
1071 South 225 East
Kaysville, Utah 84037
brianc@readytek.net or brian.p.child@l-3com.com

Brian P. Child
L-3 Communications / Communication Systems - West
Information Technology Dept.

640 North 2200 West
P.O.Box 16850
Salt Lake City, UT 84116

Voice: (801) 594-3946
Pager: (801) 267-0515
Fax: (801) 594-3638

GP-581

February 13, 2005

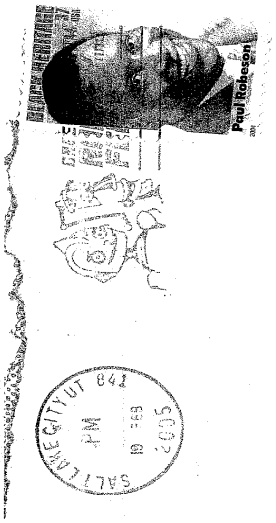
Dear Gregory Punske,

I am writing as a concerned citizen. The Legacy Highway should not be permitted until the alternatives have been clearly reviewed. The Citizen's Smart Growth Alternatives group's options should be considered. Their alternatives will cost less, reduce urban sprawl and destroy less wetlands.

Thank you for your time.

Robin H. Bushman

RECEIVED
FEB 22 2005
FHWA Utah Div



ROBIN H. BUSHMAN
863 E 4000 S
OGDEN UT 84403

Gregory Punske
FHWA Utah Division
2520 W 4700 S #9A
SLC UT 84118

84118/1880

From: charles r gilmore [charlieman@networld.com] **Sent:** Sat 3/5/2005 12:24 PM
To: Legacy
Cc:
Subject: legacy
Attachments:

GP 582

Lets look at this as a problem solving technique.

All roads lead to Rome!

1. Work located in one location.
2. shopping located in one area.
3. schools located in one area
4. medical located in one area.
5. downtown city located in one area.

these 5 examples create a problem and that is you have to have roads feeding these areas and those roads are the freeways. Freeways are no solution but a problem unto themselves. No freeways is friendly to the environment. They produce pollution. A test was conducted in the middle 1970s on the poisons found in people living within certain distances from a freeway. What they found was the poison levels from cars found in the people living within a mile on both sides of the freeway was 4 times higher than those of people living a long distance from the freeway. Simple said there is an envelope of poison around a freeway that extends over a mile on both sides. Now what the end affect of this is on people and animals in the poison zone is still up to debate. Of course government will down play this until the evidence makes them look like fools.

We are still designing under thousands of years of old concepts. This is the 21st century so lets get ours heads out of the dark and do some really creative thinking.

Questions:

1. Do we need all roads leading to SLC?
2. Do we need mega shopping malls?
3. Do we need mega schools?
4. Do we need downtown cities?????

Answers to all the above is NO.

Solution.
We need to decentralize and move the work areas out to minnie centers all around the SLC area. We need to take advantage of the new technologies that let us work from other locations other than one huge place. We need to make things smaller and go back to small centers that are within blocks of most people. We need to down size and re human the working and living spaces.
Step one.:
Downtown breaks down to government only with some shopping areas. It is the center of the wheel. As you go out you will find smaller hubs that have a small business area. This is true through out the valley. We than move everything closer to the people and close the need to travel distances to get what they need. Thus lowering the amount of traffic on the freeways.

The 1990's concept of centralize everything and make it huge does not work today.
We need to take it in the other direction and decentralize.

The freeway again is nothing more than a problem. It in itself creates traffic and the side effect is it creates a zone of instant death and slow death. Do we want UTAH angles.. I have watch Layton become Laytondena.

More and more freeways are not the solution. Thousand of years of all roads lead to Rome needs to end.

Thanks you

Networld's Email is Powered by ModusGate and Spamhaus Project.
For more information about Networld's Services visit http://www.networld.com

---

From: Kyra Tarbell [kyratarbell@yahoo.com] **Sent:** Mon 3/7/2005 2:35 PM
To: Legacy
Cc:
Subject: utah input
Attachments:

GP 583

"Basically, I heavily prefer the so-called "Smart Growth Alternative" put
forth by Utahns for Better Transportation and the Sierra Club. I think
that we need to put our focus on reducing vehicle trips, not on
building
more roads to accommodate them. I continually see the argument that
far
more people drive than take transit, therefore transit can't handle the
"projected demand" and we "need" Legacy Highway/Parkway. Well, of
course
they do -- we have focused almost all of our efforts on designing a
transportation system that makes it easy to drive and tough to get
around
any other way. If we had spent the last 50 years focusing land use and
transportation around pedestrians, bicycles, and transit instead of
accommodating cars, the argument could very well be "why build a
freeway
since almost everyone rides the train, walks, rides a bike, etc."

I should mention that right now I live in Utah County (although I will
likely move to downtown Salt Lake City within a year), so I'm probably
a
bit less entitled to feelings about this subject than those further
north.
However, the Legacy Parkway is only one piece of a far grander project
to
build the full Legacy Highway, which would then make its way into Utah
County. I see the outcome of this case as a precedent for what may
later
occur in our region, and I want to make it known that I want the
Wasatch
Front to adopt transportation and land use policies that encourage
mixed-use, transit-oriented development patterns that will enable us to
live in a way such that vehicular trips are reduced, not
encouraged/accommodated. I believe that we have a long ways to go in
better utilizing our existing infrastructure and urban areas before we
need
to look at building more highway capacity."

I thoroughly agree with this statement and would like to see some great eco-related developements in Utah.
kyra tarbell

GP-584

From: Stephen Hess [SHESS@media.utah.edu] **Sent:** Thu 2/24/2005 11:02 AM
To: Legacy
Cc:
Subject: To Whom It May Concern:
Attachments:

To Whom It May Concern:

I've lived in Davis County all my life in the Bountiful, Centerville
and Farmington area. Davis County has been the bedroom community of
people who work in Ogden and Salt Lake City. For this and many other
reasons the transportation corridor, particularly between Farmington and
Bountiful is critical. Along this stretch of land the Great Salt Lake
extends with wet lands closest to the Wasatch Mountains. The only
highway for any major traffic flow is I-15. Along this stretch highway
89 and 91 merge into I-15. A few years ago semi with explosive
chemicals turnover and exploded just north of Bountiful on I-15. All
lanes of traffic were stopped. Some of my family members and employees
who work with me sat in there cars for over 4 hours. Emergency and
other vehicles could not get between two of Utah's largest cities. Semi
tractor trailers were going up and down our neighborhood streets trying
to find ways to go north or south. Our neighborhood and surrounding
areas were in gridlock. We could not get out of our driveway for a thee
to four hour period of time. This put at jeopardy the public safety of
the whole region for a large portion of the day.

This stretch of transportation corridor desperately needs an
alternative route. Even a minor traffic accident can slow I-15 traffic
for hours. The Legacy Highway with its plans to stop further
encroachment on wet lands is a rational way to deal with this problem.

I don't support uncontrolled development that is harmful to the
environment and natural habitat, but there are some places where
carefully considered compromise must accommodate the public safety and
freedom of people to travel to family in other parts of the state and to
their jobs.

While traveling back east I found a similar problem to ours but on a
much larger scale. This is at the southern end of Lake Michigan. A
number of east west transportation corridors converge at the end of this
lake, why, because you can't drive across Lake Michigan. So we find a
great deal of pavement in that part of the country, but it is critical
to interstate commerce, transportation and public safety to the region.
This is also the case in Utah but made even more difficult because of
the close proximity of the Wasatch Mountains to the Great Salt Lake and
two major population centers to the north and south.

I hope the Army Corp of Engineers, the Courts and transportation
officials can work together to bring about a rational compromise to

GP-584

build this additional and desperately needed highway and yet preserve further intrusion into these precious wetlands. That is what the majority of the people effected want. I hope the voice of the people will not be trumped by extreme views on either side. In the spirit of civility and intelligent discourse I'm certain people of wisdom and fairness can we can work these issues through.

Thank you for the opportunity to express my opinion.

Stephen Hess a resident of Bountiful, Utah.

Kimberly J. Stevens

From: Udot Public Relations [SRWEBMAIL@utah.gov] **Sent:** Wed 3/2/2005 1:09 PM
To: Joe Walker
Cc:
Subject: 050302.D, Legacy Parkway
Attachments:

GP 585

>>> "Paul M. Wainner" <pmwainner@infiniahealth.com> 3/2/2005 11:39:04 AM >>>
Its sad that a few extremist from inside and out side the state can OBJECT with such exaggerated power and stop a transportation need.
1.)How many states have a SINGLE major highway transferring a state?
2.)How many people must be held hostage to a Socialist Agenda?

As a Point of history, if you are interested, the Magnificent Classic movie "GRAPES OF WRATH" was created by a socialist champion. However, the target audience never saw the movie. This movie was NEVER SHOWN IN THE SOVIET UNION OR COMMUNIST CHINA because of two simple factors in the
movie.

1.) The People could GO WHERE THEY WANTED.
2.) AND THEY HAD A CAR.

The ACLU, ENVIRONMENTAL WACKO'S, SIERRA CLUB, EARTH FIRST, EARTH ISLAND
INSTITUTE, ETC. WANT TO GET PEOPLE OUT OF THEIR CARS. THEY SIMPLY WANT TO DERIDE THE AMERICAN CULTURE AT EVERY ASPECT.

NOW COMRADE ANDERSON, WHO DESPISES DAVIS COUNTY COMMUTERS BECAUSE THEY CHOOSE NOT TO LIVE IN HIS CITY WHERE HE CAN NOT TAX THE HELL OUT OF THEM, WANTS TO DO WHAT THE CLASSIC SOCIALIST WANTS TO DO.

1.)DECIDE WHERE PEOPLE CAN LIVE!
2.)AND WHO CAN AND CAN NOT DRIVE THEIR EVIL CARS.
3.)WHERE THEY SHOULD WORK!

Neither Utah nor America will DIE by building another transportation corridor.

America is built upon the entreasure, the individual, the small business, the freedom of movement.

Shall all truck driver, leave their truck at home and take a commuter train? Only during "rush hour" are there more cars on the road than the
heaver vehicles transporting goods.

Build the Highway and the Environmental Socialist can go to hell. P.S. Its O.K. to throw RICE at weddings. Birds are smarter than humans and do
not over eat.

Paul

This information contained in this E-mail is legally privileged and confidential information intended only for the use of the individual or
entity to whom it is addressed. If the reader of this message is not the intended recipient, you are hereby notified that any viewing, dissemination, distribution, or copying of this E-mail message is strictly prohibited. If you have received and/or are viewing this E-mail in error, please immediately notify the sender by reply E-mail, and delete this E-mail from your system. Thank you.

GP-586

Jennifer Bassett

From: Ucon Website [udotweb@utah.gov] **Sent:** Fri 3/4/2005 5:05 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
C. Lemar Luke

---[Address]---
1862 W 1600 N

---[City, State, Zip]---
Layton, UT 84041

---[Phone]---
801-825-1485

---[Fax]---

---[E-mail]---
cllj1155@exolo.com

---[Project Comments]---
An alternative to I-15 is wise and needed. A accidents on I-15 have often shut down North and/or South bound traffic. The legacy Highway is needed for safety as well as for the commecial wellbeing of Utah's residents and travellers.

Kimberly J. Stevens

From: Jack Palmer [jpalmer@fruitheightscity.com] **Sent:** Mon 3/7/2005 11:43 AM
To: Legacy
Cc:
Subject: Comments on Legacy Highway
Attachments:

GP 587

I have watch for several years now the quarrel between those who would inhibit growth by preserving the past, and those who would accept growth with an interest in the present and the future. Some of us really don't like change. But change never stops. Change has brought the past into the present, and it will take the present into the future. Our present circumstances are only as they are seen right now. Every current action from each of us will cause change. Change will never allow any of the present to be the same for a minute, for an hour, a day, a year, or a thousand years.

For this reason I am continually amused at those who would preserve the past to prevent their being in the present or the future. It is totally obvious that there will be more vehicles on the highways of Davis County tomorrow, next week, next month, next year, and beyond into the future. I would think that it is just as obvious that there must be a highway system to allow those cars to move through Davis county in an orderly efficient fashion. To curtail the use of the automobile by deliberately refusing to provide adequate infrastructure seems somewhat shortsighted and foolish to me.

Every individual who is fighting against the Legacy Highway has already taken something away from the beauty of nature. Every environmentalist lives in a residence that in one way or another has taken away some of the value of nature. Most of those who would stop someonelse from driving on an adequate highway system are able to travel with ease to where they want to be. They usually drive one of the nicer cars. They eat of the nicer foods, and they basicly have what they want to have. The world they have chosen to live in is not the same world that most of us have to be a part of, the real world.

To preserve nature is a cause we should all want to participate in. However, every new child who comes into this world creates a siutation where compromises must be made. His, or her entry into this world requires more space be taken from the pristine beauties of nature for a place to live. Meeting his, or her needs requires that a way must be provided to travel from one place to another. His, or her needs require that nature must be a little more infringed upon to provide adequate means for nourishment. The list must go on and on.

It is my way of thinking that we must all compromise to allow the best to be available for all of us. If nature is required to give for the needs of humanity, then so must be the case. If humanitiy's needs can be met without infringing upon the pristine qualities of nature, then hopefully that approach will be taken. Anyone who has lived in Davis county for any period of years is fully aware of the dangers and safety issues presented in having only one source of travel between Weber and Salt Lake county. The citizens of all the communities within the bounds of Davis county are very much aware of the problems created by not having adequate roadways for the major commuting needs within the county.

I totally lend my support the the building of Legacy Highway. It is needed for safety. It is needed for efficiency. It is needed for economics. It is needed for the well-being of Davis County. Weber and Salt Lake counties are much affected by the quality of commuting provided through Davis county. Legacy Highway needs to be built, not just for Davis County, but for the best good of the Wasatch Front.

Jack D. Palmer
700 South Mountain Road
Fruit Heights, Utah 84037
801-330-0796

From: EARL B CHILD [ebchild@msn.com]
Sent: Sun 3/6/2005 7:23 PM
To: Legacy
Cc:
Subject: Legecy highway
Attachments:

GP 588

I favor the construction of the highway.

Earl and Janice Child
2368 w 4400 s
Roy, Utah 84067
801-731-4224

Don't just search. Find. Check out the new MSN Search!
http://search.msn.click-url.com/go/onm00200636ave/direct/01/

From: James Croy [JCroy@usmagnesium.com]
Sent: Mon 3/7/2005 7:55 AM
To: Legacy
Cc:
Subject: SEIS Public Comments
Attachments:

GP 589

Legacy Highway Comments,

I live in Roy and commute to SLC (near the Airport) Mon-Fri.

I would love to see the Legacy built for ease of commuting and to lessen commute time during peak times.

James Croy
Sr. Programmer
US Magnesium LLC
(801) 532-2043 ext. 518

From: Mary Lou Burgoyne [Mlsb@burgoyne.us]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Mon 3/7/2005 8:12 AM

GP 590

Please put me down as a resident of Davis County who is **highly in favor of the completion of Legacy Highway.**

My husband and I have seen the area grow and traffic increase greatly during the 45 years we have lived in Davis County. The citizens need Legacy!

It is ridiculous that the building of it was halted. We will be VERY APPRECIATIVE to have the proposed Legacy Highway completed.

Mary Lou Burgoyne
Bountiful, Utah

Jennifer Bassett

GP-591

From: Katie Tonkovich [katiet@usdb.org]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Tue 3/8/2005 10:57 AM

To Whom It May Concern,

I am opposed to the Legacy Highway!

We already have a chronic pollution problem from Ogden to Provo due to the hundreds of thousands of cars on our freeways. The inversion layer exists for a reason and it is major health concern. Each year the inversion continues to get worse, but the problem is largely ignored, with the exception of the news stories that tell young people and the elderly to stay indoors! If we continue to live this way, we will all have to stay indoors, and no one will be commuting!

I am also opposed to the location of the proposed Legacy Highway because it will permanently destroy the habitat of migratory birds in the wetlands that already exist there.

A smarter, more health-conscious project for our state to pursue is the development of a commuter rail from Weber to Salt Lake. This would have less impact on the environment and would encourage mass-transit. We need to protect our open spaces by making the most of the space we have. Utah's urban areas are already sprawling and a commuter rail makes more sense than another huge highway. Why would we want to double the amount of traffic, gridlock, and pollution?

Sincerely,

Katie Tonkovich
Salt Lake City, UT

Kimberly J. Stevens

From: Udot Public Relations [SRWEBMAIL@utah.gov] **Sent:** Mon 3/7/2005 10:04 AM
To: Joe Walker
Cc:
Subject: 050307.L, Legacy Highway
Attachments:

GP 592

>>> "Black , Tony" <tony.black@hollycorp.com> 3/4/2005 12:00:52 PM >>>
To whom it may concern:

We are very impatient with the delays in building Legacy Highway. There have been instances where I-15 has been closed and the streets of Bountiful have been a parking lot. An alternate to I-15 through Davis County is needed for such incidents as well as for relief from the daily rush hour congestion.

As we understand it, the cost is now up to $100 each to us, every member of our family, and every citizen of the State of Utah so that Rocky Anderson and his cohorts can play lawyer games. There needs to be a mechanism so that if these people are so dedicated to the cause, they pick up the cost of the crusade rather than picking the pockets of the taxpayers. Such abuse of the courts is unconscionable and undemocratic. If there were public support for Anderson's position, the stall tactics would serve no purpose.

Build the highway.

Truly yours,

Anthony and Nancy Black
527 East 1200 North
Bountiful, UT 84010
801-295-3398
Tony.Black@hollycorp.com

Jennifer Bassett

GP-593

From: alex_r_munro@yahoo.com [alex_r_munro@yahoo.com] **Sent:** Tue 3/8/2005 3:18 PM
To: Legacy
Cc:
Subject: Lagacy Comment
Attachments:

I live in Salt Lake. I have family all over Davis county, and have at time needed to travel to points northward. The only road that is a option to get to the relatives and appointments is I-15 but quite a few time the freeway has been backed up so bad that I am not sure if I will make it to these places on time.

There needs to be an alternative route such as the Legacy Highway. This will relieve I-15 which is really the only way to get to these locations.

The delay of construction has been costly and could jeopardies the state economically if Hill Air Force Base is closed as a result of the lack of alternative routes. To much money has been waisted trying to get the construction started The road is needed and therefore the money use to fight the legal battles should be used for better things like construction of this vital road.

Alex Munro

Celebrate Yahoo!'s 10th Birthday!
Yahoo! Netrospective: 100 Moments of the Web
http://birthday.yahoo.com/netrospective/

GP-594

I am not so worried about the highway itself. As we all know there in the FFZ(free fart zone) by the refineries, waterfowl can live near a busy road just fine. I used to drive there everyday and play find the waterfowl (making quacking sounds as I look). There is that nesting box in the one little pond right off the shoulder. I saw a goose standing just off the road there one day last year. It hasn't been used as much since they started drying up, but that is another topic to gripe about another day

What worries me about the Uncle Mike's Legacy is not the highway itself, but the urban sprawl that will follow. People driving on that road are going to need gas-so gas stations will be built. Then they are going to want to eat when they stop to get gas-so some Wendy's, Carl's Jrs, etc will come. Then since they are already there getting gas and eating, they might as well shop- so here comes Sprawl-Mart and all of it's buddies (Home Depot, Circuit City, Kohl's, etc). All of these gas station, fast food, box store employees are going to need places to live- so here comes the houses that people like to live in that look just like the ones their neighbors live in.

Now waterfowl and pheasants can live near a freeway, but they don't do very well in the massive land tracks of parking lot and stores of the big shopping centers ala Jordan Landing.

Anthony Greenwell
3784 Foxglen
Roy, UT 84067

From: frederick clarke [frederick_rc@yahoo.com] **Sent:** Mon 3/7/2005 10:47 AM
To: Legacy
Cc:
Subject: Legacy Highway and the need for it
Attachments:

GP 595

To whom it might concern, I'm writting on dealing with the Legacy Highway and the need for it. I know for a fact that Legacy will take stress away from I-15. I also know for a fact that Legacy will help when I-15 is blocked by an accident. I'd say that Legacy will permit work to be done on I-15 so it can handle more traffic. So Legacy will help out in much more than what might be lost. In fact I'd say that Legacy is overdue and should've been done ten years ago. Sincerly Frederick Ruben Clarke

---

Celebrate Yahoo!'s 10th Birthday!
Yahoo! Netrospective: 100 Moments of the Web

Jennifer Bassett

GP-596

From: Ucon Website [udotweb@utah.gov]
Sent: Tue 3/8/2005 12:45 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Bryon Glazier

---[Address]---
159 E 300 S #3

---[City, State, Zip]---
Bountiful, UT 84010

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I am fully in support of the Legacy Parkway project. I feel that it will help to eliminate traffic congestion problems facing commuters today. I believe that this project will also help to spur more growth in the economy. I say go forward with this project and get it completed in a timely manner.

==========

From: Sandy Burgoyne [sandyburgoyne@yahoo.com]
Sent: Mon 3/7/2005 11:33 AM
To: Legacy
Cc:
Subject: For Legacy Hwy.
Attachments:

GP-597

We really do need the Legacy Highway. Anyone who has driven on I-15 during rush hour couldn't argue that point. Many people say that the solution to the problem is better mass transit. Well, the truth of the matter is that mass transit can't accommodate the needs of everyone. And whether we like it or not, not everyone wants to use mass transit. For me the bottom line is that we need more than one way in to and out of Salt Lake City. When there is an accident on the Freeway it totally shuts down the traffic. If there were a catastrophic disaster in Salt Lake, the residents need more than one way out of the city.

Sandy Burgoyne

Celebrate Yahoo!'s 10th Birthday!
Yahoo! Netrospective: 100 Moments of the Web
http://birthday.yahoo.com/netrospective/

Jennifer Bassett GP-598

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/8/2005 12:07 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Marvin Ellis

---[Address]---
1662 N Stayner Dr

---[City, State, Zip]---
Farmington, Ut 84025

---[Phone]---
801-628-1978

---[Fax]---
801-451-6008

---[E-mail]---
marvin@marvls.com

---[Project Comments]---
Legency Highway we need it. We are trapped in or out if Int. 15 goes down. There isn't a alternative out of this area when the freeway is shut down. The objections are not reasonable. The people who object don't live here or they are on the finges. It's sad to see a minority cause so much havic and go against the majority.

Jennifer Bassett GP-598

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/8/2005 12:02 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
LaRene Ellis

---[Address]---
1662 N Stayner Dr

---[City, State, Zip]---
Farmington, Ut 84025

---[Phone]---
801-628-1978

---[Fax]---
801-451-6008

---[E-mail]---
larene@marvls.com

---[Project Comments]---
Legency Highway

From: Grant R. Talbot [grtalbot@sisna.com] **Sent:** Mon 3/7/2005 11:53 AM
To: Legacy
Cc:
Subject: public comment
Attachments:

GP 599

I have always been a proponent of the Legacy Highway coupled with a light rail system of some sort for Davis County residents but with the events of the past weekend I'm even more adament that we need this highway, and soon. What if the chemical leak in South Salt Lake had occured just west of Centerville or another South Davis community and what if it was not on a Sunday but a weekday when motorists were travelling to or from work? To where would the traffic be diverted? The existing surface roads could not handle such numbers for an extended length of time. As a resident of South Davis County for almost fifty years I have witnessed the tremendous growth in I15 travel and have been inconvenienced on numerous occasions because of backup in traffic on that artery. It would be ideal if we could all car pool or use public transportation which I used when working, but as an example my husband's work requires him to have use of his automobile at all times and there are many out there with the same situation. The environmentalists' argument is that another highway would cause greater population growth in our area thus causing greater air pollution and endangerment of wetlands, etc. I have news for them. The people have already come and do the environmentalists not realize what impact that such stalling of traffic can do to our air quality? And as I understand it, if the Legacy plan is carried out there will be an even greater area set aside for wetlands than there is now. Right now the opponents to this highway have not put forth any arguments that could persuade me not to support the building of the Legacy Highway.

Sincerely,

Vivian L. Talbot, Centerville Resident

Jennifer Bassett

GP-600

From: Eileen Knighton [eileen@co.davis.ut.us] **Sent:** Tue 3/8/2005 10:53 AM
To: Legacy
Cc:
Subject: build it!
Attachments:

As a police officer/paramedic and citizen of Davis county, I have many reasons for wanting the Legacy Highway to be built. Having only one major transportation corridor through the area is a disaster waiting to happen. whether we need to evacuate, divert traffic, or just meet the demands of growth, this highway must be built. I agree other options should be included such as light rail. But we should not have to suffer because Rocky Anderson hates Mormons.

I have seen what the diverted traffic does to the surface streets. I worry that we will have a major auto/ped or other traffic accident because the surface streets are not made to handle the volume of traffic they must when the freeway is closed or even partially closed.

I have a friend who is a wildlife officer. I asked him what the impact would be on the marsh lands. He is a huge protector of wildlife and marshlands. He believes we will be better off with Legacy. More land will be set aside as marshlands.

It's time to take a stand and MAKE THIS HAPPEN!

E. Knighton

From: Dixon Davis [ddavis@davisfp.com]
To: Legacy
Cc:
Subject: Support for Legacy
Attachments:

Sent: Mon 3/7/2005 12:08 PM

GP 601

I would like to voice my support for the Legacy Parkway project.
Enough wasting money. We, the majority of residents want this to happen!
Thank you for your time.

Dixon Davis
Administrator
Davis Family Physicians
801-773-7232

Jennifer Bassett

GP-602

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Tue 3/8/2005 10:30 AM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
David

---[Address]---
Gilmore

---[City, State, Zip]---
Kaysville, UT, 84037

---[Phone]---
801.544.2325

---[Fax]---

---[E-mail]---
dggirish@networld.com

---[Project Comments]---
This project NEEDS to be built. It will be built. Please don't waste any more time, which means more money, waiting for the self centered groups and individuals to come up with more excuses to not build it. I agree that other mass transit needs to be a part of the solution, but it does not have to come first just to satisfy a few giant egos. Please get this going as soon as possible. Thank you.

GP-603

Kimberly J. Stevens

From: Kimberly J. Stevens
To: Kimberly J. Stevens
Cc:
Subject: FW: CLHD measures to minimize harm
Attachments:

Sent: Tue 3/8/2005 11:34 AM

-----Original Message-----
From: Berna, Jeffrey
Sent: Tuesday, March 08, 2005 11:01 AM
To: Punske, Gregory
Subject: FW: CLHD measures to minimize harm

Greg,

As part of my ongoing coordination with the CLHD, Mr. Greenhalgh asked the following question regardi BRT. Could you please be sure to add his question to the public record and have UDOT address his comment.

thanks.

-----Original Message-----
From: Chadwick.Greenhalgh@eurorscg.com [mailto:Chadwick.Greenhalgh@eurorscg.com]
Sent: Thursday, January 20, 2005 5:45 PM
To: Berna, Jeffrey
Subject: RE: CLHD measures to minimize harm

Jeff -
Thanks for the update, and yes, I'm sure that the Clark Lane Historic District will be thrilled with the effort you are taking.
Personally, I really appreciate it.

As a suggestion, UDOT, Farmington City, the Wasatch Front Regional Council, and Horrocks Engineers ought to all get together soon to discuss the design of this new overpass. The Wasatch Front Regional Council wants to run Bus Rapid Transit (BRT) over it. Farmington City would like Horrocks Engineers to design some ways to move traffic from the overpass to the frontage road. One preliminary idea we discu last night at the BRT open house was to bring the grade of the frontage road up to meet the overpass, ar putting an intersection there.

At any rate, it sounds like all those groups ought to talk before we spend too much money on the design engineering of the new structure.

Just a heads up.
Thanks again for all you're doing.
Chadwick.

Chadwick Greenhalgh
VP, Strategic Services
Euro RSCG 4D
T 801.244.4341

GP-604

From: Don Hutcheson [he84bs@hotmail.com]
To: Legacy
Cc:
Subject: Public Comment for the Legacy Highway
Attachments:

Sent: Fri 3/4/2005 12:26 PM

To the Utah Department of Transportation, The Federal Highway Administration, The U.S. Army Corps of Engineers, et al.

I speak in favor of a new divided highway through Davis County, Utah.

The "Legacy Highway", as it has been called, is long overdue and should have been built 30 years ago. It needs to be an alternative to the existing North/South Interstate highway, I-15, meaning that it should be able to carry the same volume as I-15. Legacy Highway cannot be just a 2-lane road. Other than I-15, there are no continuous 4-lane roads though Davis County. West of I-15, the next north/south highway of any width is 200 miles away.

All objections to the building of the Legacy Highway should be able to be equitably and expeditiously resolved. There appears to be an organized group with deep pockets who has sought to subvert the will and needs of the people through harassment suits over a long period of time. Since they seem unwilling to resolve differences, one can only conclude that they have ulterior motives. They gain their support (especially among out-of-staters having incomplete knowledge of the facts) through misrepresentations and propaganda, rather than sound argument. Once the present issues have been resolved to the satisfaction of the court, the opponents will invent new "issues in need of further review".

Much of the current round of objection revolves around "alternatives", such as a high speed passenger rail service. Passenger rail in a metropolitan area as populous as this is is long overdue. Whenever I am in large metropolitan areas, I take the "Metros". However, a large proportion of the traffic on I-15 is interstate truckers. Would the opponents have the truckers park their trucks and take the Metro?

Some say the freeway would induce development. My answer is, development is already there, and if you don't move soon, it will be very expensive to build through the developed areas.

Or maybe some of the obstructionists might like to drive with a young mother who gets stuck in traffic on the interstate for 3 hours with two crying toddlers in car seats, because the interstate is blocked, and the local streets are jammed with traffic from the overflow.

As far as impact on wildlife, state of Utah officials make the argument that the new freeway would protect, rather than hurt, wildlife on the lake, and I tend to accept that.

I say, be decisive and build the road. There is a high cost of waiting.

Regards,

Donald Howard Hutcheson, 720 East 100 South, Bountiful, UT 84010

GP-605

From: Winslow HURST [WHURST1@weber.edu]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Fri 3/4/2005 1:11 PM

Dear Corps of Engineers,

I'm an elected member of the Layton City Council and I'm thus tasked with the responsibility to contribute to the health, safety, and welfare of the citizens of our fair city. Accordingly, I strongly urge you to approve the Legacy Highway project. Many of our Layton residents utilize the north/south corridor for the purpose of going to and from work, or to enjoy the cultural and recreational events available only in Salt Lake City. It is detrimental to their health and safety, as well as detrimental to the environment, for them to sit in stop and go traffic on a daily basis. And, whenever there is an accident on I-15 that closes that highway - such as the recent event with the propane tanker - the safety risks to our citizens increase exponentially. It just makes common sense to have another route for traffic. The extension of Redwood Road is simply not a viable substitute for the Legacy project.

Winslow Hurst
Layton, UT

GP-606

Kent G. Butterfield
1755 Earnshaw Lane
Salt Lake City UT 84116

February 23, 2005

Gregory Punske, Environmental Program Manager
FHWA – Utah Division
2520 W 4700 South Ste. 9A
Salt Lake City UT 84118

Dear Mr. Punske,

I am writing to urge you to give full consideration of the Citizens Smart Growth Alternative because I feel that it is a better transportation solution than the Legacy Parkway. As I see it, the CSGA will:

- Greatly reduce the loss of valuable wetlands.
- Meet future travel needs with a higher emphasis on mass transit.
- Promote a better quality of life with more transit friendly development patterns, better long-term air quality, and open space preservation.

As a truck driver, I travel the I-15 corridor on a regular basis. During the peak travel periods, the majority of vehicles bear one occupant. Unless we convince the public to utilize mass transit and car pooling, Legacy Parkway will soon be over capacity and the public will require yet another highway. Implementing the CSGA will go a long way toward encouraging smart commuting, will save badly needed highway funds, and ensure better long-term air quality.

Sincerely,

Kent G. Butterfield

Kent G. Butterfield

GP-607 3.9.05 bSB

FEBRUARY 24, 2005

GREGORY PUNSKE
FEDERAL HIGHWAY ADMINISTRATION
2520 WEST 4700 SOUTH
SALT LAKE CITY, UT 84118-1847

DEAR MR. PUNSKE:

I AM WRITING CONCERNING THE LEGACY HIGHWAY CONTROVERSY.

WE DESPERATELY NEED THAT HIGHWAY! ALLYOU HAVE TO DO IS LISTEN TO THE TRAFFIC REPORT EVERY 10 MINUTES, EVERY DAY. THERE ARE ALWAYS ACCIDENTS, AND SLOW, HEAVY TRAFFIC, ESPECIALLY DURING THE RUSH HOUR. AS YOU MAY KNOW, THE ONLY ALTERNATIVE TO THE FREEWAY (4 LANES EACH DIRECTION, GOING 65-75 MPH) IS HIGHWAY 89 (1 LANE EACH DIRECTION, GOING 25-40 MPH). WIDENING REDWOOD ROAD JUST TO CENTERVILLE WILL NOT CORRECT THE PROBLEM, WHICH IS WHAT THE ENVIRONMENTALISTS SUGGEST. THERE IS SUCH A NARROW AREA FOR TRAFFIC IN DAVIS COUNTY, DUE TO THE LAKE AND THE MOUNTAINS. JUST LAST WEEK WE HAD THE FREEWAY CLOSED, FOR 6 HOURS, BOTH DIRECTIONS. DUE TO AN ACCIDENT. THERE IS NO PLACE TO GO! THIS IS MORE THAN INCONVENIENT. PEOPLE ARE LATE TO WORK, OR MISS WEDDINGS, MEETINGS, APPOINTMENTS, ETC. THERE ARE 10'S OF THOUSANDS OF PEOPLE WHO ARE AFFECTED. WE NEEDED THE LEGACY HIGHWAY YEARS AGO.

ARE BIRDS – WHO HAVE WINGS, AND CAN FLY SOMEWHERE ELSE – MORE IMPORTANT THAN 10'S OF THOUSANDS OF PEOPLE? WHY DO THE ENVIRONMENTALIST EXTREMISTS, LIKE MAYOR ANDERSON AND THE SIERRA CLUB, HAVE MORE POWER THAN ALL OF THESE TAXPAYERS? BECAUSE OF THEM WE ARE HAVING TO PAY MANY MILLIONS OF DOLLARS EXTRA, AND WE STILL DON'T HAVE OUR HIGHWAY. 1

I WANT TO TELL YOU A STORY ABOUT SOME BIRDS WHO NESTED IN MY YARD. THEY HAD A NEST IN A HUGE TREE FOR SEVERAL YEARS. I HAD TO CUT DOWN THE TREE. THE NEXT SPRING THEY FOUND A HOLE IN MY FASCIA AND NESTED THERE. I CLOSED UP THAT HOLE, AND THE NEXT SPRING THEY NESTED IN A HOLE IN MY CARPORT CEILING. I CLOSED THAT UP, AND THE FOLLOWING SPRING THEY NESTED IN MY BARBEQUE GRILL. THEY DID THIS FOR 2 YEARS. I FINALLY CLOSED THE ENDS OF THE GRILL, AND THEY FOUND SOMEPLACE ELSE TO NEST, AND ARE DOING JUST FINE. BIRDS CAN DO THAT.

THE PEOPLE OF DAVIS COUNTY DO NOT HAVE THAT LUXURY. THERE IS NOWHERE WE CAN GO TO GET TO WORK, DR. APPOINTMENTS, ETC. WE PAY PLENTY OF TAXES AND DESERVE TO HAVE A ROAD WHICH WILL TAKE US WHERE WE NEED TO GO.

WE HAVE BEEN TAXED FOR SEVERAL YEARS FOR LIGHT RAIL COMING TO DAVIS COUNTY. AS YET, THE ONLY PLACE OUR TAXES HAVE GONE IS TO PUT MORE LIGHT RAIL ALL OVER SALT LAKE VALLEY. THE PEOPLE IN SALT LAKE THINK THEY ARE THE ONLY PEOPLE WHO COUNT. THEY HAVEN'T BEEN CAUGHT IN THE TRAFFIC IN DAVIS COUNTY ALMOST EVERY DAY.

PLEASE, PLEASE DO EVERYTHING YOU CAN TO HELP US IN DAVIS COUNTY GET OUR LEGACY HIGHWAY! ALL OF THE JOBS, IN THE SALT LAKE AREA, ARE NOT IN DOWNTOWN SALT LAKE. BUSES AND LIGHT RAIL DO NOT GO EVERYWHERE WE NEED TO GO, PLUS THE TIME USED IN COMMUTING WOULD DOUBLE OR TRIPLE, IF WE USED BUSES AND LIGHT RAIL – WHICH WE DON'T HAVE YET. THANKS FOR YOUR CONSIDERATION TO ALL OF US WHO LIVE IN DAVIS COUNTY.

Sincerely,
Lorna H. Daniels

Lorna H. Daniels
935 E. 250 South
Kaysville, UT 84037

GP-608 RECEIVED FEB 23 2005

Of the three alternatives it seems that Alternative A would be the least intrusive. 1
They say that the road will impact 131 acres of cropland and 218 acres of pasture. The cropland and pasture is claimed to have very limited wildlife value. It seems that a little cropland and pasture have a lot of value to the wildlife that I have always known about. They also say that only 99 acres of wetland will be impacted and they will be replaced by 778 acres of mitigation wetland acres. I hope it isn't a smoke and mirrors show like the airport mitigation farce. They say they will put up a new fence to keep out trespassers and they will eliminate grazing also. Maybe I'm wrong, but grazing, at least on parts of it, will allow much more use of the land by ducks and geese, as well as pheasants. Just look at what happened out below Brigham City when the Feds took over and they stoppped grazing it out there. It is a neat looking marsh/upland area, but you never see any birds use it anymore. They even built some new ponds out there...to no avail. Geese especially need grazing to keep the tall grass in check and to expose new green shoots. The Legacy Highway will fence off a big chunk of land. It remains to be seen if it will be any more beneficial to wildlife than it already is. Or it may turn out to be a place where zoology students get to go out and count birds, but the regular folks will be denied access. 2 3

Jefre Hicks
2350 E. 2097 No
Layton, Utah 84040

GP-609

The Legacy Highway is nothing more than another opportunity for the States government to pat each other on the back for another huge project. How would DOT and the rest of our State government keep their ego's up if they werent constructing super highways?

Let me drop a couple of ideas here...

If you work in Salt Lake and dont like the slow commute...move to Salt lake.

We already have a rail system in place...utilize it. Whats the cost difference between retrofitting the railsystem (already built) and building a new freeway?

I'll tell you whats going to happen if they fence off and deny access to the "new wetlands" especially if they cut of grazing.

You will have a great little area for ducks and geese for a few years then it will become overgrown with frag and everything else and soon it will be another area not only inaccessable to humans but wildlife as well. Do these people think that all the birds need is water? We already have the lake...they need nesting and feeding habitat.

Hey rjefre your right on the money though, thats an eyeopener for you on how our state DNR thinks about waterfowl...crops and pasture land dont have any effect on them. Maybe Farmington Bay and Ogden Bay are experiments on feeding waterfowl frag. Take a look west of I-15 in Brigham where the state has their project and then look East where the cows graze in our field by Vulcraft. We have a ton more birds because the predators have no cover and the birds have access to the food and water.

This is only the first phase of the project...I want to see the plans for the proposed extension of the highway all the way to Brigham.

Kelly Reese

kelly@westernwingshooter.com

GP-610

From: Tavin [tavin@belsengetty.com] **Sent:** Mon 3/7/2005 1:54 PM
To: Legacy
Cc:
Subject: a point to consider
Attachments:

To whom it may concern:

We NEED Legacy, in a bad way. Having only one option when traveling north creates big problems when an accident occurs or someone is being pulled over by the UHP. The Environmentalists have a problem with Legacy, but we need to ask them if its worth having all those cars create massive amounts of extra emissions by the constant stopping and accelerating that occurs due to the lack of smooth traffic flow.
Thank you.

-Tavin Deru

tavinderu@hotmail.com

GP-611

From: johnandsara@netzero.com [johnandsara@netzero.com] **Sent:** Fri 3/4/2005 10:47 PM
To: Legacy
Cc:
Subject: Yes on Legacy Highway - resident's comment
Attachments:

To whom it may concern:

My name is John Margetts and I am in support of the Legacy Highway Project. I have lived in Davis County for most of my life and am currently a resident of Bountiful, Utah. It is my opinion (and the opinion of nearly all my neighbors) that we need to build this highway NOW and stop wasting time and taxpayer's money by stalling the project any longer.

I have three basic reasons for supporting the Legacy Highway project. First, it is the most effective way to relieve the I-15 traffic congestion I experience on a daily basis. Second, it will provide another northbound route out of the Salt Lake Valley in the case of an emergency or natural disaster. Finally, the highway will serve as a barrier of westward expansion into the Great Salt Lake wetlands.

As a resident of Davis County, I am concerned with reports that a very small, but vocal, minority oppose the project. Further, I have met and seen opponents to the highway who do not even live in Davis County. I simply ask that those who decide the fate of the Legacy Highway weigh the opinions of myself and my neighbors as more valuable than those who come from outside our county and state. After all, my neighbors and I are the ones who will have to live with the consequences of this project.

For the benefit of all residents of Davis County, the Legacy Highway needs to be built. It will ease congestion along I-15, provide an alternative route out of Salt Lake City in the event of a disaster, and stop westward expansion into the natural wetlands of the Great Salt Lake. Let's stop wasting time and money and build the road.

Urgently,

John Margetts
Bountiful, Davis County, Utah

GP-612

From: Lesha Reese [lesha@singlepoint.net] **Sent:** Sat 3/5/2005 4:32 PM
To: Legacy
Cc:
Subject: Comments On Legacy Parkway
Attachments:

To Whom It May Concern:

I have been a citizen of Bountiful the majority of my life, with the exception of 18 months. I drive, every work day to Salt Lake County for my job. Specifically, the last eight years, I have worked in or around the West Valley City area. Because I have actually driven from Davis County to Salt Lake County for the last eight years, I believe I can consider myself somewhat of an expert on the current conditions of the roads and what alternatives may do for our commute.

I fully support the Legacy Parkway. We are in great need of an alternative major route through Davis County. Our freeway's capacity is far behind our population and it will continue to be this way until there is an alternative path designed. I have heard all the talk about the wetlands and the birds and everythings else and quite honestly, I am offended by it. This much needed road has been held up because of those reasons, yet I have not seen ANY controversy over the houses being built further and further up the side of the mountain. It is absolutely hypocritical. Those people can afford large houses, paying large amounts of taxes, so it's ok to destroys the habitats of animals that typically live on the mountain. That is not right.

The alternatives to the Legacy are ridiculous. Salt Lake City has not been designed in a way that all jobs are central to downtown. You have large corporate parks out by the airport, West Valley City, South Jordan, Sandy, Riverton, etc. Public transportation is not going to help that. Even if light rail or something similar was offered through Davis County, it would take hours for a resident of Bountiful to get downtown, then change to another route that will take them out west. It just isn't logical. My 10 hour workday would then turn into a 12 hour + workday to add for the poor transportation opportunites.

If the Legacy Parkway is not built, people looking to Utah as a place of residence will be turned off because they will see that we cannot keep up with our population and this friendly state has instead determined that they will save the birds rather than inviting in new neighbors. That's ridiculous.

People that have not lived in Davis County in the last 5 years have no right to even speak about this issue. If Rocky Anderson, for example, had to make the drive every day that we do, his opinion would probably change. So, when looking for answers and real solutions, ask the residents, ask the people who are on those roads every day.

Sincerely,

Lesha Reese
Davis County Resident

GP-613

From: KaySmed@aol.com [KaySmed@aol.com] **Sent:** Sat 3/5/2005 6:44 PM
To: Legacy
Cc:
Subject: Legacy highway
Attachments:

I feel we need the Legacy Highway and we need it now.

Kay Smedley
192 N. 600 E.
Bountiful, Utah

GP-614

From: rebeccathompson@comcast.net [rebeccathompson@comcast.net] **Sent:** Sat 3/5/2005 7:06 PM
To: Legacy
Cc:
Subject: Legacy Highway Comment
Attachments:

To Whom It May Concern:

In comment regarding the Legacy Highway... As a citizen of Davis County, Utah for almost 40 years, I have firsthand seen the tremendous population growth that has occurred in this area. The Legacy Highway is a highly needed road that will meet the needs of South Davis County in a manner far greater than any other proposal (including commuter rail and other forms of mass transit).

Why is the State of Utah allowing opinions of individuals and groups who don't live in the area – who don't even live in the state – to dictate the construction of the Legacy Highway?

It is my opinion – and that of many many others – that there should be a statute in the law for the State of Utah which will require <u>any</u> outside voices to pay all legal fees and other costs incurred in any argument against the growth and development decisions made by the citizens of this state. Building the Legacy Highway is a responsible decision that will have minimal impact on the environment – and in fact works to protect the wetlands from further development encroachment. This law should be put in place to govern, in particular, cases dealing with transportation development.

Thank you,

Rebecca A. Thompson

Bud M. Thompson

Bountiful, Utah

GP-615

From: Angie Munson [coolnanna@juno.com]
To: Legacy
Cc:
Subject: re:Legacy highway
Attachments:

Sent: Sat 3/5/2005 1:05 PM

Dear Sir or Madam

There is a deffinate need for the Legacy Highway, even if we are able to have Trax! We need to provide for the future, while preserving wetlands, which is what the Legacy Highway accomplishes. They have already cleaned up and improved the wet lands in that area in preparation for the highway, if necessary we can put limits on where they can build and put in rest stops or Service Stations and still preserve
this area.

We need to stop wasting the tax payers money and move ahead on this project. Those who oppose it do not for the most part live in this area, and should not be able to stop our progress. Also those who oppose it should have to refund all of the money to the tax payers that they have wasted fighting this in the past. If Rocky Anderson doesn't want the unwashed nothern Utahn's in Salt Lake City, he shouldn't be Mayor where he is constantly asking for our support and money to attend SLC's events. He also should not be receiving tax moneys that come from the north and are used to improve SLC.

Sincerely
Angelena S Munson
Lindsey Munson

GP-616

From: Fred Whitlock [whitlockbw@hotmail.com]
To: Legacy; nwarburton@desnews.com
Cc:
Subject: comment
Attachments:

Sent: Sat 3/5/2005 9:37 PM

My husband and I are residents in Farmington. We have lived here ten years and own our home.

Our opinion is this: We read the March 1 article about an alternative plane that is cheaper and smaller and better all the way around.....copied after a Pennsylvania plan that has worked out wonderfully there and could do so here. Extension of Redwood Road up through Davis County (widened perhaps), and construction of bus-rapid transit and a commuter rail (takes less room and would save all those automobiles traveling back and forth daily).

Thanks for allowing us to express our opinion on this very important issue.

Betty and Woody Whitlock
294 East 200 South
Farmington, UT 84025

Kimberly J. Stevens GP-617

From: LaDawn Lennartz [ladawn@netstile.com] **Sent:** Sun 3/6/2005 9:12 AM
To: Legacy
Cc:
Subject:
Attachments:

I would like to express my position on the Legacy Highway. I am highly in favor of it, and as soon as possible. I have been stuck several times in the parking lot that Davis County becomes when the freeway is closed down, and it has taken me four hours to get from Bountiful to Farmington, where I live, which usually takes 15 minutes. We were wondering at those times what we would do if we had to get to a hospital quickly, because there was absolutely no way to move any faster, as all the roads were the same. It is a safety issue. We are back in the middle ages out here in Davis County as far as transportation goes. I get so angry with all the delays caused by people who don't live here. Let's get it done!!!!!!!!!!
Thank you,
LaDawn Lennartz
342 East State Street
Farmington, Utah 84025

Kimberly J. Stevens GP-618

From: Mark West [Mark.West@octanner.com] **Sent:** Fri 3/4/2005 1:33 PM
To: Legacy
Cc:
Subject: A vote in favor of The Legacy Parkway
Attachments:

I am in my mid forties and have lived in Utah my entire life.

Over the years the traffic has gotten much worst going through the corridor between Lagoon and Salt Lake City. The freeways are busy all of the time, but when an accident or disaster takes place it is total GRIDLOCK. There are no other good alternate routes from Lagoon to Salt Lake City.

My frustration is that the MINORITY GROUP "The Sierra Club" and ONE MAN "Mr. RockyAnderson" have been successful in blocking the construction of the Legacy Highway, a much needed alternative roadway between the narrow neck of land from Lagoon to Salt Lake City. This highway is badly needed. That is not to say that other forms of transportation should not be looked into, but not at the expense of making something happen right now.

I am firmly in favor of the Legacy Highway.

I am really frustrated that minority factions carry more weight in the approval process than the major of the people. I have met very few people that are not for the Legacy Highway. The silent majority may not be as vocal as these minority groups, but our desires should carry more weight and importance.

I am writing to let you know how I feel. I am not sure where to send my comments. PLEASE NOTE THAT I AM IN FAVOR OF HAVING THE LEGACY HIGHWAY BUILT AS SOON AS POSSIBLE.

Thank You

Mark West 263 East Monticello Drive Kaysville, Utah 84037

Kimberly J. Stevens GP-619

From: k9katie@frontiernet.net [k9katie@frontiernet.net] **Sent:** Fri 3/4/2005 2:11 PM
To: Legacy
Cc:
Subject: Comments
Attachments:

To Whom It May Concern:

Although I live in southern Utah, I must travel north to visit my aging mother in Salt Lake City once a month. I am APPALLED at the condition of the air that I must breathe when I'm up there!

I understand that something must be done to improve transportation in the Salt Lake Valley and both north and south of the city. But instead of trying to accommodate more and more traffic by building more and more highways -- such as the "Legacy Highway," we should be looking into more convenient choices of transportation such as light rail. I can even envision a light rail extending south to both the St. Geaorge area and to Moab some day--and I and many of my acquaintances would utilize it. So why is the vision of the people "in charge" of transportation so short-sighted?

The GREAT Salt Lake, the Bear River Estuary, and the wetlands along the lakeshore are valuable for wildlife and also for those of us who choose to see the beauty and uniqueness of these Utah treasures. We should be finding ways to keep vehicle pollutants FURTHER AWAY from these places rather than putting them in further jeopardy. Be very careful, or the "legacy" we leave to our children may be a very negative one.

Please choose the smart growth alternative and put transit FIRST!

Thank you for the opportunity to comment,

Kathleen Juenger
2725 Old City Park Road
Moab, Utah 84532

GP-620

From: Christine Helfrich [christine.helfrich@hci.utah.edu] **Sent:** Fri 3/4/2005 2:46 PM
To: Legacy
Cc:
Subject: Comment on Legacy Highway
Attachments:

I am currently a resident of Salt Lake County but I grew up in Layton. As a school age child I commuted to Salt Lake from Layton every day to attend school at Rowland Hall. My father owned a wholesale floral shop in Salt Lake City and he drove me to school everyday until I was old enough to take the Lakeshore Bus. It was long commute on the old highway (pre I-15) and we always allowed extra time for icy roads or fog in the Farmington/Lagoon area. Having more than one vehicle in the family was a luxury in the 50's and we always picked a couple of passengers to car pool with us. My mother who worked at Hill Air Force was fortunate enough to have her own car, but she too would pick up other passengers who needed transportation to the Base.

In the 50's it was accepted that if you had to commute long distances to work you needed to car pool or take a bus. My grandmother used to speak fondly of the Bamberger Railroad and how much fun it was to take the train from Layton to Saltair for dances. We lived in smaller houses and had fewer things but considered ourselves fortunate.

Our affluence has blinded us to the consequences of our choices. Sprawl has wiped out most of the fruit orchards and farms of Davis County. Logan, of all places, now has toxic air pollution. From my workspace at the University of Utah I can see the brown skid mark that hovers over I-15 year round. My daughter and grandson suffer from asthma and I am concerned about the increase in cancer in our state.

We are no longer a small rural community. With our population growth we have to accept the change in lifestyle as other large metropolitan areas have. Our priority must be mass transit, not more highways. I lived in southern Indiana for 12 years and individuals who commuted from another county or state (Kentucky) had to pay a commuter tax to the county they worked in. I think a similar tax here should be considered.

Christine B. Helfrich
4537 S. Parkhill Drive
Salt Lake City, Utah 84124
Ph# 801-273-0087

Huntsman Cancer Institute wishes to promote open communication while protecting confidential and/or privileged information. If you have received this message in error, please inform the sender and delete all copies.

Kimberly J. Stevens GP-621

From: Ken Downs [kdowns@laytoncity.org] **Sent:** Fri 3/4/2005 3:15 PM
To: Legacy
Cc:
Subject: In my opinion, the Legacy Parkway Corridor makes perfect senseif it truly becomes the western bound
Attachments:

In my opinion, the Legacy Parkway Corridor makes perfect sense if it truly becomes the western boundary for development west of I-15. Something is needed. I feel two lanes each direction should be changed to three lanes with wide enough shoulders that a fourth could be added as needed. I strongly feel that the wildlife along that corridor will adapt to whatever they are given. Thank you for the opportunity to voice my opinion,

Respectfully,
Ken Downs
Kaysville, Utah

Kimberly J. Stevens GP-622

From: Udot Public Relations [SRWEBMAIL@utah.gov] **Sent:** Fri 3/4/2005 8:19 AM
To: Joe Walker
Cc:
Subject: 050304.C, legacy needed
Attachments:

>>> Ucon Website <udotweb@utah.gov> 3/3/2005 9:57:51 PM >>>
Name:: Terrell Bird
City and State of Residence:: Woods Cross, UT
Phone:: 292-1369
E-mail:: terrellbird@yahoo.com
Comments/Questions:: We need the Legacy highway so badly as shown by the 6 hour closing due the the accident a couple of weeks ago. It is not safe to have only one way in/out.
What is your overall impression of the Utah Department of Transportation?: Good

Kimberly J. Stevens

GP-623

From: Udot Public Relations [SRWEBMAIL@utah.gov]
Sent: Tue 3/1/2005 11:15 AM
To: Joe Walker
Cc:
Subject: 050301.B, Need for Legacy
Attachments:

>>> Ucon Website <udotweb@utah.gov> 3/1/2005 10:55:16 AM >>>
Name:: Beth Dayley
City and State of Residence:: Centerville
Phone:: 801-510-4425
E-mail:: bdayley@dsdmail.net
Comments/Questions:: I want to stress the need for the Legacy Highway. Mass transit is good and for 7 1/2 years I took the bus into downtown SLC to work, so I know it can work, but we need the Legacy Highway too. Whenever I drive on the freeway north of SLC, I see the many many cross-country trucks which use this freeway and it is vital to give them a way to bypass I-15 just as they do in Salt Lake County. Don't wait any longer to build an alternate route along I-15.
What is your overall impression of the Utah Department of Transportation?: Good

GP-624

From: R.Wright@rubeng.com [R.Wright@rubeng.com]
Sent: Fri 3/4/2005 5:00 PM
To: Legacy
Cc:
Subject: Comments
Attachments:

I have been driving "I-15" from Davis County to Salt Lake County daily for the last 15 years. Even with the extra lanes which were added and greatly appreciated and the buses to help reduce the load, there are times when the commute is outrageous. Having the Legacy Parkway will give DOT additional resources to control traffic during "High Peak Times" Accident Situations" and possibly limiting certain type of vehicles during certain times of the day.

Legacy Parkway must be built "Now for our Future"

Ron Wright
Regional Sales Manager
Weir Rubber Engineering
PO Box 209 SLC Utah 84110-0209
T: 801-530-7834
C: 801-580-2886
F: 801-261-5587
E: r.wright@rubeng.com
W: www.rubeng.com

The information contained in this email (including any attachments) is confidential, subject to copyright and for the use of the intended recipient only. If you are not the intended recipient please delete this message after notifying the sender. Unauthorized retention, alteration or distribution of this email is forbidden and may be actionable. Attachments are opened at your own risk and you are advised to scan incoming email for viruses before opening any attached files. We give no guarantee that any communication is virus-free and accept no responsibility for virus contamination or other system loss or damage of any kind.

GP-625

From: Bud Stanford [budstanford@comcast.net]
Sent: Fri 3/4/2005 5:40 PM
To: Legacy
Cc:
Subject: Legacy highway
Attachments:

The Legacy Highway is a must for the State of Utah. There is only one highway between Salt Lake County and Davis County. A minor disruption such as an accident or even a snow storm will halt traffic. Interstate commerce is also affected with truckers unable to travel. Tourism is affected with out of area travellers. The cost will only go up if delayed any more. I realize out of area envionmental groups have filed court cases, their reasoning is just silly. Their tactics are to delay and hope we will forget, we won't. The highway must go through and the sooner the better. We as Davis County residents are a major tax paying group of citizens, the time is now for us to get another road. Bud Stanford

GP-626

From: Harold and Erma Jean Hancey [hancey@ishway.com]
Sent: Fri 3/4/2005 12:16 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Yes, we want legacy to be built. We live in Bountiful and we need the highway built to relieve the pressure on I -15 . If a major accident occurs on I -15, there is no major access between Salt Lake City and Ogden. Why should an organization from outside Utah dictate what the citizens of Utah can build.

GP-627

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb 28, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Cindi Techmeyer Title (if applicable):
Telephone: (801) 773-9658 Fax: NA
Organization/Business (if applicable): Email: NA
Address: 2188 W. 300 N
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I work right here in Davis County two miles from my home, so I am doing my ~~bit to keep~~ from fouling up the environment. I have lived in Davis County for 27 years and have always been in support of a major highway (from Nephi to Tremonton) which is west of I-15.

We must have an ~~alternate~~ alternate route for heavy truck traffic – that will make our communities safer.

Davis County has already grown – Legacy Highway is a response to growth. Traffic going 55-60 mph is much more environmentally healthy than the gridlock which we currently face. Thank you!

Cindi Techmeyer

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-628

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-1-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: HEATHER Hill Title (if applicable):
Telephone: 801-476-1797 Fax:
Organization/Business (if applicable): Email:
Address: 2425 BONNEVILLE TERR.
City: OGDEN State: UT Zip: 84403

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I THINK LIGHT RAIL IS MORE OF A PRIORITY. IT WOULD HELP SOLVE THE CONJESTION AND POLLUTION.

THEN.... WE NEED SOMETHING DONE NORTH OF OGDEN. THE ROAD IS SOOO BAD. IT IS HARD TO KEEP HOLD OF THE STEERING WHEEL.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-629

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/2/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: STEVEN L. FLINT Title (if applicable): N/A
Telephone: 801-776-5917 Fax: CELL: 686-3243
Organization/Business (if applicable): N/A Email: steveflint@aol.com
Address: 345 N. 3650 W.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

As one of the commuters each day, I am seeing and feeling the need for alternate routes to SLC. Mass transit is a great Idea for those who work in down town SLC, However there are those of us who work in WVC and the International Center West of the Airport. We have no choice but to drive. Many of us do car pool, but we need the Legacy Hwy now. What will the future be? I spent an extra 25 minutes on the freeway (I-15) this morning stopped in traffic for an accident in Bountiful. Lets do what we need to do to stop Rocky & friends and get this project back on track!!! 1

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-630

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 1, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kathy Byers Title (if applicable):
Telephone: 801-481-4837 Fax: 801-481-4920
Organization/Business (if applicable): Email:
Address: 525 E Sherman
City: SLC State: UT Zip: 84105

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I object to building the Legacy "Highway", not "Parkway" Project. I have for many years & for many reasons. Some of which are: the Great Salt Lake is one of the major worlds' nesting & migration paths for hundreds of birds and waterfowl. This process has been going on for thousands of years. We must allow the Wetlands to stay and this natural process to continue. Secondly, there are better ways of transportation than using cars & building additional highways. 1

For the cities in Davis County - Tray is a wonderful option & also widing roads that allready exist. Please dont turn our state into cement & asphalt - not when better, safer, cleaner ways of transportation exist. 2

thank you, Kathy Byers

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-631

3/1/05

Diana Guay,
1738 E 2700 So
SL City School Dist

SLC UT 84106 481-4837

I'm against it. Use existing roads.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-632

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Levita Durrant
Phone #: None Given
Date: 3/3/05
Time: 11:41 a.m.

I would like to leave my comment for the Legacy Highway proposal. I am a Davis County resident and I have lived here over 20 years. I also live with my backyard on the back of the freeway and have observed numerous times when the freeway is so backed up that people just do not go anywhere as a result of an accident and then when that happens our road and communities are so crowded you cannot hardly get from your home to a local grocery store without it taking 20 minutes or twice as long as it usually takes. I am very much in favor of having Legacy Highway as an alternate source of transportation. My name is Levita Durrant and I live in Kaysville, Utah.

GP-633

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Roger Bean
Phone #: None Given
Date: 3/4/05
Time: 11:02 a.m.

My name is Roger Bean and I live in Layton. My comment on the Legacy Highway is that the opponents are all a little bit slow in the head. They acknowledge that the highway will be needed sooner or later. They want it to be later so it will cost twice as much by the time it is built and they have been obstructive at every turn and we have needed the highway now for the last eight years and it is high time it got built and we ought to stop listening to the radical environmental bubble heads and get busy and get the highway built. Thank you.

GP-634

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Oscar Blanco
Phone #: None Given
Date: 3/4/05
Time: 4:01 p.m.

My name is Oscar Blanco. I am a resident of Davis County. I believe the Legacy Highway should be constructed and finished as quickly as possible. Traffic on Main Street in Centerville is very, very heavy now and if anything happens on I-15 to cause traffic to be routed through Main Street in Centerville becomes extremely heavy and very, very slow and consequently added routes or traffic traveling North and South should be reduced by construction of the Legacy Highway. So I vote for Legacy Highway to be done as quickly as possible. Thank you.

GP-635

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Carolyn Baughman
Phone #: 294-0269
Date: 3/4/05
Time: 4:04 p.m.

My name is Carolyn Baughman. B-A-U-G-H-M-A-N. 294-0269. I am for the Legacy Highway. Thank you.

GP-636

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Connie Collins
Phone #: 298-5343
Date: 3/4/05
Time: 4:23 p.m.

Hi, my name is Connie Collins and I live at 3613 Corination Way in Bountiful, Utah. I have been a resident here for about 23 years, originally from Ogden. Recently my father-in-law passed away in Ogden and it necessitated many, many trips back and forth as he was ill during the last few months and I just could not believe the traffic that has accumulated over the years and just felt so greatly the need that Legacy needs to be built. Very concerned about accidents that happen that shut down either the freeway or Highway 89 and just because I have recently been on the road much more often I really want to put my support behind the building of that Legacy Highway. Again, this is Connie Collins, telephone number 298-5343 in Bountiful. Thank you.

GP-637

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Ellen Warner
Phone #: None Given
Date: 3/4/05
Time: 8:50 a.m.

Good morning. Ellen Warner calling. I am very anxious for the Legacy Highway to go ahead. We live in Bountiful and the traffic is so tied up if there is an accident on the freeway. We need alternate routes and we hope that it goes through. Thank you very much.

GP-638

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/5/05
Time: 11:41 a.m.

I am just calling in support of the Legacy Highway even though I don't live in the North part of Davis County anymore I used to and know the severe traffic problems that go on in that area. Public transportation is a great supplement and would be a great supplement to that area but is not going to be a total solution. The Legacy Highway is essential to helping to solve some of the traffic problems in that area and public transportation would be another way of helping to solve those problems. I think if those people who do not support the Highway would spend a month in traveling back and forth and being caught up in some of the traffic that goes on they would change their tunes also. Thank you.

GP-639

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/5/05
Time: 11:45 a.m.

Yes, I wanted to present some comments regarding the Legacy Highway. We moved back here again after being away for about 30 years and living in many parts of the country and were are amazed at the attitude of not wanting to have another highway up through the valley. There's quite a bottleneck if you just have one freeway and growth is going to happen no matter what the highway won't cause growth and to ignore it is like an ostrich with it's head in the sand…it's going to happen. So we do need another highway and I know the public transportation will be helpful too, but that will not do the job by itself. We really need to go forward with having another route north and south through the Salt Lake Valley area. Thank you.

GP-640

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/5/05
Time: 11:09 a.m.

I am for the Legacy Highway. It's too crowded on the other roads and we need another road. Please get it.

GP-641

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Jerry Jordan
Phone #: None Given
Date: 3/7/05
Time: 9:03 a.m.

Hi, Jerry Jordan calling from Bountiful. I'd just like to say how much I feel that we do need the Legacy Highway and I'd like my vote to be included with everyone else. Thank you.

GP-642

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Jerry Willey
Phone #: None Given
Date: 3/7/05
Time: 11:54 a.m.

Hi, this is Jerry Willey. I am a resident of Davis County, I have grown up here all my life and I have also have moved around the country and I think it's a sad commentary that we have such a situation were we don't only have one road in and out of Davis County. Even a subdivision needs two roads by law in cause of an emergency. We have one main access we need the Legacy Highway desperately for several reasons. Number one to expedite traffic, but number two in case we had an emergency or an accident or a chemical spill so that we would be able to allow people to get in and out of Davis County. There's a desperate need and it's time we listened to the citizens and not to a few radical environmentalist. Thank you.

GP-643

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/7/05
Time: 2:10 p.m.

We desperately need the Legacy Road in Davis County. Thank you. 1

GP-644

March 1, 2005

Travis O. Larsen
P.O. Box 616
Ogden, UT 84402

Brooks Carter
US Army Corps of Engineers
1403 South 600 West
Woods Cross, UT 84010

Mr Carter:

I am a resident of Weber County and I commute daily to Salt Lake for work. Like many, I am frustrated with the congestion on the current freeway system, but I feel like the legacy higway is a short-term and short-sighted solution. A new freeway will open up hundreds of acres of land for new development, creating more traffic and even more congestion. All of this traffic leads to other problems, especially air pollution. Please consider the following points: 1

- The least damaging alternative for transportation through the Davis County corridor has not been presented. UDOT is only seriously considering a road.
- New roads in open areas facilitate low-density sprawl that induces traffic. Instead of reducing congestion, roads cause the congestion that fills them. 2
- Building a convenient, high-speed mass transit system along with non-sprawl development IS the least damaging alternative.

The air quality is so bad some days that it makes me feel sick, and my wife has sever allergies during the winter months because of it. I am worried that additional freeways and additional traffic will continue to make the air quality, and long-term quality of life worse for many Wasatch-Front residents. There are better alternatives - do not permit the Legacy Highway!

Sincerely,

Travis O. Larsen

GP-645

Jennifer Bassett

From: Garr Ovard [govard@utah.gov] **Sent:** Tue 3/8/2005 3:07 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I was listening on the radio when then Governor Leavitt announced the Legacy Highway, as I recall he said that it had two specific purposes that we needed to address now, for our children's future:

1. Provide an alternative route to I-15 in the event I-15 became blocked due to weather, traffic, accidents, etc.

No such route currently exists.

2. As much as possible separate the dangerous, heavy commercial vehicles passing through our state from the smaller private passenger vehicles to enhance the safety of the motoring public. Legacy was intended to put the bulk of those vehicles just passing through our state on a roadway separate from the average citizen driving down the road for personal purposes. That intended separation was the selling point for me of the viability and absolute necessity of the entire Legacy Highway project. Nothing is more important that the protection of the lives and safety of those who travel the roads of our state.

All the opponents of Legacy Highway have ignored the planned safety component of Legacy Highway. There are no instances where the occupants of private passenger vehicles have come out ahead when they are involved in traffic accidents with much heavier commercial interstate semi tractor trailers. It defies logic to think otherwise. Commercial truck traffic will continue to increase as the state grows, and there is no process in place to shift that commercial traffic off of our roadways and away from the traveling public other than the Legacy Highway.

Even if the opponents of this much needed roadway had their way, given current traffic growth estimates, and even if significant numbers of travelers were shifted into mass transportation options, commuter rail, UTA busses, whatever - we would still end up in the end with that increasingly dangerous mix of heavy trucks and much smaller passenger vehicles. We would still be without a plan to separate as many of them as we could and to lessen the risk of serious injury and loss of life on our highways that results when they collide.

Until the opponents of Legacy can come up with a viable solution to this safety issue, I am fully supporting the state's plan to build this necessary stretch of road.

Garr Ovard

GP-646

LAW OFFICE OF

F MARK HANSEN, P.C.

ADMITTED TO PRACTICE IN UTAH ARIZONA COLORADO NEVADA & IDAHO

431 NORTH 1300 WEST
SALT LAKE CITY UTAH 84116
TELEPHONE (801) 517 3530
FACSIMILE (801) 517 3528
EMAIL fmhlaw@comcast net

March 21, 2005

COMMENT ON DRAFT SUPPLEMENTAL ENVIRONMENT IMPACT STATEMENT/REEVALUATION AND DRAFT SECTION 4(f), 6(f) EVALUATION FOR LEGACY PARKWAY

RECEIVED
MAR 21 2005
BY: NK

Utah Regulatory Office
U S Army Corps of Engineers
ATTN Legacy Parkway Project
533 West 2600 South, Suite 150
Bountiful, Utah 84010

Ladies and gentlemen

I represent Coalt, Inc , who owns an approximately 256 acre parcel immediately west of Redwood Road at approximately 500 - 600 South in Davis County Utah Department of Transportation has a pending lawsuit to condemn approximately 114 acres of Coalt's parcel, of which 50 acres would be used for the Legacy Parkway right-of-way including the 500 South interchange, and 64 acres for the Legacy Nature Preserve

The SEIS, as did the FEIS, describes some 40 acres of the land to be condemned as jurisdictional wetlands This includes the areas designated D-WM-187, D-WM-190, LS-4, and S-11 A map of the affected area is attached

Coalt and its predecessors have used the property for over sixty years to graze cattle and horses, and for feed crops People familiar with the property have stated repeatedly that the areas in question are not and have never been wetlands Parts of the property were flood-irrigated by turning water into the fields After the growing season was over, part of the area designated S-11 was flooded to create dock ponds during the autumn hunting season The irrigation water originated from points on other property owned by Coalt east of Redwood Road Since UDOT took occupancy in or about January of 2002, the portions UDOT seeks to condemn for the Legacy project have not been irrigated 1

To confirm its own familiarity with the non-wetlands character of the property, Coalt retained a professional wetlands consultant, Frontier Corporation USA, to review the data UDOT had submitted to the COE for wetlands designation Frontier's preliminary report to me is attached Frontier reports that UDOT did not appear to have made any attempt to distinguish irrigated farmland, on Coalt's property or anywhere else in the Legacy corridor, to determine the presence or absence of wetland hydrology UDOT even apparently admitted that with the method it used, "there is no way to accurately delineate and map the extent of the wetland" anywhere within the Legacy corridor UDOT also apparently did not use the proper method to determine wetland flora It appears that when any areas appeared questionable, UDOT simply called them wetlands 2 3

GP-646

GP-646

Using the database provided by the COE, consisting of the entire record UDOT submitted in support of its application for a 404 Permit, Frontier was unable to find any data sample points for the large areas designated as wetlands in LS-4 and S-11 It may well be that someone simply outlined areas that appeared different from surrounding areas on an aerial photograph 4

On February 5, 2005, Frontier accompanied Coalt on a site inspection of the property Frontier's preliminary observation was that there was little or no indication the areas UDOT had designated as wetlands exhibited wetland characteristics Most of the areas had no observable flora indicative of wetlands Frontier informs me it gave the COE a brief report of the site visit 5

Coalt has commissioned Frontier to conduct a wetlands delineation study of its property Frontier has installed a groundwater monitoring system consisting of about 35 piezometer equipped wells to collect groundwater data during the 2005 growing system During the same time frame Frontier will also test soil characteristics and evaluate plant growth in the area Coalt anticipates Frontier's analysis will confirm what its experience already shows, that little, if any, of the areas on Coalt's property UDOT characterized as wetland is actually wetland

The methodology UDOT used to delineate wetlands on Coalt's property is the same as that used throughout the Legacy Parkway and Legacy Nature Preserve footprints The principle "garbage in, garbage out" is appropriate The raw data supporting UDOT's delineation of wetlands on Coalt's property is fundamentally flawed It resulted in a wetlands delineation on Coalt's property that is grossly overstated Coalt respectfully suggests that the underlying data supporting the delineation of wetlands, and therefore the wetlands delineations themselves, throughout the entire Legacy project, are similarly flawed Page Summary-10 of the SEIS reports there are filled wetlands of 108 to 187 acres and indirectly affected wetlands of 539 to 1,0111 acres depending on the alternative The nature of the flaw in the underlyng data in all likelihood makes the wetlands delineations for the entire Legacy project grossly overstated The present overestimate of wetlands on Coalt's property has led UDOT to substantially undervalue Coalt's property for condemnation purposes In all likelihood, similar overestimates have skewed property values throughout the Legacy Corridor As a result, the wetlands, economic, and sociological portions of the SEIS are all affected, and could affect which alternative should be used 6 7

The issue was not raised in the litigation leading to the SEIS, because neither the plaintiffs nor the defendants had an interest in having the acreage of delineated wetlands reduced This ultimately affects not only Coalt's property, but the choice of alignment for the Legacy Parkway, and the size and possibly location of the nature preserve UDOT proposes to mitigate impacts Unless and until the COE requires a more rigorous wetlands study, any EIS based on the existing data is inadequate, and any resulting 404 permit would be subject to further legal challenge 8

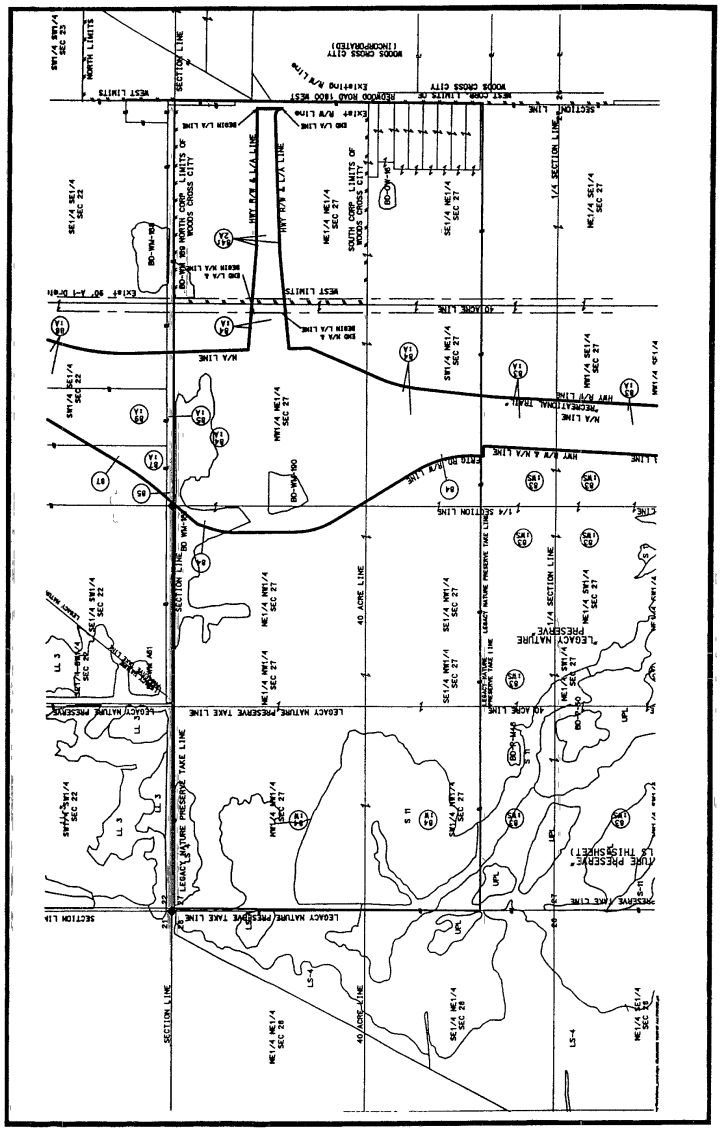
Therefore, Coalt respectfully requests that the COE revisit the wetlands delineation for the Legacy project in general, and in particular base any wetlands delineation of Coalt's property on Frontier Corporation's forthcoming wetlands delineation study

Sincerely,

F Mark Hansen

2092 1 019

WETLANDS MAP SHOWING LEGACY HIGHWAY RIGHT OF WAY



Coalt Inc. Property - 256.659 Acres

GP-646

FRONTIER CORPORATION USA
Environmental Consultants

February 3, 2004

F Mark Hansen
Law Offices of F Mark Hansen, P C
431 North 1300 West
Salt Lake City, Utah 84116

Subject: Coalt Inc Adv Utah Dept Of Transportation condemnation suit
Evaluation of completeness of Legacy project wetlands delineation analysis

---

Per your request, Frontier Corporation USA (Frontier) reviewed the wetland delineation completed by the Utah Department of Transportation (UDOT) for the Legacy Parkway Project with regard to the Coalt Property The purpose of the review was to assess the completeness of the data and information that was used to identify the presence of jurisdictional wetlands in accordance with guidelines specified in the U S Army Corps of Engineers (USACE) 1987 Wetland Delineation Manual The protocols for identifying jurisdictional wetlands regulated under Section 404 of the Federal Clean Water Act are referenced in this manual

Under normal circumstances, a jurisdictional wetland must meet three delineative criteria 1) presence of plant community dominated by wetland plant species, 2) presence of hydric soil conditions, and 3) presence of wetland hydrology We focused our review primarily on whether man-made sources of irrigation water were considered in determining the presence or absence of wetland hydrology for the delineation of jurisdictional wetlands on the Coalt property Wetlands that are supported solely by the management of man-made water sources are usually classified as non-jurisdictional and therefore exempt from the Section 404 regulations

METHODS

A digital database for the Legacy Parkway Project was obtained from the USACE by F Mark Hansen and was provided to Frontier The database appears to be the entire administrative record for the Legacy Parkway Project It consists of approximately 59,500 individual files We tried to separate those files pertaining to wetland delineation These files include, but are not limited to, typed and handwritten reports, correspondence, memorandums, maps showing the locations of delineated wetland boundaries and wetland delineation sample points, data forms that were used to record and document the three delineative jurisdictional criteria observed at wetland delineation sample points, aerial and field photos, and field notebooks A duplicate self-contained database, essentially containing identical contents of these files (except the handwritten field notebooks), and a copy of the "Inmagic DB/SearchWorks" (Inmagic) software were supplied as well Inmagic is an information management software which allows a user to manage and search databases using a variety of criteria (Attachment 1)

Frontier Corporation USA
221 N Spring Creek Parkway, Suite B
Providence, Utah 84332
(435) 753 9502
FAX 753-9534

GP-646

We were unable to cross-reference the data forms with sample point numbers shown on the wetland delineation maps, and determine which of the hundreds of files pertained to the Coalt property As a result, we had to conduct a broader search of the entire administrative record, as well as the Project's final wetland delineation report, in order to determine the wetland delineation and data collection methods used for the entire length of the Legacy Parkway Project, and whether these methods routinely considered the effects of irrigation water on the presence or wetland plant communities

Hundreds of files within each directory folder of the digital database were viewed and examined We located wetland delineation data forms, as well as an assortment of reports (including the Appendices to the Final Environmental Impact Statement (EIS)), memorandums, correspondence letters, field notebooks, maps, and field photographs We reviewed in detail all relevant files The following list is a summary of the documents reviewed

- **Reports,** we reviewed the wetland reports contained in Appendix B of the Legacy Parkway Final EIS
- **Delineation maps,** we reviewed the wetland delineation maps pertaining to the Coalt property These maps included aerial photographs overlaid with jurisdictional wetland polygons and wetland delineation sample points
- **Wetland delineation data forms and field notes,** we reviewed more than 50 of the 198 wetland delineation data forms, and numerous hand-written field notes in the database
- **Photographs,** we found 36 individual files of scanned field photographs, most of the files contained 2 or more photographs We examined more than half of these files in search of photographs corresponding to the Coalt property
- **Correspondence in the form of memorandums and letters,** we searched the contents of all correspondence to find wetland delineation information relating to the Coalt property and its general vicinity
- **Inmagic database search,** we conducted a search of the entire database using multiple combinations of search parameters such as file type and content key terms

FINDINGS

Attachment 2 is a summary table of the site-specific information we were able to retrieve pertaining to wetland delineation for the Coalt property

- **Reports,** there is no reference in the wetland delineation report indicating procedures to

differentiate between natural water sources and irrigation water sources All delineations were conducted without regard to whether natural or man-made sources of water were supporting the wetland plant communities The only factor documented regarding wetland hydrology, is its presence or absence, and not its source It is stated in the wetland delineation report that contributions of irrigation to wetland hydrology were observed, but not accounted for in the delineations The stated reason for not trying to separate sources of hydrology is " *there is no way to accurately delineate and map the extent of the wetland without shutting off the irrigation system* " If a wetland plant community was present, it appears that it was identified as a jurisdictional wetland regardless of its water source This approach likely resulted in an overestimation of jurisdictional wetlands

- **Delineation maps,** Our review of jurisdictional wetland delineation maps indicate that there are no wetland sample points shown in the western portion of the Coalt property, where the conservation park will be located There are at least 4 wetland sample points (4 according to data table in Subappendix B2, and 6 according to delineation map of Coalt property) that were used to delineate 4 wetland polygons, totaling approximately 10 acres in area, on the Coalt property (Attachment 3) This may be a sufficient number of sample points for the total area delineated if the wetland boundaries are very distinct and the source of wetland hydrology identifiable We were unable to independently assess the site conditions at the Coalt property this winter due to snow cover We were not able to find the data forms or field notes for the sample points referenced on the wetland delineation maps of the Coalt property Further, we found no documentation of whether or not field photographs were taken at this site Wetland boundaries were not recorded via survey methods Based on our understanding of their methods, wetland plant communities were visually identified and marked on aerial photographs

- **Wetland delineation data forms and field notes,** the USACE protocol requires a data form to be completed for each wetland delineation sample point Our review of data forms revealed that for wetland boundaries delineated on the Coalt property, sample point identification numbers may have been inaccurately documented in the database We were unable to query the database to locate data forms with sample point identification numbers shown on the wetland delineation maps covering the Coalt property, and we were unable to locate the data forms for the Coalt property by manually inspecting individual files in the database Of the data forms we reviewed, none included notes differentiating the relative contribution of irrigation water supporting the presence of wetland hydrology (Attachment 4) Also it appears that the USACE's 50/20 rule was not used in determining the dominance of wetland plants present on the data forms

- **Photographs,** in our investigation we found that the locations of field photographs are not recorded in detail Also, field photographs are not labeled with any identification numbers that correspond to those of wetland delineation data forms (Attachment 5) Thus it is not possible to determine which photographs correspond to which data forms or wetland

GP-646

polygons, or vice versa

- **Correspondence,** Based on a memorandum dated 4/14/1998, from Baseline Data Inc to the USACE, it appears that the USACE questioned why one of the sample points on the Coalt property was considered a wetland (Attachment 6) This justification is not in accordance with the 50/20 rule outlined in a USACE letter dated 9/9/1997 (Attachment 7), giving consultants guidelines on how to conduct wetland delineations and determining the presence of plant communities dominated by wetland plant species However the USACE apparently accepted the justification offered for this sample point as well as others in the project corridor When there was doubt, it appears that the "questionable" areas were identified as jurisdictional wetlands

- **Inmagic database search,** we conducted this search in the software's query building module using a variety of parameters such as file type and combinations of relevant key terms, such as Coalt, irrigation, hydrology, sample point, etc Part of the findings mentioned above were a result of these searches

CONCLUSION

It does not appear that the methods used to delineate wetland boundaries within the Legacy Parkway corridor accounted for contributions of irrigation to wetland hydrology This is stated within the methods section of the final delineation report The existence of irrigation is acknowledged but no assessments were conducted to quantify contributions to wetland hydrology Subsequently, determinations were made without a complete understanding of site-specific hydrology conditions Also, it appears that when in doubt, "questionable" areas were identified as wetlands, increasing the likelihood that the acreage of jurisdictional wetlands is over-estimated It appears that the USACE accepted the wetland delineations for this project knowing that the presence and/or acreage of certain wetland areas were possibly over-estimated

It appears that sample points were established for wetlands delineated within the footprint of the Legacy Parkway construction within the eastern portion of the Coalt property, but that no wetland sample points were established for the wetlands delineated within the Legacy Nature Reserve area in the western portion of the property It appears that 4-6 wetland sample points were used to delineate a total of approximately 10 acres of wetlands within the footprint of the future road, which could be a reasonable amount of sampling if these wetland boundaries are very distinct, and wetland hydrology is identifiable

The electronic copy of the administrative record is cumbersome to use It may contain useful data that we were unable to locate A more thorough review could be done if we had hard copies of the original wetland delineation field notes, data sheets, aerial mapping and field photographs that were completed for the Coalt property

GP-646

REFERENCES

United States Army Corps of Engineers (USACE) 1987 *Corps of Engineers Wetland Delineation Manual* Wetlands Research Program, Technical Report Y-87-1 Waterways Experiment Station, Vicksburg, Mississippi

Memorandum April 14, 1998, from Baseline Data Inc to U S Army Corps of Engineers, *Legacy-WDH Delineation*, Orem, Utah

Utah Department of Transportation, June 2000, *Final Environmental Impact Statement, Legacy Parkway* Subappendix B1 Wetland Delineation, and Subappendix B2 Wetland Functional Assessment (Hydrogeomorphic Method)

GP-647

From: Lifferth [liffam@qwest.net] **Sent:** Wed 3/2/2005 12:30 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I am in favor of Legacy Highway in Davis County or some other large form of highway that provides a second way to get from Salt Lake City to Ogden. I live in Bountiful and have been in many freeway stalls over the years and know that if I-15 is shut down, it is impossible to get north or south because of the congestion. Sometimes people need to give a little to accomodate for the advancements of men. I feel those planning Legacy Highway have done an excellent job planning how to deal with all the wildlife and birds in the area and also with the way the area will be landscaped.

Diane Lifferth

GP-648

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 2, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Max Forbush Title (if applicable): City Manager
Telephone: (801) 451-2383 Fax:
Organization/Business (if applicable): Farmington City Email: mforbush@farmingtonut.com
Address: P.O. Box 160
City: Farmington State: Utah Zip: 84025

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I add these comments to those previously given. My objective for given these added comments is express opposition to the Sierra Club's answer for handling excess traffic by extending Redwood Road to the North. This option extends the optional traffic corridor only to Centerville and not to the US 89 / I-15 merge point. Farmington City is located at the merge point. Legacy provides the choice of an alternative traffic route at the merge point. The "Redwood Road option" would force stalled traffic thru Farmington and give our City "No Relief". When gridlocked traffic detours through Farmington, it creates a public safety problem for our

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 3 2005

GP-649

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Marlaine Johansen Title (if applicable):
Telephone: 444-3544 Fax:
Organization/Business (if applicable): Email:
Address: 498 N. Henry
City: Kaysville State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We support Legacy Highway

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-650

Jennifer Bassett

From: christine.meecham@comcast.net [christine.meecham@comcast.net] **Sent:** Tue 3/8/2005 2:34 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

March 8, 2005

Dear Sir or Madam,

I am strongly opposed to the proposed Legacy Highway project since current plans would require building this road on wetlands– taking away crucial habitat to already threathened migratory songbirds. In addition, a new highway would
increase traffic and air pollution. I am sick of the horrible air I breathe in
SLC each winter. The actions of commuters in Davis and Weber Counties are having a negative impact on my health.

Those commuters need an alternative form of transportation that protects nature and our health, not another road.

Sincerely,
Christine G. Meecham
23246 Blaine Ave.
Salt Lake City, Utah 84108
801-583-1699

GP-651

From: Marc L Burningham [marc.burningham@hospira.com] **Sent:** Wed 3/2/2005 12:39 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

To whom it may concern,

I would like to voice my support for the Legacy Highway Project for the following reasons:

The first and most obvious reason is redundancy and load balancing. Generally these terms are used in the world of computer networking but apply just as readily here. At this time, should the I-15 corridor between Bountiful and Farmington become unavailable there is no redundancy; there are no reasonable alternatives to handle the volume of traffic normally handled by that corridor. The Legacy Highway would not only provide an alternate path that is adequate to handle the traffic load, but it can also help alleviate congestion during all hours of the day.

Secondly, with all due respect to UDOT, we are already decades behind where we should be in regards to the transportation needs of the Wasatch Front. Many have said that we need to fast track commuter rail and light rail. Light rail may help those commuters unfortunate enough to work in Salt Lake City, but most of the largest employers are outside of the city and running rails out to every industrial center is impractical. To believe or assume that commuter rail will be a silver bullet for our transit concerns is naïve. Even with more than expected use of Trax in Salt Lake City, gridlock still happens at peak hours on I-15. Of the few people I can find that think the commuter rail service will help the traffic through Davis County, none of them seem to have an answer as to when they personally would take the train over driving. So it appears they think it will help because *someone else* will ride the train.

There are thousands of homes being built in Davis County. Most of those people will work south of Salt Lake City in the industrial areas. There are just not enough jobs in Davis County to support the population. The rapid growth along the Wasatch Front is going to continue. It cannot be slowed or stalled by court orders or protests. Those who would attempt to inconvenience, intimidate, or misdirect the populace in an attempt to push their agenda should be ashamed of themselves. They do not hold the best interest of Utah in mind. The absolute worst thing we can do is follow the advice of these people and fail to make plausible, effective plans for the future. The Legacy Highway will not increase traffic in Salt Lake City because most of the traffic on the highway is going *past* Salt Lake City to get to work. I would use the Legacy Highway daily on my way to work, but I only go into Salt Lake City two to three times a year. And usually under protest because there is no where to park, not even a commuter lot so I can catch a bus into town. (Unless I want to take Route 70 all the way through Davis County, turning a 30 minute drive into a 1-1/2 hour ride on a bus that stops and starts every 50 yards or so.)

I thank you for your time and consideration.

Marc Burningham

GP-652

March 1, 2005

Shalae A. Larsen
P.O. Box 616
Ogden, UT 84402

Brooks Carter
US Army Corps of Engineers
1403 South 600 West
Woods Cross, UT 84010

Mr Carter:

I am a resident of Weber County and I commute daily to Salt Lake for Work. Yes, the congestion on the freeway is frustrating, but the Legacy Highway is not the answer. As a professional planner and a community member, I strongly feel that the Legacy highway is the wrong decision for our greater Wasatch-Front community. The immediate congestion reducing effects of the highway will be short-lived, as hundreds of acres of land will be consumed by new auto-oriented development. This increased development, and resulting significant increase in commuter traffic will have a negative impact on our environment, our air quality, and our communities. Please consider the following points:

- The least damaging alternative for transportation through the Davis County corridor has not been presented. UDOT is only seriously considering a road.
- New roads in open areas facilitate low-density sprawl that induces traffic. Instead of reducing congestion, roads cause the congestion that fills them.

Please consider a better alternative - mass transit. I ride the express 72 and 73 UTA routes on my commute, and strongly feel that a more regular, reliable, and quicker train system would encourage more commuter use, freeing up significant space on the freeways for non-commuter traffic. Additionally, this option would encourage more urban infill and re-development creating more pedestrian friendly traditional communities at the urban core.

- Building a convenient, high-speed mass transit system along with non-sprawl development IS the least damaging alternative.

Please, on behalf of my community, the environment, and the quality of life for many future Wasatch-Front residents - do not permit the Legacy Highway.

Sincerely,

Shalae A. Larsen

GP-653
3.9.05

Dear Gregory Punske,

I am writing to voice my opinion concerning the building of legacy highway. It was recently brought to my attention that the legacy highway is being built upon wetlands near the Great Salt Lake. I think that this is a very bad idea. The answer to the transportation problems facing the Wasatch Range is not another highway, but better public transportation. The valley really needs a high speed commuter rail from Davis County all the way to Provo. I feel that this would be much better way of dealing with the problems of congestion. I don't think it would be wise to solve the problems of congestion and local pollution by adding to the already expansive freeways. I am hopeful that this letter will help those making decisions concerning this and other issues think a little farther ahead than the present day. Thank you for your time.

Sincerely,
Chantel Dockstader

GP-654

3.9.05

Lani Edghill

815E 100S Apt. 5

SLC, UT, 84102

Tel# 759-8136

Dear Gregory Punske,

My name is Lani Edghill and I am currently a student at the University of Utah studying Environmental Studies with a minor in Psychology. Recently I have become very interested in the Legacy Highway as I have been working with faculty on the project. Since my move to Utah in 2000 I have been very disappointed with the way that this state handles it's transit issues. Even though I was very happy to see the Trax line go in from Sandy to downtown Salt Lake City I still see many cars with one passenger in them every day going to work, school, play, etc...

I know that it has been proven by city planners and many scientists that study the phenomenon that more roads only increase traffic. I therefore support UBET's Redwood Road alternative and transit First and not the legacy highway. I personally would like to see Trax extended from Ogden all the way to Provo and out to West Valley within the next ten years. I think that the money that the Legislature just allocated to building highways and roads should go toward funding mass public transit as I know that the future growth of this valley within the next ten years will simply not be able to withstand the growth that is anticipated if it continues on the same track that it is currently on.

Sincerely

Lani Edghill

Lani Edghill

C.D.
2224E. 2400S.
SLC, UT, 84109

Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
SLC, UT 84118-1847

SALT LAKE CITY UT
PM
28 FEB
2005

GP-655
3.9.05

February 24, 2005

155 Canyon Rd. #3B
Salt Lake City, UT 84103

Gregory Punske
Federal Highway Administration
2520 W. 4700 S., Suite 9A
Salt Lake City, UT 84118-1847

Dear Mr. Punske:

As a concerned citizen and student, I am writing to encourage you to support the Redwood Road and transit alternative to the Legacy Highway. I believe this alternative offers a more acceptable solution to the traffic problem commuters from the north face.

Building the Legacy Highway will only add to the problems of ever-increasing congestion and pollution that w already face in the Salt Lake Valley. With the population in Utah increasing rapidly, it would be prudent to address these issues responsibly and with careful consideration. Now is the time to begin thinking of alternative solutions to our growing needs. These solutions must have a minimum detrimental impact on our own health and the health of our entire biological community. We owe this to ourselves, and to future generations.

During winter inversions, the levels of pollution in the air already pose a serious health risk to those with respiratory problems, and to the public in general. For those of us who choose to walk and take advantage of the great transit system in Salt Lake City, it seems hardly fair that we be forced to risk our own health in our attempts to better the situation. A "legacy" that encourages decreased air quality, and increased oil consumption, should not be what we are striving for. We should strive, rather, to acknowledge the reality of our impact, and attempt to minimize this impact so that clean air can be enjoyed for years to come. Improved quality of life and overall sustainablity should take precedence over convenience.

If the Legacy Highway is built, not only will traffic into the city increase, but the rare and valuable wetlands in the Great Salt Lake will be threatened. Wetlands are an important part of our global ecosystem, and those in the Great Salt Lake provide nesting grounds for over 200 different species of migratory birds.

I strongly urge you to support the Redwood Road and transit alternative to the Legacy Highway. The decisions made regarding this landmark issue will help to set a precedent for future growth in our state. Will we make health, sustainability, and biological diversity a priority? Or will we allow unchecked growth of roadways to continue add to the already significant congestion and pollution problems in the valley, at the cost our own and our children's health? I applaud your decision to make the right choice.

Thank you for your time.

Sincerely,

Kirsten Brinkerhoff
University of Utah

GP-686 3.9.05 bt

J. Douglas Van Duker
2376 W. 1175 So.
Syracuse, UT 84075-6964

February 24, 2005

Mr. Gregory Punske
Federal Highway Administration
2520 W. 4700 S., Suite 9A
Salt Lake City, UT 84118-1847

Subject: Legacy Highway and Redwood Road (SR68) Expansion Options

Dear Mr. Punske:

As I live in Davis County, I have been following the debate relative to the proposed Legacy Highway since its announcement in 2001.

Prior to moving to Utah in 1999, I lived in Dayton, Ohio; San Diego, CA; and the greater San Francisco bay-area.

During this time, I worked for TRW, which was purchased by Northrop-Grumman two years ago. As part of my professional duties, I supported the company's commercial segments responsible for transportation/traffic management. I participated in the MARTA project in Atlanta, the Boston Tunnel (CAT^2) project, and the OKI (Ohio/Kentucky/Indiana) traffic management upgrade program. I have also supported a number of other state and federal freeway upgrade programs and traffic management systems in various metropolitan areas throughout the Midwest.

In each instance, our key program focus was to increase traffic flow, a key issue for most state and municipalities in reaching their EPA air quality attainment goals and maximizing roadway investments. From my professional experience, I have seldom seen a major metropolitan or regional highway system at a more pivotal moment than what I've see today in Utah's Wasatch metropolitan freeway system.

Currently, there exists only one truly viable north-south access (I-15) for the general Wasatch metropolitan area; connecting both 85% of the population and eight of the state's 10 largest municipalities. Given that this narrow corridor is fixed to the west by the Great Salt Lake, area wetlands and military reservations, and fixed to the east by both mountains and an extensive network of National Forests (Uninta, Manti/La Sal, Wasatch-Cashe, Fishband and Dixie), it is only reasonable to assume that population densities, traffic flow and air quality issues will continue to grow and remain problems for Utah.

Accordingly, the proposed Legacy Highway is not only reasonable, but it would seem an essential first step in improving the region's infrastructure. Only extreme circumstances, dictating a radical reversal in present growth trends (closure of Hill AFB, major natural disaster, etc.), would remove this as a significant area of concern.

I have also reviewed the proposed Redwood Road expansion plan. Frankly, the Redwood Rd. proposal would be a good supplemental upgrade, but a wholly inadequate improvement to meet the current Wasatch area roadway system needs or to prepare the infrastructure for readily foreseeable near-term growth.

To absorb additional north-south traffic with the least amount of long-term financial impact, the proposed Redwood Road (SR 68) expansion should be adopted, as a supplemental effort to both the proposed Legacy Highway and its northern expansion into Weber county. Further the areas under consideration in the Redwood Road proposal should be extended well beyond the currently identified areas in Salt Lake County and expanded southward as an alternate access route into Utah County; joining SR68 to an expanded SR73; and eventually rejoining I-15 near Lehi.

This expansion of the proposed Redwood Road plan would accommodate the next phase of Wasatch Regional growth. Current suburban densities will result in a natural development of the west side of Utah Lake, toward the already developing Eagle Mountain area. This new development will eventually continue southward to connect with the planned southern and western development of Utah County (near the Spanish Fork/Payson/Santaquin area).

It is my understanding that the Utah legislature has recently established a separate fund for the purchase of pre-development infrastructure corridors and right of ways. This is an insightful concept and may ultimately make the above activities far less costly that either the current Legacy Road construction or the Redwood Road expansion being reviewed.

The normal political practice is to begin highway expansion and new construction only after the existing congestion reaches stages that are almost intolerable. The consequence is that the expense for expanding or constructing in developed areas is magnified as a factor multiplier beyond the simple engineering and roadway construction costs.

The full development of the Legacy Highway (inclusive of plans to access Weber county) is an essential first step. Expansion of Redwood Road and SR68 to provide an alternate connection between Salt Lake and Utah counties should be under consideration as the next phase of the overall state infrastructure upgrade; laying the initial groundwork to accommodate population development trends for 2020 and beyond.

Sincerely,

Doug Van Duker

Doug Van Duker

cc: Senator Sheldon Killpack
Glen Brown, Chairman, Utah Transportation Commission

GP-657 3.9.05

February 26, 2005

Gregory Punske, Environmental Program Manager
FHWA-Utah Division
2520 West 4700 South Ste. 9A
Salt Lake City, UT 84118

Mr. Punske:

We support the Smart Growth Alternative as the solution to the traffic problems in Davis County. Plans for improving I-15 are moving forward. Davis County residents have approved sales tax that is dedicated to the development of commuter rail. The road building mania has to come to a halt. **The geography of the Wasatch Front dictates other solutions.** The Smart Growth initiative, promoted by Utahns for Better Transportation and the Sierra Club, offers a more sensible solution to the gridlock in south Davis County.

Don't confuse the need for a solution with the wrong solution. Redwood Road could be upgraded and extended around the bottleneck north of I-15/I-215 interchange. It would revitalize the urbanized areas along Redwood Road. The Redwood Road Solution will cost the taxpayers of Utah less now ($200million) and less in the future. UDOT should use the money saved to improve other existing roads.

Sincerely,

S. Turkanis
Denise Doebbeling Turkanis

Stuart Turkanis and Denise Doebbeling Turkanis
1406 Blaine Ave.
Salt Lake City, UT 84105

GP-658 3.9.

Mr. Gregory Punske
Re: public comment on legacy highway

Feb 27, 2005

I am writing to express my opposition to the legacy highway. Our nation does not need more unnecessary roads that promote congestion, increase air pollution and continue to make our nation dependant on foreign oil.

Our time, energy, and tax dollars would be better spent on ***improved passenger rail transportation*** – such as the UTA Wasatch Front commuter rail project.

The highway lobby is very a powerful political force – it has been since the ceo of General Motors – Alfred P. Sloan - started it over 70 years ago. We can see the devastation of our nation when we rely too much on the automobile.

We need a balanced transportation network. Disbanding the legacy highway project would be a good first step to achieving that balance along the Wasatch Front. The next logical step would be to complete the UTA commuter rail system as soon as possible.

Thank you for your time.

Sincerely,

Tad Calcara
632 E 16th Ave
Salt Lake City, UT, 84103
(801) 484-3777 tadchat@juno.com

GP-659 3905

25 Feb 05

Dear Mr. Runke,

I have been looking at the Legacy Highway Smart Growth Alternative and it seems to me that it bears close scrutiny. It appears to be both fiscally + environmentally conservative compared to the gaudy plan to build an entirely new highway. 1

More roads create more sprawl. Developers are driving the growth of roads and unlimited expansion of construction in a manner that benefits developers and very few other people. The manner of growth determined by developers doesn't give reasoned, planned growth much chance, and leaves no room for parks for families, trails for walking, space for dogs and horses. 2
If the preference is to live in such congestion, why not just pack in as many multi-family dwellings as possible instead of spreading outward? No one I know of states any preference for such squalor.

We need to carefully consider the way we develop while we still have any livable communities left. The Smart Growth Alternative is one step in that direction.

Sincerely,
Mary Ann Hoover

Mary A. Hoover
P.O. Box 304
Layton, UT 84041-0304

SALT LAKE CITY UT 841
28 FEB 2005
PM

Sherry Runke
Environmental Program Mgr
FHWA - Utah Div.
2520 W 4700 S Ste 9A
Salt Lake City, UT 84118

GP-660
3-9-05
A86

Lionel James Lewis
8098 Finlandia Circle
Sandy, UT 84093

February 28, 2005

Dear Mr. Punske,

I am writing you in regards to the recent push for the construction of the Legacy Highway. While I know that this issue has polarized much of our state, I wanted to write you and urge you to act prudently on this issue. The initial studies of the effects of the construction of such a highway do not reflect a true picture of what will happen to wildlife. No wall exists at a distance of more than 1000 feet that prevents pollution and harmful chemicals from affecting the environment from such a highway. Yet studies about the wildlife have only reflected the first 1000 feet from the highway. I imagine that few are naïve enough to lack the comprehension of pollution on wild populations at a distance further than this. 1

In a world that is controlled by monetary value, it can often be difficult to do what is right, instead of what will gain the most value. The world is not full of unlimited resources, and we must realize that if we do not act not to prevent the loss of some of our greatest treasures, one day they will not be there to fight over. Our nation has become a horse with blinders on, steadily following along a path that cannot be sustained.

It is further difficult to understand that anyone would believe that creating more highway would lead to less driving. The only way to reduce pollution, which ultimately affects our air, and drinking water, is to reduce driving. Opening more lanes of travel opens more room for cars, and the result is exactly the opposite. We cannot allow Utah to continue to fall behind in the construction of public transportation as a means of travel. The UTA Trax system is already running at four times the level of people estimated, proving that Utahn's are ready to join much of the world's large cities in this important means of saving resources, and protecting wildlife. Please keep this in mind, and make a decision that will help everyone, not just a few, it only takes one person to make a stand to make a difference. 2

Thank you for your time,
Lionel James Lewis

GP-661
BSP
3-9-05

March 1, 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
Salt Lake City, UT 84118-1847

Dear Mr. Punske,

The ever increasing impact of air quality on land use, planning, and quality of life along the Wasatch Front makes the Legacy Highway a dangerous dinosaur whose time has past. This is especially true with plans proceeding for both heavy rail and light rail/bus rapid transit service north of Salt Lake City. A measure such as the UBET's Redwood Road alternative seems much more appropriate. 1

We also note that test results have recently been released that show Mercury to be present in the Great Salt Lake at toxic levels. I submit that this raises safety concerns for construction and renders the Environmental Impact Statement obsolete. 2

Sincerely,

James & Yvonne Jenkin

212 5TH AVENUE
SALT LAKE CITY, UTAH 84103

GP-062

3.9

A symbol of America's strength and freedom, there were as many as 500,000 bald eagles in North America when the Europeans first arrived. Now, the magnificent bald eagle is listed as "threatened" in the lower United States. **You can help save this powerful symbol of our country through supporting the largest and most effective grassroots environmental organization, the Sierra Club.**

02 MAR 2005

I support commuter rail rather than another highway. Too much damage will be done by building another highway. Already there is too much traffic. Commuter rail will encourage positive growth.

Nathan Emerson, SLC UT

Photo: © Joe McDonald/CORBIS

SIERRA CLUB
FOUNDED 1892

MARTIN JOHNSON HEADE | USA 37

MAR 03 2005

FHWA Utah Division

Gregory Punske
Federal Highway Administration
2520 W 4700 So. Ste. 9A
SLC, UT 84118-1847

Recyclable and printed on recycled paper.

SCC1A2

GP-063

3.9.00
1800

124 South 400 East
Logan, Utah 84321

February 2, 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
SLC, UT 84118-1847

Dear Mr. Punske:

I would like to express my opposition to the construction and support of a commuter rail between north Ogden and Salt Lake City.

As someone who currently commutes in a carpool from Logan to Salt Lake City due to a need to balance careers between my wife and myself, I understand first-hand the need to decrease congestion along north I-15. However, I believe that the combination of a commuter rail and the expansion of existing roads (i.e., expansion of redwood Road) will best serve the future transportation needs along this corridor for a number of reasons. First, these alternatives will minimize the destruction of wetlands that provide valuable ecosystem services such as improvements to water quality and critical wildlife habitat. Second, these alternatives to the Legacy Highway will save taxpayers money, which is a nontrivial issue, given the growing education needs of Utah's growing student population. Third, the immediate construction of a commuter rail will result in fewer cars and lower pollution. The true costs of pollution include externalities such as increases in health expenses, reduced tourism, and the necessity of implementing expensive controls to ensure compliance to the Clean Air Act. Such expenses should be included in all economic analyses that explore transportation alternatives in the state.

In the past, UDOT has underestimated the potential demand for public commuter rails. Please do not make this mistake again. As Utah grows, our transportation needs will need to be frequently readdressed. It makes more sense to expand alternative roads and develop a commuter rail first, and then explore the possibility of the construction of new roads later as data suggest that it is necessary. If a commuter rail is not part of the initial solution, we will lose many of the incentives for commuters to explore transportation alternatives.

If we miss this opportunity to develop progressive transportation alternatives now, we stand to negatively impact the social and economic well being of this great state.

Sincerely,

Jeff Ostermiller
435-787-9480

GP-C-04 3.9.05

March 3, 2005

The Legacy Highway

As a resident of Davis County I have some serious concerns about the efforts of various environmental groups to halt the construction of the Legacy Highway. I feel that the Legacy Highway is needed and is essential to the future growth of the state of Utah, not just Davis County. I believe that failure to build this highway will do more harm to the environment than building it will.

First, let me state my feelings on the transportation problems of the Wasatch front counties as a whole. I concur that there is a need for other means of transportation other than highways. I believe that we need all of them. Davis county needs a light rail system such as TRAX. We also need high speed commuter rail for the more distant communities up into Weber County and eventually as far as Brigham City. We also need improved local bus service. The problem is that all of these efforts will take considerable time to develop and implement. Also there is strong competition funding from similar proposed projects in Salt Lake ane Utah Counties.

Second, I feel that immediate resumption of the Legacy Highway will benefit the environment. There will be a smother flow of traffic with less exhaust pollution than the current system. Vehicles that travel at normal highway speeds operate more efficiently with less pollution than those that are involved in slowdowns and stop and start situations. There have been several occasions when accidents on I 15 in southern Davis County has caused an almost complete halt to north south travel. The frontage roads and Highway 89 just can't handle the load. The result is almost gridlock. The idling and slow moving vehicles spew out significantly more pollutants than do vehicles operating at normal highway speeds.

The environmental people claim that wild life habitat will be destroyed. That is a mistaken idea. As the plan now stands the Legacy Highway will limit the westward movement of residential and commercial construction into the wetlands. If the highway is not constructed owners of private land will eventually encroach further into the area bordering the Great Salt Lake and associated marsh land. A far greater threat to waterfowl than the Legacy Highway already exists. That is the Salt Lake International Airport. Certainly no one wants to shut that facility down.

Some individuals in Salt Lake City complain about the amount of pollution Davis County commuters bring into Salt Lake City and County. What about the pollution their vehicles bring to Davis County. The legacy would route a great number of trucks around the Salt Lake City metropolitan area. Particularly those coming from the north and then heading west on I 80 to Nevada and California.

I feel that the Legacy Highway is a matter of national security. With only one main route through southern Davis County the situation could be disastrous should the need arise to evacuate from Salt Lake to the north of from Davis and other northern counties to Salt Lake for whatever reasons may be required.

In summary, I feel we need the Legacy Highway now, it makes good sense and will be built sooner or later. We have already lost too much time and money on the current delay.

O. Noel Jensen
837 North 650 East
Bountiful, Utah 84010

RECEIVED
MAR 7 2005
BY:

March 3, 2005

The Legacy Highway

As a resident of Davis County I have some serious concerns about the efforts of various environmental groups to halt the construction of the Legacy Highway. I feel that the Legacy Highway is needed and is essential to the future growth of the state of Utah, not just Davis County. I believe that failure to build this highway will do more harm to the environment than building it will.

First, let me state my feelings on the transportation problems of the Wasatch front counties as a whole. I concur that there is a need for other means of transportation other than highways. I believe that we need all of them. Davis county needs a light rail system such as TRAX. We also need high speed commuter rail for the more distant communities up into Weber County and eventually as far as Brigham City. We also need improved local bus service. The problem is that all of these efforts will take considerable time to develop and implement. Also there is strong competition funding from similar proposed projects in Salt Lake ane Utah Counties.

Second, I feel that immediate resumption of the Legacy Highway will benefit the environment. There will be a smother flow of traffic with less exhaust pollution than the current system. Vehicles that travel at normal highway speeds operate more efficiently with less pollution than those that are involved in slowdowns and stop and start situations. There have been several occasions when accidents on I 15 in southern Davis County has caused an almost complete halt to north south travel. The frontage roads and Highway 89 just can't handle the load. The result is almost gridlock. The idling and slow moving vehicles spew out significantly more pollutants than do vehicles operating at normal highway speeds.

The environmental people claim that wild life habitat will be destroyed. That is a mistaken idea. As the plan now stands the Legacy Highway will limit the westward movement of residential and commercial construction into the wetlands. If the highway is not constructed owners of private land will eventually encroach further into the area bordering the Great Salt Lake and associated marsh land. A far greater threat to waterfowl than the Legacy Highway already exists. That is the Salt Lake International Airport. Certainly no one wants to shut that facility down.

Some individuals in Salt Lake City complain about the amount of pollution Davis County commuters bring into Salt Lake City and County. What about the pollution their vehicles bring to Davis County. The legacy would route a great number of trucks around the Salt Lake City metropolitan area. Particularly those coming from the north and then heading west on I 80 to Nevada and California.

I feel that the Legacy Highway is a matter of national security. With only one main route through southern Davis County the situation could be disastrous should the need arise to evacuate from Salt Lake to the north of from Davis and other northern counties to Salt Lake for whatever reasons may be required.

In summary, I feel we need the Legacy Highway now, it makes good sense and will be built sooner or later. We have already lost too much time and money on the current delay.

O. Noel Jensen
837 North 650 East
Bountiful, Utah 84010

GP-1605 3.9.05
MSP.

March 1, 2005

To Whom This May Concern,

The purpose of this letter is to inform you of my feelings and concerns in regards to the Legacy Highway. First, it is true that building more roads with more lanes will perhaps make other roads less congested; however by building these massive highways we are only encouraging more people to drive and use them, which in turn increase carbon monoxide output and air pollution. These highways could also increase the number of injuries and fatalities due to automobile accidents because more people are encouraged to drive rather than use some sort of alternative transit. 1

Furthermore, the Legacy Highway will affect the surrounding wetlands. Perhaps not directly but with due time the plant and animal species that reside in this area will be forced out or they will change do to the disturbance of their ecosystem. Therefore, I believe it is very important that alternative solutions be heavily considered before a final decision about the highway is made. I am strongly in favor of extending the Tracks rails to Davis and Weber counties as a means of alternative transit. Thank you for taking my comments into consideration. 2 3

Sincerely,

Lindsay Lafeen

Lindsay Lafeen
1027 E 5400 So
SLC, UT 84121

Gregory Punske
Federal Highway Admn.
2520 W. 4700 So. Ste 94
SLC, UT 84118 - 1847

SALT LAKE CITY UT 841
03 MAR 2005
PM

GP-666 3-

3628 Mount Ogden Drive
Ogden UT 84403

Mr. Gregory Punske
Environmental Program Manager
FHWA - Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

March 3, 2005

Dear Mr. Punske,

I am writing you to ask that as part of your environmental assessment of the Legacy Highway Project that you seriously consider alternate methods of growth such as the Smart Growth Alternative proposed by the Sierra Club and Utahns for Better Transportation. These alternatives will reserve precious ecosystems and hopefully encourage drivers to consider other forms of transportation instead of the state just catering to uncontrolled growth in Weber County.

As a resident of Weber County who travels to Salt Lake often, I understand that with projected estimates of growth along the Wasatch Front that we are in need of alternate transportation to deal with the increased numbers of cars that are going to result with population growth. My hope is that we will have the insight to deal with this transportation issue in a manner that will be favorably looked upon by future generations. This can be accomplished, I believe, by reserving as much open space as possible and by providing commuter rail first before the construction of a new highway.

Each year, more and more houses are built nearer and nearer to the Great Salt Lake (an area prone to flooding) and I feel that there is very little effort put forth by our local and state governments to develop some type of urban planning. This makes Utah look unconcerned about our environment and sprawl situation. A project like commuter rail would make Utah appear more "with the times" and environmentally conscious, which would appeal more to people from more urban areas if they are considering moving businesses and families to the area. Not, only that, but we would be left with more areas that we could use for recreation with our families.

Please consider curbing urban sprawl and protecting fragile ecosystems by either extending Redwood Road or providing commuter rail before building the Legacy Highway. I think the preservation of open space and responsible growth planning would be, by far, the best legacy we could leave to future generations.

Thank you

Alissa Leavitt

Alissa Leavitt

GP-667 3.9.1

3/4/05

Federal Highway Administration:

RE: LEGACY HIGHWAY

I am writing to vote FOR the Legacy Highway.

Anyone who doubts the importance of this highway only needs to travel north from Salt Lake City between the weekday hours of 4:30 p.m. to 6:30 p.m.

This highway has especially been needed the past 7 years, and will most importantly be utilized in the future.

Many people hope many lanes will be incorporated in the initial project.

Thank you.

Sincerely,

Marguerite Heed
704 S. Cottonwood Cr.
Bountiful, UT 84010

GP-1068

March 3, 2005

Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste. 9A
SLC UT 84118-1847

Dear Mr. Punske,

I am a resident of Downtown Salt Lake City. The air is very, very bad. The noise from too much traffic is even worse. The TRAX train has helped a great deal to improve the air quality and reduce the number of cars on the road.

PLEASE, DON'T MAKE THE QUALITY OF LIFE WORSE FOR US!! The Legacy Highway will cause more polluted air, more traffic and more expense for the cost of gas. PLEASE support commuter rail. Go forward, not backward.

Sincerely,

Louise Radcliffe

29 South State Street #205
Salt Lake City, UT 84111

GP-1069

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-3-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kathy Wilson Title (if applicable):
Telephone: 775-8251 Fax:
Organization/Business (if applicable): Email:
Address: 1415 S. Ruby Way
City: Syracuse State: UT Zip: 84075

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need LEGACY HIGHWAY. Whether Salt Lake believes it or not there are alot of people who commute to Salt Lake from the Davis North Area. I-15 needs to be relieve of its much weighted traffic. Rocky Anderson needs to travel I-15 and maybe he would get a clue!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-670

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Shayne + Pam Tueller Title (if applicable):
Telephone: 773-0363 - 589-4525 Fax:
Organization/Business (if applicable): Email: tueller@oco.net
Address: 697 N. 2575 W.
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

When Shayne worked in Salt Lake, he commuted daily. The frustration, irritation, etc. was there with not being able to get home or to work in a timely manner. At the beginning of his commute, years ago, he kept having flu like symptoms: nausea, headaches, achey, dizzy. He went to the doctors and they tested him - he had his carbon monoxide level way up there - out of safety range. Fortunately he had a switch in his car to breathe indoor air. We are backers of the legacy highway because we have physical proof that traffic jams (on I-15) cause more pollution.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-671

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jennifer Wright Title (if applicable):
Telephone: 801-985-1942 Fax:
Organization/Business (if applicable): Email:
Address: 2402 W. 2375 N.
City: Clinton State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am very much in favor of the Legacy Highway. My husband commutes to South Salt Lake for work & the legacy highway would save many hours of commute time throughout the year. Especially when there are accidents & other problems on I-15. We need Legacy!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-672

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 3, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Rodney & Linda Wright Title (if applicable):
Telephone: 801 - 544-8496 Fax:
Organization/Business (if applicable): Email:
Address: 334 North Flint St
City: Kaysville, State: Utah Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We have lived in Kaysville at our current address for 24 years. We have seen a lot of change in those years. Rod has worked at Research Park part of the year and ATK (Hercules) the rest.
Going to Salt Lake has become a hassel. There is so much traffic!
The main reason for Legacy is because whenever there is an accident it shuts everything down. When this happen it takes Rod 3 hours to get from Salt Lake to Kaysville. All the back roads are crazy because there is no place to go!!!
If we have Legacy it would help.
Davis County and Weber are only going to get more traffic! And I-15 is only going to get worse!
We NEED Legacy NOW!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-673

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/2/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Galen Rasmussen Title (if applicable): —
Telephone: (801) 728-4632 Fax: —
Organization/Business (if applicable): — Email: GalenR@Networld.com
Address: 3129 South 885 West
City: Syracuse, State: UT Zip: 84075

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I personally support the construction of the Legacy Parkway since it will reduce congestion on the highways and provide easier access to locations along the Wasatch Front. I believe the State and those involved in promoting the Parkway have made an exhaustive study and it shows need and feasibility for the effort.

Please build the project to enhance our quality of life!

Thanks!

Galen Rasmussen

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-674

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/3/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Vernon and Marilyn Flint Title (if applicable): Farmer
Telephone: 801-544-3910 Fax:
Organization/Business (if applicable): Email:
Address: 352 No. Flint Street
City: State: Utah Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need the Legacy Parkway because when there is an accident on I-15 either north or south it is sometimes many hours before we can go. Sometimes we turn off and go the old highway and it takes over 2 hours to get from Centerville to Kaysville.

There is plenty of acres for birds and animals and open space and the Parkway too. We have had a farm for 75 years down by the lake and we still have many geese etc. up on Flint Street now. There are a lot of us who are tired of the inconvenience of traveling south without another way!!!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-675

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: David + Wendy Brough Title (if applicable):
Telephone: 801-779-1919 Fax:
Organization/Business (if applicable): Email:
Address: 3306 W 500 N
City: West Point State: UT Zip: 84015

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am very much in favor of the Legacy Parkway. Currently there is only one main route from Davis County into Salt Lake City. If something happens to block I-15 we are left with no alternative. On February 17, 2005 there was an accident on I-15 in Woods Cross that completely shut down southbound I-15. My mother-in-law lives in Davis County and was on her way to the airport to catch her flight. She was stuck in traffic for so long that she missed her flight. The airline was not understanding at all, and she was forced to purchase another ticket on a different airline. We need another alternative! We need the Legacy Parkway!!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-676

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-2-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: EDWARD G. KLEYN Title (if applicable):
Telephone: 801-479-1614 Fax: 801-626-9722
Organization/Business (if applicable): WELLS FARGO Email: EKLEYN@WELLSFARGO.COM
Address: 2404 WASHINGTON BLVD
City: OGDEN State: UT Zip: 84401

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-677

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/2/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Erich S. Sontag Title (if applicable): SENIOR V.P.
Telephone: 801-626-9675 Fax:
Organization/Business (if applicable): Wells Fargo Email: Erich.S.Sontag@WellsFargo.com
Address: 2404 Washington Blvd. #300
City: Ogden State: UT Zip: 84401

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am in favor of the Legacy Parkway to provide for the growth in Northern Utah (Davis Co., Weber Co, Box Elder, Etc.). It is important to our future and economic viability. It provides an important alternate and primary transportation route for the expanding Davis Co. on the Westside and commuters from the North. With the growth we are experiencing in these counties it is imparative that we plan for our future. Now!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-678

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jennifer Wright Title (if applicable):
Telephone: (801) 598-9231 Fax:
Organization/Business (if applicable): Email: waterski1130@hotmail.com
Address: [redacted] 1815 S. 500 E.
City: Kaysville State: UT Zip: 84037

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am very in favor of Legacy Highway. I'm currently a college student. When there is an accident on I-15, delays can cause me to be late for tests and quizzes. Some professors are understanding; others are not. There isn't an alternate route, so there's nothing I can do to remedy the situation. However, if Legacy Highway was in existence, I would have an alternate route. Think about emergencies - it just makes sense to have two ~~roa~~ roadways so that when one is blocked the whole state doesn't have to "expect delays." Legacy Highway just makes sense!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-679

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/3/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: CAMERON P. NIELSEN Title (if applicable): n/a
Telephone: 801-546-1494 Fax:
Organization/Business (if applicable): n/a Email: camtheham@hotmail.com
Address: 254 PINE OAK LANE
City: KAYSVILLE State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

LEGACY PARKWAY IS AN ABSOLUTE NECESSITY. THE FACT THAT I-15 IS OUR SOLE ROADWAY FOR ACCESSING THE SALT LAKE VALLEY FROM THE OGDEN AREA IS RIDICULOUS. THE INCONVENIANCE OF I-15 DURING THE WINTER MONTHS ALONE IS REASON TO BUILD THIS ROADWAY.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-680

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-3-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jeremy Fong Title (if applicable): Mr.

Telephone: 292-1536 Fax: —

Organization/Business (if applicable): Email: —

Address: 72 S. 200 W. #C

City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I'm from West Valley City and grew up there till I got married in '02. We now live in Btfl and I travel I-15 daily (multiple times). It really sucks bad when some idiot driver gets in an accident and I sit in my car for like ½ hour to an hour because there's no other roads to get to where I'm going. Rocky Anderson is a Freakin Idiot who doesn't even travel this road like we (Davis county folk) do on a consistent basis. We need Legacy Highway because of ease of transportation. You can't prevent dumb drivers from getting into accidents, but you shouldn't stop a great thing like Legacy Highway just because of a small minorities opinion. Go LEGACY HWY!!!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-681

Kimberly J. Stevens

From: D.S.McPhie@utah.edu
Sent: Thursday, March 10, 2005 6:13 PM
To: Legacy
Cc: d_s_mcphie@hotmail.com
Subject: Legacy Highway

First off, I thank you for this opportunity to be heard and excercize my citizenship. As I understand the current proposals regarding the Legacy Highway issue, it would seem that the main point is this: does the public understand the consequences involved? Suppose we overlook the obvious negative impacts on the wildlife of a compromised refuge and address only the impacts imposed on humans. Now, I don't claim to be a city planning expert, but it seems clear that building more highways and freeways encourages irresponsible urban development and perpetuates our car-based culture. Nearsighted folks might say an additional highway would decrease congestion, and then act surprised when all their new roads eventually get crowded too. On the other hand, I am a big fan of public transit, especially of the light rail system. I waited years and years for somebody to come through on the promised West Valley Trax line and got a bit discouraged about the prospects for travel and air quality in Salt Lake's future. Apparently expanding SR201, I-215, and I-15 (yet again), and beginning construction on the Legacy Highway, all at the same time, was more cost and traffic-effective! As for Trax, it would seem that there was no lack of funds or workforce, only of foresight.

Now that the mass transit alternative to the Legacy Highway has been somewhat publicized, I simply want to encourage all those with the ability to turn the public's voice into actions to please vote to approve UBET's alternative to the Legacy Highway.

David McPhie
1706 Paulista Way
Sandy, UT 84093

Kimberly J. Stevens GP-682

From: Udot Public Relations [SRWEBMAIL@utah.gov]
Sent: Thursday, March 10, 2005 10:56 AM
To: Joe Walker
Subject: 050310.B, Legacy comments

>>> Ucon Website <udotweb@utah.gov> 3/9/2005 8:42:31 PM >>>
Name:: Duane Weaver
City and State of Residence:: Layton, Utah
Phone::
E-mail:: samueldweaver@msn.com
Comments/Questions:: Why can't the state sue the people who stopped the highway? I avoid Salt Lake City becausse of the traffic. Let the Mayor have his city!! If i had to travel to Salt Lake to work I would have to go during off shift hours. We definitely need another route to Salt Lake. The present I 15 is going to have to be partially closed for repairs in the very near future. Let's get the Legasy going. What is your overall impression of the Utah Department of
Transportation?: Fair

Kimberly J. Stevens GP-683

From: K.Hart@rubeng.com
Sent: Thursday, March 10, 2005 2:39 PM
To: Legacy
Subject: Fw: The Proposed Legacy Highway / Comment

I believe the Legacy Highway is long over due being built. I travel to Salt Lake City, Utah from Kaysville, Utah every weekday. The traffic has noticeably increased along with safety and environmental issues. I'm sending about 20 to 30 minutes extra traveling each day.

The delay tactics of the opposition are self serving. They simply want to delay the project long enough that the costs will escalate to a point that it will no longer be feasible. Their arguments are weak and have no real merit in solving the problems. How can such a small interest group affect the safety and well being of so many? I strongly doubt few if any of these people travel the very area they oppose expansion.

We need the Legacy Highway now! Further delays will cause increased safety hazards. It is clearly in the best interests of everyone who travels Interstate 15 to see that there are alternative routes. There will never be enough buses or light rail cars to carry the number of commuters through this area each work day.

I hope w can move forward without further delay. Those who would continue to delay the Legacy Highway, have no social conscience or concern for those who must travel I-15 each day in order to sustain a livelihood.

Sincerely,

Keith J. Hart
335 South 850 East
Kaysville, Utah 84037
E: k.hart@rubeng.com

The information contained in this email (including any attachments) is confidential, subject to copyright and for the use of the intended recipient only. If you are not the intended recipient please delete this message after notifying the sender. Unauthorized retention, alteration or distribution of this email is forbidden and may be actionable. Attachments are opened at your own risk and you are advised to scan incoming email for viruses before opening any attached files. We give no guarantee that any communication is virus-free and accept no responsibility for virus contamination or other system loss or damage of any kind.

GP-684

Kimberly J. Stevens

From: Jackie A Ball [jab368@email.byu.edu]
Sent: Thursday, March 10, 2005 10:31 AM
To: Legacy
Subject: Legacy Highway Project

To Whom It May Concern,

I would like to comment briefly on my opinion of the plan to build a highway across Utah Lake (i.e., the "Legacy Project").

I do not support this action, and believe that it would be more beneficial (both environmentally and economically) to first utilize our existing structures and to improve public transit options, before we build more highways.

Sincerely,

Jackie Ball

GP-685

Kimberly J. Stevens

From: Lannie Lloyd [lloyd@co.davis.ut.us]
Sent: Thursday, March 10, 2005 9:53 AM
To: Legacy

For approximately 32 years, I traveled back and forth from South Davis County to the north where I was employed. For the past 7 years, I have been employed with the Davis County Health Department. My position with the County requires me to commute to and from work and daily travel throughout Davis County.

Speaking from firsthand experience, traveling I-15 through Davis County is totally an unacceptable means for commuting. I-15 is overcrowded and a complete nightmare when any type of incident/accident occurs. I-15 through Davis County is also well overdue for major repairs without an alternative line of travel. The Legacy Highway Project is in order and way overdue.

Lannie Lloyd

RECEIVED MAR 1 4 2005 GP-686

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/4/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sarah Crane Title (if applicable):
Telephone: 486-0053 Fax:
Organization/Business (if applicable): Email:
Address: 1210 W 900N
City: SLC State: UT Zip: 84116

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I oppose the Legacy Highway. Other alternatives need to be implemented first. The commuter rail should be a top priority. Trax has been doing very well in the city. The Redwood Rd alt could be used. These need to be started while people are looking for alternates to clearing I-15 not after another highway is built. The highway would damage the valuable wetlands migrating birds depends on. The ~~adby~~ DOT has already tried to go forward and were successfully halted by the Sierra Club. Please don't approve the Highway

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP-687

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/4/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: MAT CRANE Title (if applicable):
Telephone: 801-486-0053 Fax:
Organization/Business (if applicable): Email:
Address: 1210 W. 900 N.
City: SALT LAKE CITY State: UT. Zip: 84116

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I OPPOSE THE LEGACY PARKWAY. BUILDING MORE FREEWAYS TO EASE CONGESTION IS LIKE LOOSING YOUR BELT TO LOSE WEIGHT. MORE AND MORE FREEWAYS WON'T WORK. LET'S TRY COMMUTER RAIL AND OTHER OPTIONS FIRST. THE FARMINGTON BAY AREA IS VERY IMPORTANT TO MILLIONS OF BIRDS INCLUDING THE AMERICIAN BALD EAGLE, THE SYMBOL OF OUR GREAT LAND. MULCH OF THE VALLEY'S REMAINING FARM LAND IS ALSO ~~THREATENED~~ THREATENED BY THIS PROJECT. PROTECT OUR WETLANDS, OUR FARMLANDS, AND OUR BIRD POPULATION. NO LEGACY PARK WAY!

PEACE OUT!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-688

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/14/2005 6:43 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Dale

---[Address]---
Scow

---[City, State, Zip]---
Farmington,Ut,84025

---[Phone]---

---[Fax]---

---[E-mail]---
dscow@farmingtonut.com

---[Project Comments]---
All I can say is build that damn highway as soon as you can PLEASE. When there is an incident on the freeway I cant get in or out of my home due to the traffic that is pushed off into the citys.

==========

GP-689

From: KF Achter [kfachter@msn.com] **Sent:** Mon 3/14/2005 7:20 PM
To: Legacy
Cc: Howard K Achter
Subject: support of Legacy Hwy (2)
Attachments:

Dear Legacy Hwy:

Legacy Hwy will stimulate the regions (not just Davis County's) economy, reduce accidents, benefit the environment (stalled traffic causes pollution), enhance Hillfield's advantages, provide wetlands improvements and the public's opportunity to enjoy them, provide an alternative route for crises management, accommodate a growing population. It is a win/win for all concerned.

LET'S GET STARTED!

Sincerely, Ruth A. Achter

GP-690

From: Mike Wright [MWright@westbountifulcity.com] **Sent:** Mon 3/14/2005 4:16 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

I feel that the Legacy Parkway is not only needed, buut wanted. Everyone I speak with is in favor of finishing the roadway. How anyone cannot see that another means of commute betrween slc and davis county is not needed is beyond me.
I am a Chief of Police, and I see the problems caused by traffic on a daily basis. When I 15 is closed, or even slowed down, much of the traffic gets off the freeway, and then they are in the cities creating more safety problems.
Legacy must go through!!!!!

GP-691

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/14/2005 4:26 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Jeff Haslam

---[Address]---
734 W. 1400 N.

---[City, State, Zip]---
West Bountiful, UT 84087

---[Phone]---

---[Fax]---

---[E-mail]---
jhaslam@westbountifulcity.com

---[Project Comments]---
There should be no question as to whether or not there is a need for Legacy. The question should be how fast can it be completed. Those who say that Legacy should not be completed have never been on I-15 when the freeway is closed for any reason. Davis County residents NEED an alternate route. Salt Lake County residents have theirs, I-80 and I-215. Legacy is vital for the survival of Davis County.

==========

GP-692

From: Marci Folkersen [mfolkersen@msn.com] **Sent:** Mon 3/14/2005 4:57 PM
To: Legacy
Cc:
Subject: support
Attachments:

To Whom It May Concern

I am a student. An older, non-traditional student. I live in Davis County and am doing a research paper on the Legacy Highway. I have studied each side to this issue. It is a complex issue because our population is not going to decrease and there is also a fixed amount of space to deal with our traffic issues. However, in my studies I have come to believe that the Legacy Highway is necessary. But it is not enough. I believe UDOT will do all in its power to protect the wetlands to the best of its ability. I also believe that the impacted farmlands will be better off as highway than as developed subdivisions. Developers of those subdivisions have little interest for the environment. They just care about their pocketbooks.

I also feel that in addition to the Legacy Highway we also need mass-transit. Legacy Highway will only accommodate a certain amount of vehicles. Also, mass transit alone will not accommodate the traffic growth that is being experienced today. What is a commuter to do if they are on the freeway when there is an accident? Nothing, if the only alternative is commuter rail. We need an alternative route. I support the building of the Legacy Highway as well as commuter rail. I believe Davis/Weber Counties will benefit greatly from both

Sincerely
Marci Folkersen

GP-693

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/15/2005 7:25 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Ron and Louise Nelson

---[Address]---
45 No. 750 E.

---[City, State, Zip]---
Kaysville, Utah 84037

---[Phone]---
801-544-5331

---[Fax]---

---[E-mail]---
lnelson@networld.com

---[Project Comments]---
We definately feel that the Legacy Highway project needs to go forward without further delay. We feel that existing studies and compromises are appropriate to warrent no further delay. We in Davis Co. have only one alternate route and that is wayover-crowded in case of accidents or emergencies. Those who argue that it will increase pollution don't seem to realize that traffic at a crawl or at a standstill creates a lot more pollution than traffic moving at freeway speeds. We have chosen to boycott Salt Lake businesses since Rockys meddling, but we refuse to let him keep us away from the arts and cultural events that we pay for as well. If we can't have the Legacy highway then we need to stop building in Davis and Weber Counties. Everyone should try to move to Salt Lake, then we could vote Rocky out.

==========

GP-694

From: Viola Kinney [vkinney@farmingtonut.com] **Sent:** Tue 3/15/2005 5:10 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I live in the southern portion of Davis County and all though I do not drive into Salt Lake everyday, often I am required to travel into the surrounding Salt Lake City area for conferences and training. Traveling between Davis and the Salt Lake area can be very time consuming due to the amount of traffic. As the years continue to fly by the amount of traffic along the Wasatch front will only continue to grow. I-215 was built years ago to accomplish the same basic goal that Davis county residents hope that the Legacy Highway will accomplish and that is to provide and alternative route. I do not feel that the Legacy Highway project is something that can just be easy dismissed. The old transmission commerical applies to the Legacy Highway. You can pay for and build it now or you can pay for and build it later. Either way the project is greatly needed.

GP-695

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/15/2005 12:08 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Darrell Lake

---[Address]---
57 E 100 N

---[City, State, Zip]---
Farmington, Ut 84025

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
Legacy needs to go forward ASAP. The shared solution mass transit is all smoke and mirrors. If mass transit were a good thing, privateers would be standing in line to participate. The BRT would be just too disruptive to the lives of many along the ROW. The people who promote mass transit seldom use it! It is an obscene use of taxpayer money as I see it.

==========

GP-696

From: Scott Hinckley [scott.hinckley@captiveaire.com] **Sent:** Tue 3/15/2005 11:24 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I think Legacy Highway is a must for the Wasatch Front.

GP-697

From: Ucon Website [udotweb@utah.gov] **Sent:** Tue 3/15/2005 2:47 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Dave White

---[Address]---
Kings Court

---[City, State, Zip]---
Kaysville, Utah 84037

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
This project is very very needed long overdue, Do all you can to get it right this time so the courts can't reject it

==========

RECEIVED MAR 1 4 2005 GP-698

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/4/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: JAMES NELSON Title (if applicable):
Telephone: 487-9100 Fax:
Organization/Business (if applicable): Email:
Address: 1811 LOGAN AVE
City: SLC State: UT Zip: 84108

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

IT WOULD BE A BIG MISTAKE TO SQUANDER A VERY STRATEGIC WETLAND VERY IMPORTANT TO WATERFOWL IN THE WHOLE WEST. CERTAINLY WE CAN COME UP WITH A BETTER IDEA

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP 699

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: A NELSON Title (if applicable):
Telephone: (801) 487-9100 Fax: —
Organization/Business (if applicable): — Email: —
Address: 1811 LOGAN AVE.
City: SLC State: UT Zip: 84108

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The best way to minimize the ~~total~~ impacts of irresponsible development is not more irresponsible development, and the best way to preserve the wetlands is not to construct a gigantic road through it. Do not become enablers for an inefficient and destructive commuter based lifestyle; people will not carpool, use alternative transit, or consider living near their work unless they have a reason to. If Davis county's ~~block~~ political leaders won't stop zoning for tacky, disposable (and irresponsible) real estate development, ~~$$$~~ at least ~~we~~ we shouldn't encourage them.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP700

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 19 FEB 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Rodney W Carter Title (if applicable):
Telephone: (801) 825 4504 Fax:
Organization/Business (if applicable): Email:
Address: 358 N 4500 W
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Let do whatever we need to do to get on with building the parkway project. Rocky Anderson & the Sierra Club has held this state hostage long enough. With the inevitable growth in the state of Utah mass transit & the Legacy Parkway will be needed. By delaying we are only running the costs higher. This is not a case of if you build it they will come, as implied by Rocky & the Sierra Club, it is a case of the population growth of Utah is coming so get your head out of the sand and get ready to deal with it. I liked living in Utah better when it was only 1 million people & more rural, but not building the ways we will need won't return us to that status. It will just make the congestion problem worse.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP701

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Consuelo M Nelson Title (if applicable): Special ED Teacher
Telephone: 481-4837 Fax:
Organization/Business (if applicable): Email:
Address: 1811 Logan Ave
City: SLC State: UT Zip: 84108

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

When I went to the Public Meeting in Farmington, I noticed every car had only one person, I think we should put all the money into Mass Transit. In a few years if the parkway is built it will have the same traffic problems, 1
please reconsider building in the wetlands I always thought that the Army Corps of Engineers was supposed to protect our wetlands and waterways, I see education $ being cut every year. Lets put our children and wildlife first for once. 2

Thank you for participating in this important process

GP 702

Kimberly J. Stevens

From: m.toney [m.toney@comcast.net] **Sent:** Mon 3/21/2005 6:50 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Good Morning,

I've not written to you before but I would like to express my feelings about the Legacy Highway. Please don't do it. There are better alternatives. I would like to see the State of Utah use the "Smart Growth Alternative."

I travel frequently between Logan and Salt Lake.

Thank you very much.

Melinda M. Toney
Logan, Utah

From: bruce jones [NBHEJONES@msn.com] **Sent:** Mon 3/21/2005 6:00 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

GP 703

I wish to add my voice to those who support the building of the Legacy Parkway.
I believe that there must be more than one road from Salt Lake to Davis county.
My daughter was part of a six hour traffic jam because a small car cut off a semi tractor trailer and closed the road.
This event is not an isolated incident. It will not be the time traffic stands still for hours between Salt Lake and areas north.
In winter, a foggy day and another overturned semi rig could close down the only road between Salt Lake and Davis county for an entire day. In the case of an emergency evacuation from Salt Lake by those who live in Davis county, but work in Salt Lake, the road would not handle all those who needed to get north.

I know there have been concerns about light rail in this proposal. I want both solutions pursued at the same time.
I think they will both be needed. Don't hold up Legacy Parkway because some want the light rail first.
Do the Legacy Parkway while the light rail right-of-way is acquired and routes designed. Don't postpone this project any longer!
The longer the Parkway is delayed, the more it will cost.

In the issue of the wetlands, it is my opinion that the current freeway created much of the wetlands already available. The birds have adapted to the noise, etc. of the existing road. An additional road will not have that much effect on the birds.

In short, build Legacy Parkway and stop wasting time and money. It is needed now!

Sincerely,

Elaine Jones
West Valley City, Utah

From: Karen Flint [karenflint@earthlink.net] **Sent:** Sun 3/20/2005 9:20 PM
To: Legacy
Cc:
Subject: comment on the SEIS
Attachments:

GP 704

Dear Mr. Punske:

We are writing in support of the Citizens' Smart Growth Alternative, which we believe is the most appropriate alternative that provides an effective, long-range solution to the transportation needs of Davis County.

Sincerely,

Karen and Steve Flint
246 East 2100 South
Providence, UT 84332

From: Roselyne B Carter [roselynecarter@juno.com] **Sent:** Sun 3/20/2005 9:43 PM
To: Legacy
Cc:
Subject:
Attachments:

GP 705

We need the Legacy highway. The claim by the Sierra Club and company that this highway will cause urban sprawl are erroneous, there are several thousand undeveloped acres in Davis and Weber counties, this land will be developed with or without the Legacy Highway. The best thing to do is prepare for it. The Sierra Club talks of options and alternative routes, but their real agenda is to cause delays and mire the project in red tape. They try to make it appear that this will exclude building mass transit systems. I don't think this is an either one or the other situation, since Davis county voters have endorsed funding a rail system. The litigation and delays are a waste of resources, it is time to stop molly coddling out of state special interests. I too miss the days when Davis county was a quiet, semi-rural community, but the Wasatch front is not wilderness any more and nothing the environmentalists can do will change that. We can plan and develop in a way to minimize negative impact but we must grow to fit our needs.

From: jamesmacbeth [jamesmacbeth@acn.net] **Sent:** Sun 3/20/2005 10:08 PM
To: Gregory@acn.net; Punske@mta.jsanet.com; Environmental@acn.net; Program@mta.jsanet.com; Manager@mta.jsanet.com
Cc: Legacy
Subject: Legacy Highway Alternative
Attachments:

GP 706

I request that the Federal Highway Administration give full and fair consideration to the Citizens' Smart Growth Alternative. We need more transportation choices,quality growth,more wetlands and wiser use of financial resources. Thank you. 1

James MacBeth
Professor Emeritus
Weber State University

Sent via the ACN Webmail system at acn.net

From: Robert Bond [rgbond@earthlink.net] **Sent:** Sun 3/20/2005 10:36 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 707

Dear Mr. Punske,

As a member of the League of Women, I strongly concur with the League position that instead of building a highway that will encroach further on the hemispherically critical Great Salt Lake wetlands we should be concentrating on building a light rail and further bus service into and out of the city. 1

Building more highways will only be a short term solution. With the expected growth in Utah, only more highways will be needed later UNLESS WE MAKE FIND OTHER SOLUTIONS. Almost all of the cars currently on I -15 carry only single occupants at a horrendous cost of fuel and additional air pollution.

Instead of building more freeway, other alternative must be chosen for the betterment of all. My husband and I attended the hearings at the Davis County Fairgrounds. We were NOT persuaded that additional freeways will solve the problems. 2

We would like to see the Legacy Nature Preserve maintained. That is a good idea. More pavement through wetland areas is not.

Thank you.

Georgene Bond
2441 Evening Star Drive
Salt Lake City, UT 84124

From: LESLIE M WHITE [mrandywhite@msn.com] **Sent:** Sun 3/20/2005 8:58 PM
To: Legacy
Cc:
Subject: Legacy Highway alternatives - Smart Growth Alternative
Attachments:

GP 708

Please give careful consideration to the Utahns for Better Transportation's Smart Growth Alternative to the main Legacy Highway proposals I have heard. I do not like the idea of continuing to pave more ground and thereby encourage more traffic with its ground, air, noise, congestion and other negative side effects.
I think the research that went into the Smart Growth Alternative is highly qualified and I encourage your adoption of that plan for our healthy future along the Wasatch Front.

Leslie White

From: Gail Prims [gprims@earthlink.net] **Sent:** Sat 3/19/2005 7:01 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 709

To whom it may concern:

My husband and I live in Davis County. It seems to me that the media has portrayed the vast majority of Davis County residents as being in favor of the Legacy Highway. I also believe this portrayal to be in error, and I hope many of my neighbors have taken the time to voice their opposition to building this highway.

We are extremely fortunate to live near the Great Salt Lake Wetlands, home and resting place to many species of birds and wildlife. The proposed highway will most certainly have a negative effect on this great resource, according to all the literature I have studied. I am dismayed that the Department of Transportation is so quick to dismiss this destruction of these wetlands. What sort of a "Legacy" is that to leave future generations?

I would urge strong consideration of the "Smart Growth Alternative" which has been proposed by several different groups. I wonder why we can't look at commuter or light rail as our first choice before paving over more land for highways. I moved here a few years ago from the Denver area, where the rail system is widely used. It's a great way for those who live outside the city to commute to work. It saves money in fuel and parking costs and keeps the air cleaner. Other large cities have extensive rail systems, too. I think it's time for the Transportation Department to take a longer look at this option.

Thank you for allowing us to voice our opinions. Please consider the many negative impacts of this highway which could be avoided while still meeting our future transportation needs.

Sincerely,

Ken and Gail Prims
1398 S Pebblecreek Dr
Layton, UT 84041

From: Daniel Greenwood [greenwoodd@LAW.UTAH.EDU] **Sent:** Sat 3/19/2005 7:08 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 710

Dear FHA:
I urge you to recommend that transportation studies and improvements in the SLC area focus first and foremost on mass transit, including commuter rail and light rail, and that any further highway building be deferred for the indefinite future. Highways lead ineluctably to increased sprawl, environmental destruction, increased pollution and increased dependence on oil. Mass transit, in contrast, can encourage denser and therefore more environmentally sound, development. Moreover, denser development is more favorable to economic growth, as the increased proximity of people leads to more efficient sharing of knowledge and trading of goods. And not least important in a period of rapidly increasing inequality, mass transit is simply more fair: it is genuinely public, open to people of all economic strata, age and disability, regardless of whether they are able to drive or maintain multiple cars. Mass transit is a public good, appropriately funded by public resources. The case for highways in general is far less clear. 1

With respect to the Legacy Highway in particular, this project will interfere with valuable and limited wetlands, part of the migration grounds for a tremendous proportion of the N. American bird population. These values are more important than further subsidizing sprawl in the SLC area. 2

Daniel JH Greenwood
Professor of Law
SJ Quinney College of Law
University of Utah
332 S. 1400 East Front
Salt Lake City, UT 84112
GreenwoodD@law.utah.edu
801-585-5201
http://www.law.utah.edu/greenwood

From: Ucon Website [udotweb@utah.gov] **Sent:** Sun 3/20/2005 3:10 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

GP 711

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Alicia

---[Address]---
453 E. 3rd Ave

---[City, State, Zip]---
Salt Lake City, Ut, 84103

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I support the Smart Growth Alternative, and oppose the Legacy Highway. 1

==========

From: vjohnst@wellsfargo.com [vjohnst@wellsfargo.com] **Sent:** Sun 3/20/2005 4:22 PM
To: Legacy
Cc: vjohnst@wellsfargo.com
Subject: Proposed Legacy Highway
Attachments:

GP 712

Federal Highway Administration:
I strongly support the alternative to the Legacy Highway developed by Utahns for Better Transportation. In particular, I favor focusing on implementing rail transporation between cities along the Wasatch Front. Redwood Road can be expanded to provide additional road capacity to Davis County, which is less invasive. Legacy Highway is, and always has been a bad idea. It must be abandoned in favor of solutions that treat all the vested interests equally and fairly. Please give careful and conscientious consideration to the Citizens' Smart Growth Alternative. Thank you, Verna Lee Johnston (1314 South 1300 East, SLC, UT 84105)

From: LESLIE M WHITE [mrandywhite@msn.com] **Sent:** Sun 3/20/2005 4:32 PM
To: Legacy
Cc:
Subject: Citizens' Smart Growth Alternative
Attachments:

GP 713

In the interest of long term solutions that take into account the possibility of a growing but wisening population, I encourage you to give careful consideration to the well studied and researched Citizens' Smart Growth Alternative to the Legacy Highway proposals already on the table.
As Traxx for one has shown, as a people we can change our total automobile dependency and be happy and effective with it.
Please look carefully at the data and the qualifications of the experts involved.

Thank you,

Andy
White

From: William Helsley [wphilhelsley@msn.com] **Sent:** Sun 3/20/2005 4:55 PM
To: Legacy
Cc:
Subject: Comments for Gregory Punske FHWA RE:Legacy Highway
Attachments:

GP 714

Interstate 15 was rebuilt just prior to the 2002 Olympics and 1-15 through Bountiful up to Farmington was also widened. Neither of these projects has done much to really alleviate rush hour slowdown along the Wasatch front. The same will be true of the Legacy highway. It just won't solve the traffic problems.

The Citizens Smart Growth Alternative outlines some options to this including viable mass transit. Mass tranist is the only way we will solve our growth problem and maintain some semblance of clean air efficient transportation in the valley.

I am also a birder and hate to see wetlands destroyed just to provide another polluted barrier of asphalt built.

Several years ago I heard a Politician make the statement that the Legacy highway would be built it was just a matter of when. I certainly hope that is not the case.

W Phil Helsley
7777 So. Biscayne Dr.
SLC, Utah 84121

From: jack comeford [dr.c3@juno.com] **Sent:** Sun 3/20/2005 5:54 PM
To: Legacy
Cc:
Subject: legacy highway
Attachments:

GP 715

Dear Mr.Punske:
I have a sailboat at the south marina and enjoy the lake. The building of this highway and development will have a negative impact on the lake. I hope it will not be built.
Sincerely, Dr. Jack Comeford

From: jeannc [jeannc@msn.com] **Sent:** Sun 3/20/2005 5:26 PM
To: Legacy
Cc:
Subject: I oppose the Legacy Highway
Attachments:

GP 716

Is this the "Legacy" we want to leave to generations to come? More pavement over the beautiful land of Utah?
Please give the Citizen's Smart Growth Alternative a chance. Modes of transporation come and go, as I recall from high school history. Utahs greatest asset is its natural beauty and wildlife. Once it is sacrified for fleeting wants (not needs, **wants**), it cannot be replaced. There are alternatives. Please consider them.
Jeanne Connelly

1

From: Don Green [dongreen42@hotmail.com] **Sent:** Mon 3/21/2005 2:40 PM
To: Legacy
Cc:
Subject: Please build this desparately needed stretch of highway.
Attachments:

GP 717

To whom it may concern,

Please build this desperately needed stretch of highway.

I am a Davis County to Salt Lake City commuter and have been doing so for fifteen years. I have been on the freeway from Farmington to Salt Lake when there have been construction and accidents that have caused massive traffic jams. Every time I wish to myself that those who oppose the Legacy highway were with me for the extra hour or so wait and we could discuss the pros and cons of building the highway. But they were most likely already home/at the office from their five or ten minute commute. But if they were there, we could discuss the advantages of the increased air pollution spewing from the hundreds of cars idle while in wait. Or perhaps the many hours of unproductive time of those waiting. We could even discuss the increased tension brought upon some who endure. But I probably could not get a word in edgewise while listening to the dissertation of the good that protecting the marshland will bring to our community. It's been quiet a detriment to the marshlands, as I can see???, because they were not vocal when I-15 ripped through so many marshlands when it was first constructed...

1

Please listen to the general public, build the highway and quit wasting our tax dollars.

(Why wasn't the closing date for comment more publicly made known?)

2

THANKS!

Don Green
dongreen42@hotmail.com

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/21/2005 2:33 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Don Green

---[Address]---
1186 N 2220 W

---[City, State, Zip]---
Clinton, UT 84015

---[Phone]---

---[Fax]---

---[E-mail]---
dongreen42@hotmail.com

---[Project Comments]---
To whom it may concern,

Please build this desperately needed stretch of highway.

I am a Davis County to Salt Lake City commuter and have been doing so for fifteen years. I have been on the freeway from Farmington to Salt Lake when there have been construction and accidents that have caused massive traffic jams. Every time I wish to myself that those who oppose the Legacy highway were with me for the extra hour or so wait and we could discuss the pros and cons of building the highway. But they were most likely already home/at the office from their five or ten minute commute. But if they were there, we could discuss the advantages of the increased air pollution spewing from the hundreds of cars idle while in wait. Or perhaps the many hours of unproductive time of those waiting. We could even discuss the increased tension brought upon some who endure. But I probably could not get a word in edgewise while listening to the dissertation of the good that protecting the marshland will bring to our community. It's been quiet a detriment to the marshlands,

as I can see???, because they were not vocal when I-15 ripped through so many marshlands when it was first constructed...

Please listen to the general public, build the highway and quit wasting our tax dollars.

(Why wasn't the closing date for comment more publicly made known?)

Kimberly J. Stevens

From: avenuesmark [avenuesmark@yahoo.com] **Sent:** Mon 3/21/2005 12:33 PM
To: Legacy
Cc:
Subject: Legacy HIghway Final Supplemental EIS
Attachments:

GP 718

Dear Mr Punske:

I visit the wetlands of the Great Salt Lake a couple of times a year, and I understand that these wetlands are among the most important in the world. They form an irreplaceable part of the Western Flyway, and the notion that you can destroy some of them if you protect some other acres strikes me as subversive to the notion of no net loss of wetlands. Even the current president of the United States has given lip service to that idea. 1

These wetlands include seasonal wetlands, isolated pools and ponds, saline playas, brackish tributaries, open water and near-shore wetlands and marshes: each type provides a niche for a range of species. With a natural treasure like the Great Salt Lake on our doorsteps, we should take special and if necessary, heroic steps to protect it.

The Citizen's Smart Growth Alternative would destroy fewer acres of wetlands than the proposed Legacy Highway. It would also have a negative influence on fewer surrounding acres of wetlands. It is now becoming clearer through modeling that the Citizen's Smart Growth Alternative would diminish congestion at least as effectively--and perhaps more effectively--than Legacy Highway. From both a legal and a policy perspective therefore, the choice is clear. The Citizen's Smart Growth Alternative satisfies both section 404 of the Clean Water Act and the purpose and need for diminishing congestion. You must choose the Citizen's Smart Growth Alternative. 2

Very truly yours,

Mark A. Clemens
131 First Ave, #501
Salt Lake City UT 84103

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

From: wade.c.hogan@L-3com.com [wade.c.hogan@L-3com.com] **Sent:** Mon 3/21/2005 12:17 PM
To: Legacy
Cc:
Subject: Legacy Public Comment
Attachments:

GP 719

I just wanted to take a minute and share my input on the Legacy Parkway project, and let my voice be herd. I feel that UDOT is doing a wonderful job of working with others to building this highway. The success of this project is critically needed for the people of the Wasatch front. Building this parkway is a win-win situation of everyone involved, including the wildlife of the Farmington Bay area. I would like to let it be know that I support this project one hundred percent.

Wade Hogan

From: Cromar, Chris [Chris.Cromar@qwest.com] **Sent:** Mon 3/21/2005 11:43 AM
To: Legacy
Cc: Cromar, Chris; tahitinui@earthlink.net
Subject: Public comment on Legacy Highway project. I want it to go forward as quickly as possible.
Attachments:

GP 720

To all reviewing public comment on the Legacy Highway project,

As a former Davis County resident I became all too familiar with the daily congestion at the same choke points along Interstate Highway 15 and State Highway 89. Componding those regular volume delays was the constant need for maintenance and improvement to the North Metropolitan corridor.

Because I was unfamiliar with the history of the project I attributed the congestion to a lack of foresight on the part of UDOT. As it turns out this was not the case, but instead delays in moving forward with alleviating these daily problems were due to political obstructionist under the guise of environmentalism, an easily adaptable tag to conveniently attach to almost anything they so desire.

While a Utah born native, I spent the better part of my life living in Colorado. A Governor of a particular political persuasion did all that he could to delay the recommended contruction of what would later become known as C-470. It had been identified early on as being necessary to accomidate projected growth and that the earlier they could build this the better the cost would be to the state. Governor Dick Lamb in this case became the voice for the obstructionists for several years, but ultimately conceeded that the highway indeed needed to be built. The cost to build it later was far greater to the state than it needed to be. The specious argument used successfully here as well was that Environmental Impact Statements failed to take into account the impact to promote increases in home and business construction would have in nearby areas should the highway be built.

Ultimately, building growth went forward despite the fact that the highway had not been built but delayed. The costs of building later, rather than earlier increase substantially as development preceeds highway construction. The costs come in the forms of rights of way, condemnation of existing property facilities, local community infrastructure needs for developing communities.

The fact is that geography and capital are the two largest limiting factors for what kinds of solutions can be implemented for traffic improvement in this valley. We do not have unlimited funds in Utah for either construction projects nor legal battles and the obstructionist who seem to have endless wallets (probably at the expense of the citizenry) do very little to improve our living situation here.

Building this highway has been the right thing to do for "decades" now. Let's move on and get it in.

Chris Cromar
10329 S. 3725 W.
South Jordan, UT 84095

From: Wayne Hansen [whansen@farmingtonut.com] **Sent:** Mon 3/21/2005 10:36 AM
To: Legacy
Cc:
Subject: Legacy Highway comments
Attachments:

GP 721

To whom it may concern:

I am the Chief of Police in Farmington. As a public safety official in Davis County I see a critical need for the Legacy Highway as an alternative to I-15. During those occasions when the freeway is closed or restricted due to accidents the communities that border I-15 experience traffic volumes that overload city streets and intersections. The end result of this is accidents and injuries that would not occur if an alternate route existed. In addition the amount of traffic currently using the freeway on a day to day basis has increased to the point that there is a significant need for another north/south route based on daily traffic patterns and usage. I feel that we need move forward with this project as soon as possible.

Sincerely,

Wayne Hansen

From: trishgordon@comcast.net [trishgordon@comcast.net] **Sent:** Mon 3/21/2005 9:55 AM
To: Legacy
Cc:
Subject: legacy proposal
Attachments:

GP 722

Gregory Punske,
Please consider the proposed alternative to the legacy highway construction. I'm hoping we can preserve our environment and prevent sprawl and short sighted development. Thank you, Trish Gordon

From: Bob Archibald [barchibald@comcast.net] **Sent:** Mon 3/21/2005 11:20 AM
To: Legacy
Cc:
Subject: The Legacy Highway
Attachments:

GP 723

Gregory
I know that there are no easy answers to the mounting questions surrounding transportation along the Wasatch Front. On the other hand, we all have an obligation to do what's possible to be thoughtful and sensible about each initiative and project.

Having spent a fair amount of time reviewing the pros and cons of the Legacy Highway, it's clear that I don't like the idea at all in it's current form. However, with all due consideration, that position doesn't seem very useful at this time. It appears something must be done.

So I'm adding my voice to those who are **urging every consideration** of the proposed **Smart Growth Alternative**. With the SGA, area's broader broader transportation needs are addressed, and potential environmental impact is greatly reduced. Why would this not be done? **The Smart Growth Alternative** is much more forward-looking and than the original proposal and brings thoughtful sensibility to the decision.process. Again I urge it's acceptance.

Thank you for your consideration.

Bob Archibald
Sandy

1

From: Barbara B. Brown [barbara.brown@fcs.utah.edu] **Sent:** Mon 3/21/2005 9:28 AM
To: Legacy
Cc:
Subject: To Gregory Punske re: Citizen's Smart Growth Alternative
Attachments:

GP 724

March 21, 2005

Gregory Punske FHWA at legacy@jsanet.com
FHWA - UT Division
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118

Dear Mr. Punske:

I am writing to urge you to give better consideration to the Citizen's Smart Growth Alternative to the Legacy highway. I have read Robert Adler's opinion and am disappointed that the mandate for citizen involvement appears to be simply window dressing for a decision in favor of Legacy highway, regardless of the technical merit of the Citizen's alternative. 1 2

I also teach housing policy at the University of Utah and I am disappointed that the alternatives developed seem to ignore the effects of transportation development on land use. We can learn much from communities with more mature transit oriented developments in the country and create more equitable, accessible, and affordable developments around transit, but not if we keep making land use, taxation, and air quality decision that favor automobile oriented development. A narrow stretch of land such as Davis between the Great Salt Lake and the mountains is an ideal situation for putting first efforts into transit oriented development. Dorn (2005) has noted how well suite our region is for this development. I cannot understand why this process appears to use facts and comparisons so selectively to buy us an alternative that is less healthy for our region in the long run. 3

I urge you to listen to the arguments in favor of the Citizen's Smart Growth Alternative.

Respectfully,

Barbara B. Brown

From: Colleen Gregory [cgregory@csolutions.net] **Sent:** Mon 3/21/2005 8:56 AM
To: Legacy
Cc:
Subject: legacy highway
Attachments:

GP 725

To Gregory Punske,

The alternative to the Legacy Highway that prioritizes transit development while also providing a non-freeway alternative vehicular route through Davis County by extending Redwood Road north of 1-213 should be given full consideration.
This alternative will include the Legacy Nature Preserve and will improve air quality, as well as provide more transportation choices. My greatest concern is the diminishing supply of fuel. It is a known fact that we are using up our precious resource of oil at an astonishing rate and. with China using as much as the U.S. it will be depleted even faster.
The need for MASS TRANSIT is the most important fact to consider at this time.
Our oil reserves need to be preserved as do our valuable wetlands.
Please consider the Alternative.
Sincerely,
Colleen and Thomas Gregory

Kimberly J. Stevens

From: C. Richmond [carrier@xmission.com] **Sent:** Mon 3/21/2005 12:43 PM
To: Legacy
Cc:
Subject: comment submission on Legacy Highway
Attachments: "AVG certification"(203B)

GP 726

Dear Gregory Punske,

We are writing to you out of concern for the negative effects the proposed Legacy Highway would have on the traffice patterns and ecosystems here in the Salt Lake Valley.

First, we want the Federal Highway Administration to give full and fair consideration to the Citizen's Smart Growth Alternative.

Second, we believe the Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake.

We have been following this issue since its inception more than ten years ago, and are sadly disappointed at the careless spending of taxpayer money on yet another very contentious and unresolved public issue. More money spent on public transportation would be much more effective. The results of the light-rail system in Salt Lake City are a testament to the willingness of the public to support public transportation.

In addition, it is sad to see all the lands along the proposed corridor have been bought up by large developers such as the Boyer Company. There is a lot of money private firms have invested in the assumed follow-through of this project. We hope it is not a done back-room deal. It is a shame that public funds would so obviously and blatantly be spent helping private firms make a large profit at such a large environmental expense.

We see the wetlands of the Great Salt Lake as a resource on which a price cannot be put. Do not allow this precious place to be put on the auction block.

Thank you for including our comments in the offical register of comments submitted by the public.

Mr. and Mrs. K. R. Richmond

1231 South Lyman Court

Salt Lake City, UT 84105

<<"AVG certification">>

GP-727

From: Dave Iltis [dave@cyclingutah.com] **Sent:** Sun 3/20/2005 7:42 PM
To: Legacy
Cc:
Subject: Comments on Legacy Highway DSEIS
Attachments:

Dear Mr. Punske-

I am submitting these comments in regards to the Legacy Highway Draft Supplemental Environmental Impact Statement.

I would not like to see Legacy Highway built at all. Given that that is not a a likely outcome, I encourage you to give fair and equal consideration to the Smart Growth Alternative. 1

As a bicyclist and an advocate for alternative transportation, I am dismayed that this highway is being considered when there are NO marked class 1, 2, or 3 bike routes connecting Davis County with Salt Lake County. The Wasatch Front Regional Council has been very slow to plan and has not implemented any bike routes for commuting or recreation between these two counties. Since the cost of implementation of bike routes is very low compared to the cost of building new highways, it stands to reason that the State of Utah is not interested in anything but the Legacy Highway to exclusion of anything else that would alleviate traffic congestion such as Commuter Rail, Light Rail, Improved Bus Service before building this ill-conceived Legacy Highway. 2 3

While the plans for the Legacy Highway supposedly call for a bike route, I wonder why these have not been implemented now? I believe that the answer to this is that the bike route is in the Legacy Highway plan only because planners have to include this, not because they have any interest in bicycling as a form of alternative transportation. If they did have interest, as I mention above, commuting and recreational routes would already be in place. I also doubt the utility of a bike route next to a major freeway since this proposed route would be full of safety concerns, pollution and noise issues, and would be completely ugly. When you compare this to the splendid riding opportunities in West Davis County and North West Salt Lake County that will be lost, destroyed, or rendered less safe by the sprawl and traffic created from the building of the highway, this is yet one more reason to consider the Smart Growth Alternative. 4

I also am dismayed by the impact that the Legacy Highway would have on the Great Salt Lake and the migratory bird life that depend on our international treasure. When we consider building this highway, we must consider this in an international context. The Smart Growth Alternative would decrease the impacts to the Great Salt Lake and the wildlife that relies on it. 5

The Smart Growth Alternative would reduce impacts to our quality of life by minimizing sprawl, minimizing air pollution, minimizing costs, and minimizing impact to our wildlife.

Thank you for considering my comments.

Sincerely,

Dave Iltis
Editor
Cycling Utah Magazine
http://www.cyclingutah.com
1124 4th Ave.
Salt Lake City, UT 84103
801-328-2066
801-268-2652
Dave Iltis
Editor, Advertising
Cycling Utah
1124 4th Ave.
Salt Lake City, UT 84103
801-328-2066
801-268-2652
801-263-1010 fx
Former USCF Trustee, Western Section
Member League of American Bicyclists
check out our website at http://www.cyclingutah.com
Need a Cycling Book? go to http://www.bikingbooks.com

GP-728

From: Philip Emmi [emmi@arch.utah.edu] **Sent:** Mon 3/21/2005 7:59 PM
To: Legacy
Cc:
Subject: DSEIS Comments
Attachments: EmmiDSEIScomments.pdf(49KB)

Dear Mr. Punske:

Please find attached a PDF file containing comments offered in response to the Legacy Parkway draft supplemental environmental impact statement. I hope these prove constructive.

Please reply regarding receipt of the same. Should there be any questions, please contact me at the coordinates below. Thank you for your consideration.

Prof. Philip C. Emmi, Director

Urban Planning Program

College of Architecture + Planning

375 S 1530 East RM 235 AAC

Salt Lake City, UT 84112-0370

(801) 581-4255

(801) 581-8217 fax

<emmi@arch.utah.edu>

www.arch.utah.edu

<<EmmiDSEIScomments.pdf>>

GP-728

Boundaries of Analysis, Multiple Future Land Use Scenarios and Local Fiscal Effects

Prepared in submission to

Gregory Punske, Project Development Engineer
FHWA - Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City, UT 84118

on the

LEGACY PARKWAY
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND DRAFT SECTION 4(f), 6(f) EVALUATION (December 2004)

by:

DR. PHILIP C. EMMI,
PROFESSOR OF URBAN AND REGIONAL PLANNING

The residents of Davis County are stuck. It's not just the traffic. They're stuck in an urban developmental dilemma. For more than four decades, Davis County has provided opportunities for substantial housing to be secured at modest prices with good public services and low taxes. It offers safe schools, quiet neighborhoods and cultural homogeneity all within easy access to employment and shopping in Salt Lake County. Yet in American's suburban areas, these qualities are ephemeral. And, worst, they are predictably self-eliminating.

How can the residential qualities that Davis County citizens have come to regard as their heritage be preserved without violating the rights of others to seek similar benefits?

One could only wish that this were what the Legacy Parkway was all about. But the Parkway's stated purpose is drawn too narrowly. It has little to do with preserving residential qualities. It has nothing to do with resolving Davis County's urban developmental dilemma. If suburban highways worked to relieve traffic congestion, one could argue that the Parkway was for the benefit of Davis County residents. But they don't. Highway-building has become a social program designed to uphold home values, enhance real estate development opportunities and hold down local property taxes. Sadly, highways are not very good at that either.

Davis County has grown more rapidly than its neighbors to the north and south. It has declined in urban densities, increased in urban road miles and increased in urban traffic more rapidly, too. Its job-to-housing ratio is low. Conveniences aren't conveniently located. Those that are available are scattered across an extensively developed landscape accessible only by car. Urban land has been used inefficiently. What land remains is zoned to be developed in like manner.

GP-728

These are the preconditions for suburban traffic congestion. The Parkway will accommodate more low-density development and induce more households to drive longer distances to get where they need to go. The Parkway is not a deeply and comprehensibly responsible solution. On the contrary, it will only worsen the conditions it purportedly seeks to address.

In all likelihood, county and municipal budgets will be compromised, local taxes will rise and local public services will shrink. The expectations of city councilors and county commissioners of a fiscal windfall from highway interchange development are all too shortsighted. Taxable commercial properties are only the first-round effects of suburban highway construction. The more important second and subsequent rounds are dominated by low-density residential development that fails fiscally to pay-for-itself. Only a residential building moratorium will guarantee Parkway-induced fiscal windfalls.

What does it take to develop a responsible solution to Davis County's dilemma? How can the quality of residential experience be preserved there? How can the agencies of the state help protect what deserves to be saved?

Three prerequisites are indicated. (1) The analysis of the situation must be bounded in purpose, time and geography with sufficient generosity as to embrace underlying causes and not just superficial symptoms. (2) The interdependency of transportation investments and suburban land development must be part of both project analysis and proposal design. (3) The effects of transportation and land use decisions on the fiscal capacity of local governments and their ability to uphold their role in the service and protection of residential environments must be assessed: these effects must be employed as a central factor in apprising the merits of alternative proposals least one be chosen that sends localities into a protracted fiscal tailspin.

1

Comment 1 of 3: The boundaries of analysis or why a generous bounding of the problem's purpose, time and geography invariably leads to more creative, responsible and effective solutions without which further road building proves to be counter-productive.

In 1976 Ballinger published on behalf of the American Academy of Arts and Science a now-classic text in project analysis by Harold A. Feiveson, Frank W. Sinden, and Robert H. Socolow titled The Boundaries of Analysis: An Inquiry into the Tocks Island Dam Controversy. The text focused on a proposed dam and reservoir project in the Delaware River Gap. The thesis of the text was that the way a project's analysis is geographically bounded profoundly alters the quality of the conclusions reached about the project's impacts. The authors find that the initial narrow bounding of the project's purpose and geography led to a wholesale failure to appreciate significant remote and indirect effects that would eventually lead to the project's undoing.

The appropriateness of a project's stated purpose must be reviewed iteratively as the project's impacts become better known. But for that to happen, the project must be understood in a more broadly defined temporal and spatial setting.

The cause-and-effect relationships at the core of the project's assessment propagate through both time and space. Expanding the projects temporal horizon to 2035 and

2

GP-728

placing it within a hierarchically nested set of geographic boundaries is the only fair and accurate way to represent environmental effects that spread across the project's temporal and spatial domain.

Conversely, bounding an analysis of the Legacy Parkway to a long and narrow southwest Davis County Corridor and constraining its assessment to a 15-year time horizon predisposes the assessment to general failure. It precludes identifying and appreciating significant remote and indirect effects that spill outside this artificial boundary and take a longer amount of time to be clearly perceived.

2

Comment 2 of 3: The Legacy Parkway will re-direct to western Davis County more than 900 acres of low-density suburban development than would otherwise be the case. A more generous bounding of the analysis and the use of multiple future land use scenarios would enrich our understanding of the effects of highway-induced suburban land development. Doing so is also required for an accurate and creative assessment of alternative transit and highway sequencing options – an assessment that needs to be re-done using appropriate future land use alternatives and a dynamic appraisal of modal choice options.

I have in comments on the Final Parkway EIS reported on an analysis of the effects of the Parkway on the geographic redirection of future urban land development into western Davis County and mostly away from Salt Lake County. The total acreage of redirected developmental activity is in excess of 900 acres. This amount of induced development is able to generate more than 100,000 daily vehicle miles traveled by 2020. This is clearly not a negligible volume of induced traffic.

3

Accordingly the no-build alternative should assume one land development pattern and the Parkway-build alternative should assume a second land development pattern – one that accounts for induced land development and induced traffic. For a fair and accurate comparison, a third future land development scenario for enhanced transit without the Legacy Parkway needs to be developed. Then, a fourth land use – transit scenario involving downtown-focused, airport-focused and mid-SL Valley focused transit and land use patterns should be included (or alternatively the continued exclusive downtown transit focus should be dropped in favor of an evolving multi-focused transit system). Finally, The sequencing of enhanced transit and parkway should be assessed against a combination of the aforementioned future land use scenarios so as to acknowledge (1) that building Legacy after implementing an enhanced transit package induces a more compact land development pattern with less vehicular traffic and more rapid average travel times than does building both at the same time and conversely (2) that building both at the same time will induce nearly the same extra 900 acres of development within a short (4-6 years) period of time and precludes average speed from reaching an improbably high estimated 62 miles per hour.

These changes should also help address the DSEIS's strained credibility issue generated by such a low projected modal switch response to such an aggressive package

GP-728

of transit facility investments. The current credibility issues may be due to the non-dynamic deployment of deflection curves used to model modal choice. Deflection curve parameters may not change with time to reflect the changing character of household economics, choice options and choice context. In the FSEIS, the analysis of modal choice should be modified to respond to (1) a rapid growth of traffic to capacity on the Parkway, (2) continued and rapid increases in the price of motor fuel, (3) continued international pressure on wages among semi-skilled and low-skilled workers depressing real earning of a majority of Davis County workers, and (4) continued long-term upward pressure on U.S. interest rates making housing substantially more expensive and thus transportation savings even more valuable.

4

Comment 3 of 3: The Legacy Parkway will likely induce a continued pattern of cost-ineffective land development that would adversely affect local fiscal balances, increase local taxes and cut back local public services. A more generous bounding of the analysis and the use of multiple future land use scenarios would enrich our understanding of the effects of highway-induced suburban land development on the fiscal capacity of local jurisdictions. A reassessment focusing on fiscal effects will help dispel misinformation and reveal possibilities for a constructive response.

TCRP Report 74, Costs of Sprawl – 2000 by Robert W. Burchell et al culminates more than five years of research led by Rutgers University. The report documents that local pubic infrastructure and services provided to low-density suburban communities cost more than need be the case and more than they fetch in local revenues. Studies of the cost-ineffectiveness of suburban development are numerous and conclusive. Recently complied data for the county, cities and special districts in Davis County is as compelling as any. During the period 1982-2000 total revenues accruing to these public agencies increased by an average of 2% per year compounded annually. During this same period, urban developmental density declined by 2.3% per year compounded annually. Under conditions of declining densities, the costs of providing local public infrastructure and services increase. Indeed, during this period, the cost of expenditures in support of local land development increased by nearly 8% per year. By the year 2000 these expenditures represented 38% of total revenues. **The rapid growth of public expenditures on local infrastructure and public services relative to public revenues belies the common assumption that localities can avoid increases in taxes and fees by accommodating the land development induced by highway construction.** In short, the Legacy Parkway is likely to further induce a continued pattern of cost-ineffective land development that will adversely affect local fiscal balances, increase local taxes and cut back local public services. A fair and accurate assessment of project impacts requires a closer investigation of these issues with an eye toward dispelling current misinformation and seeking out constructive possibilities.

5

GP-728

The courts have upon occasion challenged the narrowness with which a lead agency has drawn the boundaries of its analysis. But it has also rested upon the notion that such matters remain within the purview of administrative discretion. To buttress the court's inclination to assume a passive position, lead agencies have argued that using only one narrowly defined boundary and only one future land use scenario is an accepted element in the "state of the practice" regarding transportation planning and highway impact assessment. But time has past and practice has changed. Prof Keith Bartholomew's (2005) FHWA-funded review of current practice, Integrating Land Use Issues into Transportation Planning, reveals that 79 out of 153 transportation planning projects have used or are using an approach that employs multiple future land use scenarios in the assessment of transportation investment options. In short, recently surveyed transportation planning projects that employed but a single future land use scenario is now in the minority. As a modal form of practice, the use of multiple future land use scenarios now constitutes "State of the Practice."

6

Both the change in practice and the significance of effects outside a narrow analytical corridor underscore a need for the Legacy Parkway to be re-assessed with a more generous bounding of the analysis and the use of multiple future land use scenarios. Anything less undercuts an accurate representation of indirect effects that emanate from the project and spread beyond the bounds of an all too narrow corridor. Anything less leaves unexplored the many opportunities for defining creative responses to the developmental dilemmas Davis County now faces.

GP-729

1018 S. 1325 W. Box 431
Farmington, UT 84025-0431

18 March 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South Suite 9A
SLC UT 84118-1847

Dear Mr. Punske:

RE: DSEIS for UDOT's Proposed Legacy Parkway

I am sending this as an e-mail attachment so that it arrives by the 3/21/05 deadline. I concur with all of the comments submitted by Utahns for Better Transportation and the Sierra Club.

In addition, I'd like to comment on or underscore several issues: 1. The level of citizen support for the Legacy Parkway has increased because of recent circumstances; 2. Current peak period congestion is not a sufficient problem to warrant the immediate building of the Legacy Parkway; and 3. County and State leaders should do more to use both technological and behavioral solutions to traffic congestion, with high quality high speed mass transit given top priority.

1. Citizen support for the Legacy Parkway.
The news media tout a Dan Jones survey showing that a high proportion of Davis County residents supports building the Legacy Parkway. There are several problems with taking this survey at face value:

First, the survey was conducted approximately one month after extensive remodeling of I-15 at the Davis County/Salt Lake County line. In addition to several months of construction, for several weeks after we thought the construction had been completed, there were unexpected construction delays that just exacerbated driver frustration.[1] The remodeling was needed, and I certainly supported it. However, to conduct a survey about the need for another road when the main road was just reconstructed and there had been extensive traffic delays simply stacks the deck in favor of the proposed new road (see "Revamped Beck Street easing commute" Salt Lake Tribune, Nov 26, 2004, p. B2; "Support Growing for Legacy" Deseret News, Jan 31, 2005).

Second, I agree with the Sierra Club remarks quoted in the newspaper, that the question was posed in a biased way. The question did not ask "would you rather have option A or option B" but instead asked only if they would like "option A" (the Legacy Parkway). If people are upset with traffic delays but are not offered a viable alternate way of getting around, it is not surprising they support a new road.

Third, and related to the above, the survey was conducted after several years of increasing congestion without any relief provided by high quality mass transit. So even without the highway construction, in the absence of high speed, high quality mass transit, people would not envision a transit alternative and would support a new road.

2. Peak time traffic congestion not currently a sufficient problem to build the road immediately:

a. I want to emphasize that the modeling for Legacy says the Legacy Parkway will not be needed until 2020. The purpose of building the Legacy Parkway now is to provide an alternate for a couple of years while routine repairs are undertaken on I-15 in Davis County. As I said in my 4/9/03 letter to Ms. Nancy Kang of the Army Corps of Engineers (letter included as part of the present file, Appendix A), it is unacceptable to destroy wetlands for that short-term need. 1

b. Currently, complaints about traffic slowdowns are limited to commute periods and accidents (and as noted above, commute slowdowns have been exacerbated recently by construction delays). To put citizen complaints in context, it is important to acknowledge that these commute periods are much shorter than in other communities in Utah (e.g., Salt Lake County) and elsewhere in the U.S. For example, if I leave my office at the University during the peak (between 4:45 and 5:45PM), the road from SLC to Farmington is often quite congested, and traffic slows to 30-40 mph; however, if I leave my office a little before the peak (between 4:30 and 4:45), on typical days (i.e., nonaccident days) there is much less congestion, and if I leave my office after that period (at 6:00 pm on typical days), there is no congestion. If UDOT and Davis County leaders want us to believe that congestion is considerably worse than this pattern, they should provide the data from their traffic cameras. 2

c. Perceptions of traffic problems exceed the reality of traffic problems. There is an extensive psychological literature on biased information processing. The image that people have of terrible traffic problems in Davis County is perpetuated by their expectations (they're accustomed to traffic problems, so they remember traffic problems more than high speed flows) as well as by the high frustration associated with traffic problems (especially the unpredictability of slowdowns). These negative impressions are perpetuated by the news media and traffic reports, who share the expectation that there are chronic traffic problems in Davis County. The traffic reports use colorful language such as "traffic is at a crawl" and "watch 3

GP-729

out for the *typical* delays" that heighten and strengthen existing perceptions about traffic. Quite often, these reports are inconsistent with reality.

d. Contrast Principle exacerbates perceptions of severe slowdowns.
In his book "Influence," Robert Cialdini[2] extensively discusses the "contrast principle," or the idea that people evaluate a current state relative to the immediately preceding state.[3] Traffic speeds during the day are well above the 65 mph speed limit (I estimate them to be about 75 mph until the high school students drive to their after school jobs); thus people are free to drive as fast as they like most of the day, but need to slow down when the commuter traffic begins to grow. Because of the contrast principle, the difference between daytime and commute speeds leads to exaggerated perceptions of slow downs. Davis County residents complain when traffic slows to 45, even though that is a decent and steady pace for the commute period. If there were better enforcement of the speed limit during the day, this contrast effect would not occur, and there would be less pressure on County officials to move forward with the Legacy Parkway and more time to build a high quality rail system. 4

e. Decisions about the immediate need for the Legacy Parkway should be based on actual traffic speed data, not biased perceptions of how bad traffic is.
I am not asking UDOT or the media to misrepresent traffic flow problems, but I am asking them to be more accurate. Indeed, in my letter to Ms. Kang, I asked that information on actual traffic speeds be provided to the public for examination. Money for the Legacy Parkway will be taken away from other highway projects in Utah. In part, legislators and the State Road Commission support the Legacy Parkway because they have been told that congestion is severe. The allocation of state taxes should be based on facts about actual traffic speeds, not perceptions. 5

3. The traffic projections used to justify the Legacy Parkway emphasize technical solutions rather than including behavioral solutions to traffic problems.

Since 2003, I have been advocating more behavioral solutions to Davis County congestion problems. An updated copy of my memo is included in the present file (updated to acknowledge the Beck St. road improvements noted in #1, above). That memo provides a list of ways for improving I-15 efficiency without building the Legacy Parkway, the most significant of which are to provide high speed high quality transit and HOV lanes. I distributed this memo to state legislators in hopes they would address the issue. For example, if people could vary their commute times, the peak would be more spread out and there would be less congestion. Unfortunately, the State is doing little to spread out the peak period, such as by encouraging companies to shift work times. Nor does the state appear to educate drivers or enforce traffic laws in order to reduce the number of traffic accidents during the commute. The DSEIS uses concerns about accidents to demonstrate the need for the Legacy Parkway (many places, especially p. 1-16 and Table 1-4), yet they never acknowledge the potential of behavioral solutions, instead focusing on road design and capacity. I do not know why this community is so reluctant to use behavioral solutions rather than relying solely on technological solutions. 6

Thank you for this opportunity to comment on the DSEIS.

Sincerely,

Carol M. Werner, PhD

Footnotes

[1] At this point, the freeway used to narrow from 3 to 2 lanes, both directions, and the signage was inadequate and confusing. Especially northbound, newcomers unfamiliar with the road would suddenly encounter a "right lane/ exit only" sign and quickly change lanes in order to continue their northerly route. Needless to say, this startled other drivers, reduced driving predictability, and even created dangerous situations, all of which created a frustrating and negative driving experience. Thus, the road needed to be remodeled, but the remodeling construction was itself disruptive, and caused chronic slow-downs for several months, slightly before the survey was conducted.

[2] Cialdini, R. B. (2001). *Influence: Science and practice* (4th ed). Boston, MA: Allyn and Bacon.

[3] To experience one example of the "contrast principle," put one hand in hot water, the other in freezing water, then put both hands into the same bucket of warm water. One hand will feel cold the other hot, even though both are in the same water. It's the contrast with the previous situation that leads to this illusion.

GP-729

4/9/03 Carol Werner, Farmington, (801) 451 5408 Legacy SEIS comments
REV Jan 2004
REV 3/17/05

USING I-15 MORE EFFICIENTLY

I-15 in Davis County works well unless there=s an accident, though it slows down during rush hour because of high demand. Here are some ideas for improving road efficiency B additional ideas available from UDOT, UHP, FHWA.

IMMEDIATE IMPROVEMENTS IN I-15, DAVIS COUNTY:
Reduce accidents to maintain traffic flow:

Enforce the speed limit
(it=s tough to merge when the traffic is going 80 mph).

Double the fines during rush hour
(for speeding and other behaviors that lead to accidents; ask UHP and FHWA for advice on which behaviors to target).

Advertise and promote safer rush-hour driving behavior.
Examples: rapid lane shifts are dangerous at high speeds; changing lanes during a slow down does not help, and just contributes to accidents and driver stress.

Metering/Stop light coordination at entrances/exits
Metering is working well, but could be improved at the north entrance at 10th N. in Bountiful and at other slowdowns. Growth in Centerville and Layton means congestion will continue if high quality transit is not provided soon.

Improved signs to reduce last minute lane changes
Examples: **Completed, December, 2004.** through traffic merge left@ at 600 north SLC in anticipation of lane reduction at highway 89 exit, NSL;
Still needed: northbound, after 4th north exit in Bountiful, so cars can enter/merge at 10th north; U.S. 89 in Farmington; and other places the traffic slows because of last-minute lane changes; Aexit only@ signs earlier and on the Aexit only@ lane; Aexit only@ signs that indicate where the lane is going

Keep commuter traffic on the freeway and off of local streets:

Discourage people from using city streets during freeway slow-downs.
Modeling could be used to compare commute times for people who stay on the congested freeway vs. those who use surface streets. Advertise the findings and let people use these facts to decide how to behave.

EXPENSIVE BUT ESSENTIAL IMPROVEMENTS IN I-15, DAVIS COUNTY:
Reduce the slowdowns by improving road design:
Completed, December, 2004. Expand the freeway between 6th North and I-215 now. This is part of the long-term plan, but could be done now. This would eliminate lane reductions and the frustration of slowdowns.

Change the Bountiful 10th north (southbound) exit from a left to a right lane exit.

Create HOV lanes from Weber to SL County (transit & emergency vehicles, too).

High Quality Mass Transit

GP-729

page three RE: Legacy SEIS

In summary, it is extremely important that the SEIS be based on current facts, including facts about the current capacity on I-15 in Davis County, facts about accidents and slowdowns on I-15 in Davis County and ways of correcting these that do not involve building another road, facts about potential popularity of mass transit, facts about the potential impacts on of the Legacy highway on wildlife, and facts about why it is so urgent to build this road now.

Thank you for undertaking this important process.
Sincerely,

Carol M. Werner

ENCLOSURES NOT INCLUDED WITH APPENDIX
ENCLOSURES: list of problems/solutions on I-15; map w/alt. routes/draft ms.

GP-729

APPENDIX A (NB: "enclosures" not included with Appendix)

P.O. Box 431 Residence: no mail delivery: 1018 S. 1325 W.
Farmington, UT 84025-0431

9 April 2003

Nancy Kang
Chief, Utah Regulatory Office
U.S. Army Corps of Engineers
533 W. 2600 S. Suite 150
Bountiful, UT 84010

Dear Ms. Kang:

Thank you for sending the invitation to the "Legacy Parkway Public Scoping Meeting" on April 17. Unfortunately I will be out of town that day and will not be able to attend. I am writing to provide a list of issues to be addressed in the supplemental EIS. The SEIS team may plan on addressing these issues already, but I want to provide this list to make sure that my concerns are clear and will be entered into the record.

UPDATING DATA ON TRANSIT USE/TRAVEL PROJECTIONS. I have been told that if data used in an FEIS are too old, they must be updated for the SEIS. I have also been told that the deadline has passed for the data used in the Legacy FEIS. Please require updated information in the SEIS. I am particularly concerned about the transportation diary data gathered under the auspices of the W. F. R. C. As I indicated in my original comments on the draft EIS and the final EIS, the diary data are severely flawed for two reasons: first, the sample was based on a very low response rate (approximately 40% of people contacted; this represents an even smaller percentage of people targeted for contact); this rate is so low that it cannot be considered representative of the population; second, the diary only asked about existing transportation modes, and because TRAX was not yet available (or not widely available), the diary study necessarily underestimated TRAX use. I am not asking that this diary study be redone; given my second point, the information would be useless, regardless of how carefully the sample is drawn. However, I do expect that transportation projections about commuter rail and light rail will be considerably more optimistic than the commuter rail projections in the final EIS. I do not have the information in front of me, but as I recall, commuter rail use was based on the assumption of a small number of trips in the morning and again in the evening, carrying only a small number of passengers. These estimates could only be justified because of limited local experience with high quality, reliable, high speed transit service-- estimates that can no longer be justified given the popularity of TRAX in Salt Lake County. In sum, I have no objection to using estimates of transit use in travel projections, and recommend that multiple models be run, varying the proportions of commuters using transit, but using realistic estimates.

UPDATING DATA ON FREEWAY CAPACITY, I-15 IN DAVIS COUNTY. It is important that the SEIS include accurate estimates of current freeway speeds and freeway capacity in Davis County. My concern is that people have an impression that I-15 in Davis County is highly congested. It is this perception that is driving the urgency to build Legacy now rather than waiting to see if it is really needed and when it might be needed. The proposed highway will pollute streams and will destroy wetlands, wildlife habitat, agricultural lands, and open space. Therefore it is extremely important that current facts be used to inform this decision.

In 1998, I-15 in Davis County was expanded by one lane in each direction (the median was converted to traffic lanes). Since that time, freeway speeds have been extraordinarily high throughout the day on most days. Sometimes it is actually dangerous to enter the freeway northbound on I-15 because the traffic speed is so high. Even at five o'clock in the evening, even in Salt Lake City, cars appear out of nowhere, going 80 miles an hour. You do not need to take my word for this, and I urge you to contact UDOT for current detailed information about I-15 speed and capacity between SLC and the Farmington Highway 89 exit.

As indicated in the attachment, there are problems with road configuration that contribute to slowdowns, but these could be corrected with road modifications (removing bottlenecks; easing merges on blind curves at freeway entrances; getting cars off the road more efficiently at exits; HOV lanes). These corrections could be made with minimal disruption of traffic flows (and without building the Legacy highway). During the 1998 expansion, UDOT did a superb job of minimizing traffic disruptions (they instructed the construction crews to keep open two lanes in each direction during the commute). Similar strategies could be used for correcting the existing problems on I-15. In addition, during the construction to eliminate the bottleneck (road narrowing from three to two lanes) between I-215 North and 600 North in Salt Lake, freeway traffic could be diverted along I-215 into and out of Salt Lake City.

As also indicated in the attachment, the primary slowdowns on I-15 occur during the morning and evening commutes, especially when there is an accident. I believe it is the unpredictability of these accidents that perpetuates the idea that I-15 in Davis County is highly congested; it is the unpredictability and lack of control that leads to driver frustration and the subsequent complaints to Davis County leaders. I do not blame these officials for wanting to respond positively to citizens' concerns. However, a new, highly intrusive road is not the best solution. Traffic flow could be improved by determining why these accidents occur and eliminating those causes. For example if the problem is speed, accidents could be reduced by doubling the fines for violations during the commute, and by increasing enforcement. In other words, if Utah's leaders and citizens are determined to use I-15 more efficiently, it can be done. And if I-15 is used more efficiently it will obviate the need for building the Legacy freeway at the present time.

JUSTIFICATION FOR BUILDING LEGACY INSTEAD OF CORRECTING PROBLEMS ON I-15/JUSTIFICATION FOR BUILDING LEGACY NOW. The Legacy project is based on projections that additional road capacity will not be needed for many years. I find it hard to believe that the route that appears optimum today will be the optimum route for the future, and wonder about the urgency to commit to a particular route and to build this road now.

GP-729

page two RE: Legacy SEIS

I have heard a variety of justifications for building the highway now instead of waiting. One of them is that Davis County needs an alternate emergency route for when I-15 is closed by accidents or weather. As UDOT will acknowledge, serious closures are extremely rare. How often do they occur, and can we reduce the frequency (perhaps with I-15 improvements and enforcement of current laws to increase safety)? Furthermore, although I am sympathetic with the general concern, I wonder about using the Legacy Parkway as the solution. The Legacy Parkway is proposed for an area that has existing alternates. I've indicated some alternate routes on the enclosed Davis County map. From Farmington, to Bountiful, there are two clear alternates, (1) the "upper road" aka 200 East, and (2) the frontage road, which jogs at Centerville to 400 West. These routes are not as direct as State Street, and must be clearly marked with "alternate I-15" or "emergency I-15" signs; If the closure is severe, police and highway patrol officers could direct traffic along these routes. These alternates are not perfect, but if they are rarely needed as alternates, it should be manageable. Others may propose additional alternate routes. Surely we can designate effective alternate routes without building a new freeway.

Another justification is that I-15 will undergo regularly scheduled rebuilding and maintenance soon, and the Legacy freeway can be used as an alternate at that time. In other words, we are asked to build a road (through wetlands, agricultural lands, wildlife habitat, and open space) to avoid an inconvenience that might last a year or two, and that will be in place well before the anticipated increased traffic demand . Furthermore if commuter rail and light rail are in place before this scheduled maintenance, traffic will naturally be diverted to those alternative modes. I urge you to closely examine what kind of maintenance is needed on I-15 and if that maintenance can be delayed until alternative transportation is in place. There was extensive work on the overpasses in the mid-1990s as well as improvements done during the expansion in 1998. If factual information indicates that I-15 will be safe until commuter rail and light rail are in place, why not delay the repair work until those modes are available and let commuters use them instead of building the Legacy highway?

UDOT representatives have stated frequently that they will not engage in "social engineering". (Naturally, you will want to ask them what they mean by this.) I take this statement to mean -- in part -- that the speaker does not want to engage in any behaviors that will support mass transit because that would coercively encourage transit use. They believe that Utahns prefer to drive, and that encouraging transit use somehow manipulates people, or "socially engineers" transit use. I would argue that building highways has "socially engineered" automobile dependency, and it is time to provide alternatives (such as high quality mass transit, transit oriented development/walkable communities, and multiple employment centers).

We should not be surprised that highway engineers believe that a new highway is the solution to transportation problems; they chose that career, they were trained to favor highways, and they are surrounded by people who favor highways (if you take a shoulder problem to surgeon, you get surgery; if you take the same problem to a physical therapist, you get therapy and exercise). It is understandable that trained highway engineers believe that people prefer highways and would have to be coerced to use transit.

Furthermore, the anti-transit bias is based on a false assumption that Utahns can guess how they will like transit without using it. Research shows that there are psychological and behavioral barriers to transit use. If these barriers are overcome, people will try transit. They can then decide for themselves whether to use a car or transit. It is a misconception to state that people can decide whether they want to use transit before they try the alternative. A colleague and I conducted a study at the University before and after the 2002 Olympics-induced parking shortages (Brown, Werner & Kim, enclosed). We learned that just before the parking lot closures, people were frantic about getting to campus and very unsure of what transportation mode they would use. Many students were angry and upset about the impending parking reductions. After the Olympics and after parking had been restored, approximately one third of our participants continued to use TRAX as a preferred mode of transportation. That is, before the parking shortages induced them to try TRAX, they thought they would not like it. However once they discovered the reliability, convenience, cost-savings, and opportunities of TRAX, they enjoyed it and preferred to use it. Indeed, as you probably know, many more people are taking TRAX to the University than had been anticipated, and there are unused parking spaces on campus much of the time. The lesson I take from this experience is that people are reluctant to try mass transit, but if they try it and the transit is high-quality, many come to prefer it.

LEGACY WIDTH. One concern about the Legacy highway is that it is wider than necessary. I agree with the other questions raised about the width, and want to emphasize that the running/biking path is extremely inappropriate. It cannot be healthy to run along side a freeway. Not only is regular automobile exhaust bad for one's lungs, but in summer sun, ozone is created, and no one should do vigorous exercise and take deep breaths of ozone-laden air. The proposed running/bike path is too close to the road to be healthy; it is not an amenity and should be removed from the plan.

IMPACT ON WILDLIFE. I know that you will consult with experts in evaluating the impact of the highway on wildlife. At a personal level, I'd like to reiterate the points I made to the DEIS and FEIS. Human presence and behaviors disturb most wildlife, especially when animals are nesting and brooding. Wildlife managers exclude humans from sensitive areas to protect the wildlife. At Farmington Bay, a Great Blue Heron rookery was abandoned because of the constant disruptions by photographers and visitors. I am also very worried about "roadkill". I live in an area of Davis County experiencing rapid growth and increased automobile traffic. The number of dead birds hit by cars or electrocuted on power lines has increased to an alarming level (kestrel, flicker, robin, red-tailed hawk, sora, among others). Even along a little used road that divides some shallow ponds, there were numerous frogs killed in a one-week period. Wildlife are very vulnerable to automobiles traveling high speeds. The designers of the Legacy highway showed no sensitivity to the road's impact on wildlife. These costs should be included as we weigh the relative advantages and disadvantages of building this road at this time.

GP-730

From: l.c. clark [l_c_utah@hotmail.com]
Sent: Mon 3/21/2005 4:00 PM
To: Legacy
Cc: utah.chapter@sierraclub.org
Subject: Legacy Parkway Comments
Attachments:

To whom it may concern:

I have many comments regarding the Legacy Parkway, and I am glad for this opportunity to share them.

1. The changes that the Legacy Parkway will cause to our quality of life is being overlooked to its fullest extent by UDOT. We live along the Wasatch Front. During our winter months, our inversions make the air quality so poor that our children and elderly are not able to go outside because of the harmful effects the air has on their health. Regardless of what UDOT thinks, the Legacy Parkway will not improve our air quality. More cars will be driving between Davis and Salt Lake counties along the Wasatch Front, thereby worsening our air quality to an even greater extent. 1

2. UDOT encourages building of the Legacy Parkway to curb the building of homes they claim is occurring along the right of way in North Salt Lake. What UDOT does not acknowledge, however, is that this building is occurring because of their ever increasing promise that the Legacy Parkway will be built.

Building the Legacy Parkway will not curb growth, as claimed by UDOT. Instead, it will encourage additional growth. Someone once said in a recent public meeting regarding transportation issues "if you build it they will come." This is true, especially in this instance. Utah traditions do not show our citizens looking for alternatives to driving their cars to work, because UDOT and other public officials have not given them legitimate reasons or alternatives to do so. 2

This failure by UDOT and our public officials is especially apparent when looking at other cities throughout the country who have also been ignorant where the need for mass transit is concerned. Los Angeles is a great example of ignorance. Not only is Los Angeles one of the dirtiest places to visit because of its air quality, the freeway system is a mess. Instead of concentrating on improving their mass transit system, they insisted on building more and more highways. If you travel in Los Angeles today, the traffic problems have not been solved by this addition of highways. Instead, they have the problems today that we will face in 10 to 15 years if UDOT is allowed to build Legacy Parkway.

GP-730

I think one of the things those of us who live along the Wasatch Front must come to terms with is that our idea of commuting must change if we are going to continue living here. This is one of the few places I have lived that we expect our commute time to take the same amount of time as a weekend or evening drive. No other city where I have lived has this mindset.

Some of the places I have lived include the Tri State Area near New York City, NY; Tampa, Florida; and Seattle, Washington. All of the residents in these areas live with the knowledge that their commute time will be at least double that of a weekend or evening drive, however, they also live with the knowledge that their transportation authorities and public officials have done everything possible to improve their commute, i.e. expanded bus service, train service, special routes for buses into New York City, express lanes for rush hour in Seattle (they have two lanes that are used only during rush hour -- they are opened up for the commute into the city in the mornings and then they are reopened in the opposite direction for the commute to people's home in the evenings). They have done everything possible to improve the traffic congestion, without feeling that they need to completely alter their citizens quality of life by building new, unnecessary highways. 2

3. The addition of Legacy Parkway will destroy the quality of life for our future generations. Just last Wednesday I took my two nephews for a drive in west Farmington, west Kaysville, and west Layton. We love to drive through these areas because we can get away from mainstream life for a little while to look at the wildlife and farm animals that live in the area. If Legacy Parkway is built this will all be gone because sooner or later it will be extended because someone else will see a need for a bigger highway. 3

In addition, if we think the extensive growth that is occurring today is amazing, wait to see what it looks like in 5 or 10 years if Legacy Parkway is built. The sprawl will be so extensive that it will be uncontrollable. At least now, people might think twice about moving into Davis County if they fear that the commute will be a little contentious at times. Give them the Legacy Parkway and they will move in without hesitation. In 5 to 10 years, without other transportation alternatives or the encouragement of people to use something besides their cars to get from point A to point B, we will be right where we are today. 4

4. Business owners seem to be championing the Legacy Parkway to the greatest extent, arguing that they are losing money because their trucks cannot travel through the I-15 corridor in an efficient manner.

GP-730

I am a new business owner and my business relies entirely on my ability to travel from Davis County to Salt Lake County. With my extensive travels across the country, however, I can tell you as a citizen and new business owner that the Legacy Parkway is not the solution to helping me build up my business or to saving me or other business owners money. As I indicated above, if UDOT proceeds with the building of the Legacy Parkway, the sprawl of houses into the western side of Davis County will be so immense and so uncontrollable that we will be dealing with this same problem in 5 to 10 years.

4

5. If the price of gas continues to increase, as it most surely will, we will not be able to afford to drive our cars, instead, we will be walking to work or to other destinations because UDOT and our public officials are short-sided in their transportation thinking.

6. Maintenance. It is currently estimated that the Legacy Parkway will cost over $680 million to **build**. I recently spoke with a UDOT official regarding the maintenance and upkeep of Highway 89 and I-15 through Davis County. He informed me that because we do not have the funds necessary to properly maintain these roadways it will be 10 to 15 years before they are properly repaired.

5

If we cannot afford to maintain the roadways we currently have in Davis County, why in the world does UDOT think we can afford to spend $680 million for another roadway that we will not be able to properly maintain in the future?

6. What happens to the Legacy Parkway **when** the "big" earthquake hits?

7. The Legacy Parkway is just the wrong way to go. We have a transportation system that requires our citizens to rely on their automobiles. We need something besides highways. We need to consider other options, and they are out there.

8. Lastly, I grew up in Davis County. I have seen it change and grow, especially in the last five years. Regardless of what alternatives we find to handle our transportation issues our lives have already been forever changed. However, if UDOT builds the Legacy Parkway, they will be forever destroyed.

Thank you for this opportunity to comment.

Sincerely,

Linda Clark

874 Heartwood Circle

Fruit Heights, Utah 84037

(801) 550-7482

GP-731

From: richard kanner [richard.kanner@hsc.utah.edu]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Sun 3/20/2005 12:39 PM

Dear Mr. Punske:

Although I share the frustrations of the people of Davis County in having to endure driving on a very congested I-15 to get to Salt Lake City I do not believe the answer to this and many other traffic problems to be the construction of new roads. The wonderful freedom of being able to jump into our automobiles and go wherever we choose is now sadly compromised by the growing number of motor vehicles, the skyrocketing costs of gasoline, the ever growing costs of highway construction, the problems of air pollution and the lack of suitable land for new highways. We the public must now learn to compromise in order to maintain our standard of living. Public transport must again become the choice of the people. 1

This is far more complicated than it sounds. At present the people of Davis County want a quick solution to their driving problems but none exist. The rapid growth of automobile use will quickly overcome any new highway construction. People will complain about the pollution - both air and noise - that will inevitably occur in their neighborhoods. Davis County must first develop a long term plan to determine what their county will look like in 30 or 40 years. They should first decide where there will be high density housing, low density housing, shopping malls, industry and open spaces. Once this is determined they can then wisely plan where to put public transportation - both bus and light rail - and where to build roads. If they fail to do this they will be at the mercy of developers looking for fast profits who will build in a helter-skelter fashion that will compromise the quality of life for the people of the region. 2

Geography and climate put our region at high risk for inversions with high levels of air pollutants. We cannot change the geography and mankind's overuse of fossil fuel may be contributing to climate change. However, the only way we can reduce the pollutants coming from fossil fuel combustion is to decrease the use of these sources of energy and also find more efficient ways to harness these energies. Building the Legacy Highway will only encourage the use of automobiles and in our region this means less fuel efficient SUV's. The use of one person per vehicle habit we have developed and continue to practice will continue to overwhelm existing roads and keep on adding to the already significant pollution we endure. 3

Thus, I strongly urge you to go to the leaders of Davis County and ask them to first develop some long term plans for their county. Once that is done the rest should fall into place and hopefully they will see the wisdom of more public transportation and less reliance on the automobile. The Legacy Highway is a poorly conceived band-aid approach that in the long run will fail to solve the problem it is supposed to correct and will only aggravate many other existing problems.

GP-731

Thank you.

Sincerely,
Richard E. Kanner, M.D.
Professor of Medicine
University of Utah School of Medicine
Former Member and Chair of the Utah State Air Quality Board
--
Richard E. Kanner, M.D.
26 North 1900 East
University of Utah Health Sciences Center
Salt Lake City, Utah 84132-4701
Tel: 801 581 7806
Fax: 801 585 3355
Email: richard.kanner@hsc.utah.edu, kanner@med.utah.edu

GP-732

From: Steve Handy [shandy@rmwifi.net] **Sent:** Fri 3/18/2005 5:10 PM
To: Legacy
Cc:
Subject: Legacy Parkway Comment
Attachments:

To Whom It May Concern:

I have reviewed the technical issues outlined in the SEIS and find them to be of minor consequence and certainly not worth the anguish and cost caused by this untimely delay. I also find the mitigation to be more than adequate. The fact that 2,098 acres are being set aside to compensate for the 113 acres of dubious seasonal wetlands outweighs the concerns regarding wetlands destruction and the upheaval of wildlife that has evolved to be more adaptable than human beings over eons of time. I commend the planners for their foresight and vision. Human beings and their need for mobility as well as wildlife will be the big winners when The Legacy Parkway & Preserve is completed. It is unrealistic to force those who prefer traveling by automobile out of their cars when they choose the mobility that is afforded. The study's clear forecast is that only 5% of commuters will opt for commuter rail. With the projected population growth it would be irresponsible and unconscionable for the Federal Highway Administration and the U.S. Army Corps of Engineers not to recommend construction of The Legacy Parkway & Preserve. Clearly, the D&RG alternative isn't the solution. The sequencing of Legacy, Transit and I-15 North have been adequately addressed. The integration of Transit and Legacy requires no study because UTA is forging ahead with commuter rail to begin construction in late 2005. The Right-of-Way Width is something that professional planners should determine and not the public. Finally, the minimal wildlife impacts have been more than adequately addressed with the preservation of the 2,098 acres. In short, after carefully assessing the situation, attending numerous public hearings, reviewing the inadequate proposal known as The Smart Growth Alternative, and listening with an open mind to the pros and cons of each side for several years, my opinion is that The Legacy Parkway & Preserve as proposed should be built post haste. One has to only experience the delays through this narrow corridor caused by an accident or weather to know that it is long overdue. The issues regarding the safety of residents who traveling this narrow corridor of I-15 alone should tip the balance in favor of the project as proposed. I cannot understand how a 14-mile highway could possibly arouse this much acrimony and impact taxpayers to drastically. Please do the right thing, show backbone and leadership that has been entrusted to you. Consider the fact that an overwhelming majority of Davis County residents, those who would use the Parkway the most, are in favor of the project and desperately need its completion. The delays and costs to the taxpayer is an egregious example of how contentious our society has become. I implore decision makers to stand up for what is right and not what is politically expedient. Thank you for your work on this project. Here's to the quick conclusion of this issue.

Should you have any questions please let me know.

Stephen G. Handy

1355 E. 625 N.

Layton, UT 84040

801-546-1539

GP-733

From: Thudbang@aol.com [Thudbang@aol.com] **Sent:** Tue 3/22/2005 12:00 AM
To: Legacy
Cc:
Subject: Median width
Attachments:

The Legacy Parkway will prevent more environmental damage than it will cause. The claims of the Sierra Club and Mayor Rocky Anderson of ruining wet lands and other environmental damage are for the most part **bogus.** They are good at creating false **impressions** and scenarios **with little science** to back them up. The proposed highway went through a lengthy process of planning and study and input as to location. Much money was expended to pay for studies by experts. The project was previously approved after following a proper legal process. The above mentioned detractors sued and lost in the lower courts. They appealed using a long list of any possible flaws they could think of. Most of their claims were rejected by the Denver court. One item the Denver Court thought needed more investigation was using the D&RG railroad corridor. That idea is so inappropriate that it indicates to me the court did not bother to even understand the nature of the project and all the hearings, scientific studies and input used to determine the appropriate proposed corridor location. No one with any common sense using any kind of a scientific approach thought that the railroad corridor was the least bit feasible. That is still the case after millions more wasted on more studies. Unfortunately the detractors are able to sue, and stop things with cheap opinions with little science or money behind their thinking. They have cost the taxpayers hundreds of millions. Their current, but way late suggestion of using Redwood Road is a totally inadequate proposal that quickly fails to past muster with even rudimentary analysis. **It is wrong** that these detractors can stop things with virtually no risk and no real studies indicating a better way. They can sue and sue and sue as long as they find courts that will issue stop orders. It costs them next to nothing, but costs the rest of us hundreds of millions. Of course they seem to bristle when it is suggested they are responsible for the waste of hundreds of millions of dollars. Udot did not ere. They proceeded only when the lawful process approved the project. The project was legally approved. Their first law suits failed. I believe if the Denver court bothered to look at the thousands of pages of studies, got familiar with what is really going on, rather than being misled by the false notion that thousands of acres of wet lands were being upset, the court would never rule to stop the project.

I have lived in the area of the proposed road for over fifty years. I have hiked and traversed much of the proposed location. By my observation there are virtually no wetlands in the area of proposed construction. In my opinion the proposed project was a huge victory for the environment as it stopped development and for the most part even human visitation to areas west of the new road. (personally, I wish the areas west of the road would be open for hiking and nature observation) Thousands of acres have been cleaned up of junk and garbage and returned to nature. Thousands of new acres of wetlands have been created. The detractors are not the least bit satisfied and it appears they never will be or can be as they exist for the sake of being detractors whose only goal is to stop society. They have not offered any reasonable ideas or solutions. They have only specialized in creating false pictures of the supposed destruction of vast amounts of wetlands.

During the fifty years of my residence there has been much development. It would be nice if somehow we could live in the Garden of Eden and not need to have roads and other infrastructure. Of course that is entirely unfeasible and ridiculous. **Population requires roads and infrastructure in order to not cause even more severe environmental damage.** The road detractors live on the **false notion** that by suing and stopping they can take us closer to the Garden of Eden where we could all ride bicycles hundreds of miles each day to conduct our business or take mass transit to destinations that most do not need to go to. I believe we should all do our best to take care of and preserve the precious earth. It would be nice if so much traffic did not need to flow between the Great Salt Lake and the mountain range. However, the need for the highway is urgent. **Building the new road quickly is the best and most responsible solution.** No other viable solutions have been offered. The studies have been repeated. Efforts have been made to receive real input from the detractors and find a solution they could feel good about. They only want to feel good about stopping the road. Their mass transit suggestions will not solve the problem. Many studies point out the cost of mass transit is extremely high for the people moved. And in this case, mass transit will only move but a few people to where they need to go. Even from the beginning and especially now at this point the detractors have really and totally lost any sensible credibility. They have yet to offer a viable alternative at any kind of a reasonable cost. The delay has been ridiculous and pointless. Build the road now!

Is there any truth to the story that Mayor Anderson was invited for a tour of the corridor so he could see it in person? I understand, he declined and has never personally traversed the proposed corridor. I have traversed the corridor and find it does not appear to disturb much of consequence.

Median width

GP-733

It appears to me that using a narrower median to supposedly save an acre or two of land that barely qualifies to be classified as wet land is not a good idea. It appears to me to be a political maneuver to appease the detractors. I don't believe they really care if the median is narrow or a little wider as originally planned. For the thousands who use the road daily for countless years to come, a wider median would be much better. Is there any good science behind this decision? I believe the environmental impact would be nil. The road bed for the most part has already been disturbed. Please consider keeping the median wide.

Richard N.Stromness B.S. Engineering U of U
Woods Cross, UT

2

GP-734

From: Wendy Bates [wendycbates@hotmail.com] **Sent:** Mon 3/21/2005 10:30 PM
To: Legacy
Cc:
Subject: comment submission on Legacy Highway
Attachments:

Dear Gregory Punske,

I are writing to you out of concern for the negative effects the proposed Legacy Highway would have on the traffic patterns and ecosystems here in the Salt Lake Valley. Thank you for receiving my comments prior to the deadline
of March 21, 2005.

First, I want the Federal Highway Administration to give full and fair consideration to the Citizen's Smart Growth Alternative.

Second, I believe the Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake.

1

I have been following this issue since its inception more than ten years ago, and am sadly disappointed at the careless spending of taxpayer money on yet another very contentious and unresolved public issue. More money spent on public transportation would be much more effective--and would actually reflect the wishes of the taxpayers who voted in favor of light rail
construction INSTEAD of building the Legacy highway. The results of the light-rail system in Salt Lake City are a testament to the interest and willingness of the public to support public transportation. As exponential population growth increases, we ought to be looking to the future, building sustainable transportation systems centered on public transportation, not building more roads which will increase our air quality issues along the Wasatch
Front.

2

In addition, it is sad to see all the lands along the proposed corridor have been bought up by large developers such as the Boyer Company. Private firms have invested heavily in the assumed follow-through of this project. It is a shame that public funds would so obviously and blatantly be spent helping private firms make an immense profit at such a large environmental expense. I hope it is not a finished, back-room deal!

I see the wetlands of the Great Salt Lake as a resource on which a price cannot be put. Do not allow this precious place to be put on the auction block.

Thank you for including my comments in the offical register of comments submitted by the public.

3

GP-734

Wendy Bates

996 E. Harvard Avenue
SLC, UT 84105

March 12, 2005

Federal Highway Administration
Salt Lake City, Utah

GP-735

There was an editorial in the Deseret Morning News on March 9th titled, **"Another reason for Legacy"** It is an excellent article and is absolutely 100% correct. **It adds to and summarizes** what ALL of the proponents of Legacy have been saying from the very beginning. Compare that article, plus the reasons put forth by former Governor Leavitt, the Officials in Davis County, UDOT and ALL the others, way too numerous to name, with the objections from Marc Heileson, Rocky Anderson, and a few others and it surely reveals who is showing true leadership, intellectual foresight, and just good common sense.

The alternate of extending Redwood road is absolutely ludicrous. Where does the north end of Redwood road end ? South of the very worst gridlock along that stretch of the Highway where there is ONLY ONE ROUTE between Kaysville and Salt Lake City. It will not solve one little thing. Talk about a waste of money. .WOW.

Over **$200 million** has already been totally wasted. Think what that amount of money could have accomplished towards the construction of commuter rail, or bus rapid transit or light rail. One or more is also **NEEDED**.

To have only ONE main route between Salt Lake City and Kaysville for **all of northern Utah** in 2005 and for the future is ridiculous. It is only going to get **worse.**

As the Editorial states, Legacy will help the environment , not hurt it. That shows that Marc and Rocky are just ANTI-LEGACY. Period.

Sincerely,

Keith Carter

Keith Carter
Kaysville, Utah

R. Keith & Lynette Carter
600 East 3rd North
Kaysville, Utah 84037

SALT LAKE CITY UT 84
PM
2005

Federal Highway Administration

2520 West 4700 South Suite 9A

Salt Lake City, Utah 84118

GP-736

GP-736

From: jason bultman [jason_bultman@hotmail.com] **Sent:** Mon 3/21/2005 9:36 PM
To: Legacy
Cc:
Subject: comments regarding Legacy
Attachments:

Please consider the following comments concerning the proposed Citizens' Smart Growth Alternative to the Legacy Parkway.

First, I applaud UDOT's efforts to clean debris and protect 2000 acres of the Great Salt Lake wetlands with a nature preserve. While I support the creation of the preserve, I remain opposed to the construction of a new highway along this proposed preserve, and urge you to consider the viability of the Citizen's Smart Growth Alternative (CSGA). My comments are based on conversations with fellow citizens, an understanding of recent studies of automobile traffic impacting health, an appreciation for alternative modes of transportation, and knowledge of the Legacy and CSGA proposals .

Why should our tax dollars be used to allow increased automobile traffic that increases fuel consumption, air pollution, water pollution (from runoff, in a wetlands no less), and intercity congestion when an alternative proposal exists to solve transportation demand with a balance of modes? Instead of building another new highway, we can improve the current ones and start offering sound solutions such as more convenient mass transit and reversible lanes. A very attractive route could even be created for bicycle commuters.

The air pollution problem in the Salt Lake Valley is so significant that we are often asked to limit our outdoor activity. There are volunteer no-drive days, but nobody really abides. Too many people, including myself, are left ill from breathing foul air trapped during winter inversions. Given this unfortunate circumstance of our geography, UDOT should work to decrease motor vehicle traffic, not allow it to increase. The Smart Growth Alternative would meet the long-term transportation demand with less vehicle miles traveled (VMT). That's a win-win situation.

1

Concerning a bicycle path along this corridor, the Legacy and Smart Growth Alternatives offer very different environments for the commuting experience. A bicycle/pedestrian trail in place of the current proposed Legacy route would offer a more pleasant ride, while a path along the proposed Legacy highway would carry excessive noise and all flavors of exhaust fumes. Number of users of a class I trail with a view of a lake and open space would be considerable compared to one next to a highway. The UDOT proposal states that the Legacy Parkway and Nature Preserve "will help to curtail intrusive development along the eastern shore of the Great Salt Lake," but I feel the highway itself is intrusive development. The alternative bike/ped trail could instead offer this buffer to development westward. Actually, I'm extremely excited about the prospect of a bicycle trail amidst the Great Salt Lake ecosystem.

2

Another comment about the nature preserve next to a highway: Why are most of our community parks next to highways? You can't relax at Sugarhouse Park, Fairmont Park, Tanner Park, etc. with all that noise! We don't enjoy these parks because we usually forget to buy earplugs before we go. I suppose it's too difficult to ascertain whether wildlife in the nature preserve care as much about traffic noise.

Thank you for your consideration of the Smart Growth Alternative. We are waiting anxiously to hear your response.

Best Regards,

Jason Bultman
801-485-2906
1611 E 3010 S, SLC, UT 84106

GP-737

Ruth Magar
4226 Mathews Way
Salt Lake Cty UT 8412

SALT LAKE CITY UT
PM
2005

RECEIVED
MAR 2 1 2005
FHWA Utah Division

Gregory Punske FHWA UT Div
2520 West 4700 So. Ste 9A
S.L.C. 84118

47

RECEIVED MAR 2 3 2005

Sir:
I urge you to adopt the Smart Growth Alternative, which will save money, save open space and save our air from more pollution that another highway would cause. We should not chose to live in an atmosphere — (mostly created by motor vehicles) that causes pneumonia (I had it) asthma etc.

Ruth Magar

RECEIVED MAR 2 3 2005

GP-738

Please spare our Wetlands When they are gone they will be lost forever. Traffic will always be with us & alternative routes should be considered. Otherwise we will be a nation of only people & autos.

Thank you
Jeanne Marshall
Salt Lake City

GP-738

3215 South 4800 West
S.LC Ut 84120

Gregory Punske
FHWA Utah Division
2520 West 4700 South
Suite 9A
Salt Lake City, Ut 84118

GP 739

Vanishing Ship 1989

John Roloff sculptor

RECEIVED MAR 2 3 2005

GENTLEMEN:

WE ARE WRITING TO LET YOU KNOW WE SUPPORT THE CITIZEN'S SMART GROWTH ALTERNATIVE TO THE LEGACY HIGHWAY

SINCERELY,
KAYE & ROB TERRY
2973 ELM AVE
SLC UTAH 84109

The mission of the Djerassi Resident Artists Program is to support and enhance the creativity of artists by providing uninterrupted time for work, reflection and collegial interaction in a setting of great natural beauty, and to preserve the land upon which the Program is situated.

Sculpture from the collection of the Djerassi Resident Artists Program
www.djerassi.org

RECEIVED
MAR 2 3 2005
FHWA Utah Division

~~KAYE & ROB TERRY~~
~~2973 ELM AVE~~
~~SLC UTAH 84109~~
~~FHWA-UTAH DIVISIO~~
2520 W. 4700 South
SUITE 9A
SLC UTAH 84118

A14 Your Opinion

DESERET MORNING NEWS

GP-740 RECEIVED MAR 23 2005

MARCH 9th

Another reason for Legacy

No one can say for sure whether the lack of a Legacy Parkway will weigh heavily against Hill Air Force Base during the next round of base closures. But what can be said for certain is that this round is going to be brutal on many bases and the communities that surround them. Hill, and the Wasatch Front, need every advantage available.

The Department of Defense plans to close a quarter of the nation's military infrastructure, which translates into about 425 bases. Some of those will be reduced in size. Many others will be closed completely.

The last round of closures showed how political the process can become. The commission recommended closing bases in California and Texas, but President Clinton tried desperately to privatize those bases in order to keep them in business. That was a transparent effort to save jobs, and subsequently votes, in important electoral states, despite a thorough process that found those bases wanting.

Utah, of course, has little political clout, and its record of voting Republican through the last 36 years of presidential contests makes it a virtually risk-free victim for either party. Republicans can pretty much count on continued support here whether Hill leaves or not.

So every little advantage counts.

Hill Air Force Base scored well in the last round of closures. If merits are the primary concern, it will do well. But politics and other factors will always enter in.

Davis County officials say the Legacy Parkway is important for national security, as well as for the flow of traffic. Without an alternate way to get between the Air Force base and points south, the movement of military equipment could be jeopardized in the event of a traffic-clogging accident.

To the environmentalists who sued to stop construction of the parkway, that sounds like nonsense. But the fact that it was mentioned and evaluated during the first round of base closures means the argument has some merit.

What is nonsense, however, is the argument that a Legacy Parkway will somehow add to traffic and pollution in Davis County. The traffic already exists. It clogs I-15 daily, and the congestion already causes pollution. Legacy isn't a means toward sprawling development. It is a way to deal with the sprawling development that already exists. The highway, combined with a mass-transit rail system, will help, not hurt, the environment.

Hill Air Force Base is of tremendous importance to the local economy. It is one of the largest employers in the state. Surely there are many reasons to build the Legacy Parkway. Hill's fight for survival is one more.

This Editorial from the Deseret Morning News is 100 % correct.

The second to the last paragraph gives a short **complete & accurate** answer to the whole scenario. It could not be stated more accurately in words so few.

Mark Heileson , Rocky Anderson and others of like mind think that mass transit will solve the problem. Can military equipment and semi-trucks be put on *their* mass transit ?
It is not just people.

Headlines March 8th...D.M.News.

No Legacy, no HAFB ?

(then the lengthy article with it) Marc's letter of rebuttal (below) is totally hilarious and absurd. What in the world has U.S. 89, I-84 and U-193 got to do with ONLY ONE main route between Kaysville and Salt Lake City ?? Now that their "hurt the environment and harm the wetlands" argument is not that valid, they show their true colors. Just plain...**ANTI-LEGACY**

Marc Heileson, (Sierra Club), Rocky Anderson, SUWA, ACLU, and others of like mind all have one thing in common. If they can not get their way through the correct and legal process, then they go to their number one weapon. **File a lawsuit.**

Marc probably is not even a Utah Citizen!?

Hill not a factor in Legacy

I appreciate having the chance to comment in the March 8 Deseret Morning News story "No Legacy, No HAFB?" However, I made one important observation that did not find its way into the story. The article gave no mention of the commuter rail system that will be servicing Hill AFB in a couple of years. I believe this will give Hill AFB very high transportation marks.

As for Mr. Hansen's statements about Hill being penalized for no alternative to I-15, I find that puzzling. He must have forgotten that U.S. 89 runs along the east side of the base, I-84 across the north and U-193 (Fisher Highway) along the southern boundary. The northern portion of Legacy proposed near Hill is not yet in formal planning stages and is not even a factor at this time.

Dragging the future of Hill into the Legacy Highway debate is nothing more than a desperate fear tactic.

Marc Heileson
regional representative
Sierra Club

GP-741

From: Victoria [pongomawas@yahoo.com] **Sent:** Mon 3/21/2005 8:03 PM
To: Legacy
Cc:
Subject: Comments
Attachments: legacyhighway[1].doc(27KB)

2990 N. 2000 W.

Ogden UT 84404

Mr. Gregory Punske

Environmental Program Manager

FHWA - Utah Division

2520 West 4700 South, Suite 9A

Salt Lake City. UT 84118

March 21, 2005

Dear Mr. Punske,

I am writing you to ask that as part of your Environmental Assessment of the Legacy Highway Project that you seriously consider alternate methods of growth and transportation such as the Smart Growth Alternative proposed by the Sierra Club and Utahns for Better Transportation. These alternatives will reserve precious ecosystems for our kids and provide all of us drivers with other forms of transportation instead of simply catering to uncontrolled growth in Weber County (we might even *like* mass transit if it were seriously developed as in other metro areas in the world).

As a resident of Weber County who travels to Salt Lake daily (I have a lease in Ogden but took the job anyway), I understand that with projected estimates of development along the Wasatch Front, we are in dire need of alternate transportation to deal with the growing numbers of cars that is already resulting from population growth. I hope we will have the insight to deal with this transportation issue in a progressive, insightful manner that will be favorably looked upon by future generations. This can be accomplished by reserving as much open space as possible and by providing co mmuter rail BEFORE the construction of a new highway. We can't deny the growing success of TRAX commuter lines in SLC, can we?

GP-741

Each year, more homes and businesses are built closer to the Great Salt Lake (an area prone to cyclic flooding) and I feel that there is very little effort put forth by our local and state governments to develop a serious, articulated long-range, urban planning strategy. And yes, I have worked with Envision Utah—nice lip service, no real muscle though. This makes Utah look backwards and unconcerned about our environment and sprawl situation: not exactly the image we want potential businesses to have if they are to invest here, is it? A commuter rail option would help Utah appear more cosmopol itan and environmentally conscious, which would appeal more to people from other successful areas if they are considering moving businesses and families to the area. And in wisely using our already developed urban spaces and rail corridors, we would be left with more open areas to use for recreation with our friends and families, not to mention as another benefit to lure new money to the area (no one wants to go to Detroit because it's all paved over and they DID cater to the automobile).

Please consider curbing urban sprawl and protecting important and fragile ecosystems by either extending Redwood Road or providing commuter rail before building the Legacy Highway. I think the preservation of open space, responsible growth and transport planning is, by far, the best legacy we can leave our future generations.

Sincerely,

Victoria R. Ciccone

"They know it not but all these bright women and pompous men are in uniforms, under the discipline of a belligerent service, as firmly as any soldier in khaki. For those that like it--that is what they like; but there are those of us who hesitated about being drafted into the army of complacency."--Sinclair Lewis (1922)

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

GP-741

2990 N. 2000 W.
Ogden UT 84404

Mr. Gregory Punske
Environmental Program Manager
FHWA - Utah Division
2520 West 4700 South, Suite 9A
Salt Lake City. UT 84118

March 21, 2005

Dear Mr. Punske,

I am writing you to ask that as part of your Environmental Assessment of the Legacy Highway Project that you seriously consider alternate methods of growth and transportation such as the Smart Growth Alternative proposed by the Sierra Club and Utahns for Better Transportation. These alternatives will reserve precious ecosystems for our kids and provide all of us drivers with other forms of transportation instead of simply catering to uncontrolled growth in Weber County (we might even *like* mass transit if it were seriously developed as in other metro areas in the world).

As a resident of Weber County who travels to Salt Lake daily (I have a lease in Ogden but took the job anyway), I understand that with projected estimates of development along the Wasatch Front, we are in dire need of alternate transportation to deal with the growing numbers of cars that is already resulting from population growth. I hope we will have the insight to deal with this transportation issue in a progressive, insightful manner that will be favorably looked upon by future generations. This can be accomplished by reserving as much open space as possible and by providing commuter rail BEFORE the construction of a new highway. We can't deny the growing success of TRAX commuter lines in SLC, can we?

Each year, more homes and businesses are built closer to the Great Salt Lake (an area prone to cyclic flooding) and I feel that there is very little effort put forth by our local and state governments to develop a serious, articulated long-range, urban planning strategy. And yes, I have worked with Envision Utah—nice lip service, no real muscle though. This makes Utah look backwards and unconcerned about our environment and sprawl situation: not exactly the image we want potential businesses to have if they are to invest here, is it? A commuter rail option would help Utah appear more cosmopolitan and environmentally conscious, which would appeal more to people from other successful areas if they are considering moving businesses and families to the area. And in wisely using our already developed urban spaces and rail corridors, we would be left with more open areas to use for recreation with our friends and families, not to mention as another benefit to lure new money to the area (no one wants to go to Detroit because it's all paved over and they DID cater to the automobile).

Please consider curbing urban sprawl and protecting important and fragile ecosystems by either extending Redwood Road or providing commuter rail before building the Legacy Highway. I think the preservation of open space, responsible growth and transport planning is, by far, the best legacy we can leave our future generations.

Sincerely,

Victoria R. Ciccone

RECEIVED MAR 21 2005

GP 742

I am presently serving in the Utah State House of Representatives, representing the 16th District in Davis County. I have served in several elected and appointed positions over the years in Davis County.

My involvement with Legacy Parkway dates back to the 1970's when I reviewed a County Plat Map showing property ownership. Noted on the plat map was a reference to the potential corridor for the West Davis Highway. This note was added in the 1950's. Community leaders have acknowledged for over 50 years that an additional high speed, divided highway would be needed through Davis County.

I became directly involved in transportation planning in 1994 as vice-chair of the Davis County Transportation Task Force and as a member of the Layton City Council. The Task Force had representation from every city in Davis County. It also included elected officials from Davis County, the State of Utah and Congress. We spent a great deal of time and effort in analyzing and prioritizing projects. There was significant input and compromise. The prioritization was:

1. Legacy Parkway:
    a. It was determined that because there is not another direct travel route through southern Davis County it would be impractical to widen I-15 until an additional route was added. I-15 was constructed on the old Hwy 89 through Farmington and Centerville eliminating the alternative route that exists in North Davis County. (This Segment of Legacy simply reconnects Hwy 89 in North Davis County with I-215 in South Davis County.)
    b. There had been several accidents on I-15 that prohibited emergency vehicle travel and caused health and safety problems on local roads.
    c. The County was growing so fast that waiting to build Legacy would eliminate any useful corridor without taking newly, costly-constructed homes and businesses.
    d. Local and Interstate truck traffic had significantly increased, and was projected to continue to increase.
    e. Mass Transit was not capable of handling the increased truck traffic, nor the non-commuter, non-single destination travel.
    f. The area was experiencing significant delays in Farmington merging I-15 and Hwy 89 and in North Salt Lake merging I-215 and I-15.
    g. Hill Air Force Base, the largest employer in Utah was placed on the BRAC base closure list. Not having an alternative freeway was a deficiency adversely affecting the future of Hill.
    h. Options for possible corridors had been reviewed before prioritization. It was suggested and agreed upon by the local environmental community (Sierra Club, State Fish and Wildlife, Friends of the Great Salt Lake, Utahans for Better Transportation and the Salt Lake Mayors office) that Legacy should be built far enough west to be a western development protective boundary - - a line in the sand so to speak. Development would only occur east of Legacy and there would be no development west of the Parkway. It was universally agreed that this would give the greatest protection and longevity to the significant high quality wetlands surrounding the Great Salt Lake. Legacy would be built on primarily lower quality wetlands.
    i. The environmental community wanted a trail and thus the Legacy Highway became the Legacy Parkway at partially their request. (It is ironic that they are now objecting to the width.)
    j. Commitments were made to mitigate the wetlands. Thus, the most significant nature preserve in the State, if not in the entire West, was purchased to mitigate the wetlands that needed to be filled.
2. I-15 widening.
3. Mass Transit and commuter rail.
    a. Additional funding was needed for Transit. I chaired the tri-county task force (Davis, Weber and Salt Lake) to add ¼ cent sales tax for transit. The commitment to the public was the "shared solution," Legacy, I-15 widening and commuter rail. This additional tax would have failed completely if the public had been told that commuter rail would have to be built before Legacy. I believe every public official in the county who supported the tax increase would have opposed it.

The SEIS should reflect the work and effort of this broad-based committee:

1. Regarding sequencing, Legacy should not preclude mass transit and mass transit should not preclude Legacy. Both are needed. (There has been serious discussion regarding repealing the ¼ cent sales tax for transit if Legacy is not built.) Special interest groups should not dictate local planning and tax policy. 1
2. Commitments should be honored to move Legacy Parkway as far west as practical to maintain the "line in the sand concept." Legacy should not move further east into the communities. This would require additional bridges, increase the impact on the local neighborhoods and 2

compromise the wetlands west of legacy. UDOT and the local communities need to be given the maximum credits for: 2

a. Their economic sacrifice in giving up the tax base which the nature preserve could have generated.
b. Their efforts to maintain the nature preserve.
c. The economic impact of moving Legacy easterly from the original alignment to it present alignment.

3. Wetland and wildlife should not be elevated above all other considerations in deciding where and how to build the Parkway. 3
4. There have been fifty years of anticipation and 12 years of intense planning and public input. If someone wanted to, they could come up with a new idea every year and submit it for study simply to delay the project indefinitely. This should not be permitted. There have been so many different alignments studied in this area that if placed on a map, there would be very little ground left between the studied corridors. The Redwood Road alignment existed at the time of the original EIS. It clearly does not come close to meeting the scope and need of the project and should be dealt with as soon as possible without significant delays. 4

Those in opposition to Legacy Parkway have indicated that it will build auto dependency. The increase in vehicle miles traveled (VMT) that this state has experienced over the past 15 years has much more to do with economic development and population growth than it does with new capacity being added to the transportation system. In fact, since 1990 the state has only added an additional 5% of new capacity to the highway system, while VMT has increased by 54% and population by 30%. Clearly the argument that new capacity leads to, or will lead to, increased VMT is a flawed one. Economic development and population growth has resulted in increased VMT. Utah's and Davis County's birth rate is double the national average. New capacity has not and will not add VMT. I believe the opponents' claim ignores the facts. This should be reflected in the SEIS. 5

In the 1990's Davis County was one of the fastest growing counties in the state. However, in the 90's only forty-three cents of every gas tax dollar collected in Davis County was returned and spent in Davis County building roads. This was the lowest percentage of any county in the state. Whether roads or highways are built or not, Davis County has grown and will grow. It is within 3 to 4 miles of downtown Salt Lake. Because it is so close to downtown Salt Lake, growth should be preferred in Davis County over the sprawl occurring 20 to 30 miles away from downtown in South Salt Lake County. This should also be reflected in the SEIS. 6

Those that sued made a significant issue of the 99 acres of wetlands being taken by the Parkway. A two thousand acre nature preserve is replacing them at a considerable cost to the taxpayers of the State of Utah. Special interest groups sued and offered the D&RG right of way as the solution. Their subsequent actions advancing a Redwood Road Alignment that was already analyzed in the original EIS demonstrates just how insincere, incredible, and disingenuous the opponents' tactics are. These actions should be reflected in the SEIS. 7

1. In the draft environmental impact statement for Utah Transit Authority Weber County to Salt Lake City Commuter Rail Project, on page 2-11 it says, "Based on the previous Regional Commuter Rail Feasibility Study completed in 1997 and additional analysis in this draft EIS, the D&RG corridor was not carried forward for further consideration. Derived from the analysis of connectivity, compatibility of adjacent land uses, noise impacts, and crossings and safety combined with political and community opposition to the use of this corridor, this alternative was determined to not be feasible."
2. There are approximately 19 acres of wetlands being taken by the commuter rail project. Were there any negative public comments regarding these critical wetlands in the commuter rail EIS? Could any of these wetlands be saved if the D&RG corridor was used for commuter rail? How many acres of Wetlands will be taken due to the widening of the main line track? Would the D&RG corridor need to be widened? How many acres of wetlands would this save? I am not in favor of using the D&RG for commuter rail. It clearly does not meet the scope, purpose or need for commuter rail. This was clearly evident back in 1997. I believe the reasons used for not using the D&RG for commuter rail also apply to Legacy. Those involved in this study would have had knowledge that the D&RG would not meet the purpose of need for Legacy in 1997.
3. What information did the 1997 Commuter Rail Feasibility Study and the Commuter Rail EIS present regarding connectivity, compatibility of adjacent land uses, noise impacts, safety, political and community opposition discover regarding the D&RG corridor?
4. Did Roger Borgenicht, the principal for Utahans for Better Transportation, and or Nina Dougherty with the Sierra Club take part in the 1997 Commuter Rail feasibility study, Inter-Regional Corridor Alternatives Analysis or other studies before they sued in 2001-2002. Presumably they and their groups had knowledge or should have had knowledge of the community opposition to, and the inadequacy of the D&RG alternative. If they had sued in good faith four years later in 2001, they would not have asked the courts to force the State of Utah to spend millions of dollars studying the D&RG corridor for Legacy because it was inadequate and did not meet the purpose and need for commuter rail or Legacy.
5. Did Roger or Nina give any public comment regarding the wetlands being taken in the commuter rail EIS?

6. If the D&RG corridor, is suitable or a preferred transportation corridor why would the environmental community chose to ignore the D&RG alternative in the commuter rail EIS? The federal agencies have treated both projects equally. However, why would the environmental community give UTA a "free pass" and let UTA dismiss the D&RG without "carrying it forward for further consideration." Are wetlands the issue? Has there been an abuse of the clean water act? (Could someone use the clean water act to delay a project and cost the public millions of dollars when the preservation wetlands are not their true issue?)
7. If wetlands in this area (the east shore of the Great Salt Lake which accounts for 75% of all wetlands in the State) are truly that significant to the special interest groups or the environmental community, did they ask for a "Nature Preserve" to replace the wetlands taken for the commuter rail EIS? Did they ask for an intense study of the D&RG, which UTA owns? There were no negative comments against the Commuter Rail EIS regarding the destruction of 19 acres of wetlands. The environmental groups are using a double standard in protecting wetlands. One standard for mass transit and another for roads, both of which have the same destructive affects on wetlands.

In Davis County, the land from the Legacy Parkway Alternative E right of way eastward is a far cry from pristine wildlife habitat. These sections of the County have long had a mix of pasture, cropland, industrial zones and residential areas and they should be at least considered as developed, suburban locations as far as wildlife is concerned.

8

The most recent environmental alternative is the Redwood Road-Smart Growth grid.

1. Why Redwood Road? Why now? The 10th circuit court did not ask for a study of "Redwood Road." The Court upheld the need for a 4-lane high-speed system. Redwood Road is not a new road. It existed in 2001 and 2002. The State of Utah should not have to pay the price of delays, studying ideas that should have been raised and presented to the court in 2001 and 2002.
2. If this alternative is considered, the citizens of Utah should be able to recoup some costs by selling a proportionate share of the nature preserve, determined by the number of wetlands affected.
3. The Redwood Road concept, as I understand it, is designed to disperse traffic onto many small roads in a grid pattern. It appears that any possibility of a grid would end at North Salt Lake on the South and at Farmington on the north unless the Nature Preserve was used as part of the road grid. A grid pattern cannot be applied to this narrow neck of ground. An hourglass is the best representation of this. There is a large volume of sand on each end moving slowly. In the narrow neck the sand must move very fast to maintain even a slow movement of sand on each end.
4. It is generally agreed by all parties that we cannot shut down I-215 and put I-215's traffic on Redwood Road in Salt Lake. It is just as obvious that it does not work in Davis County either. It appears that the Redwood Road proposal would cause a large number of homes or businesses to be relocated. It would also take a significant number of wetlands and take or affect many of Davis County's historical sites and parks. It would be a travesty to take money away from our schools and Medicaid recipients and force the State of Utah to spend its valuable taxpayer money looking at this idea. Connecting 8 lanes of Freeway (I-215) with a 6 lane Freeway (Highway 89) cannot be done with a "Redwood Road." The Redwood Road alternative clearly does not meet the scope and need. This is even more obvious than the D&RG proposal. UDOT and the State of Utah cannot continue to spend time and money looking at an alternative that has already been considered and rejected in the past. Our taxpayers cannot afford such a significant effort again.

The SEIS should reflect that I-215 is currently being widened to 8 lanes, 4 lanes in each direction. This is being done in Salt Lake County without objection. These lanes eventually dump that traffic into Davis County. Hwy 89, north of Farmington, is being widened to 3 lanes. This widening is being done without objection and is acknowledged in the 2002 joint stipulation by all parties involved in the lawsuit. These lanes terminate at the north end of Legacy.

9

1. The SEIS should also reflect that this disputed segment of Legacy simply connects I-215 in Salt Lake together with Hwy 89 in Farmington. This is simple math. There are 9 potential lanes of interstate traffic on the South (5 on I-15 and 4 on I-215) and 8 potential lanes of interstate traffic to the north of Legacy (5 on I-15 and 3 on Hwy 89). Without Legacy there are only 5 potential lanes of traffic in Davis County. 5 + 4 coming from the south will never equal 5 nor will 5 + 3 coming from the north equal 5. There will always be congestion north and south, until this segment of Legacy is finished. The systems to the north and south already exist or are being constructed.
2. This congestion in the north and south cause significant environmental, personal, community and financial hardships on the community.

I have served for the past two years on a Legislative Task Force looking at transportation options for the state. We have recommended reversible and hot lanes along the entire Wasatch Front. The addition of hot lanes or reversible lanes in this area will not solve the long term back up problem at North Salt Lake and Farmington because hot lanes and reversible lanes will continue north and south of this Legacy corridor. One of the major challenges in this

area is the additional traffic being introduced by Hwy 89 and I-215. The reversible lanes will simply maintain the traffic on I-15 and they will not accommodate the additional traffic delivered on Hwy 89 & I-215.

The State of Utah has maintained a balanced budget and has limited financial resources. It is critical that tax dollars be used wisely. Alternative A in the SEIS should be rejected. Alternative A has many disadvantages, only some of which are set forth in the SEIS. The communities in South Davis are being severely impacted and Alternative A would create additional challenges and increase the cost significantly. The SEIS should clarify that if Alternative A was selected, there would be hundreds of acres of land west of the Legacy Parkway that would be sold to repay the taxpayers and be open for development. The Legacy Nature Preserve would have to be modified if Alternative A were selected, making more land available for development. The SEIS should clearly state the differences in overall impacts between Alternative A and Alternative E, including the additional developable land west of the Parkway. Legacy needs to stay in its current alignment. 10

I believe strongly in the shared solution and that Transit and Legacy together create a balanced solution. Both are needed. Transit will help in reducing the need for freeway capacity during rush hour. However, providing freeway capacity during rush hour is not the only issue. A month ago on Sunday, February 13, a 16-vehicle accident in Bountiful shut down I-15 in both directions for nearly six hours. Motorists were literally trapped on the freeway, unable to reach their destinations. Even the most robust of mass transit systems would have been unable to provide any relief for these motorists. Instead, they were forced onto residential streets that were never intended to handle such levels of traffic. Public safety officials in Davis County have indicated that these types of incidents – which occur with some frequency at various times of the day and night – create an unacceptably dangerous situation in local communities.

1. The only way to resolve this shortcoming is to construct a new high-speed, continuous alternate route through Davis County. Salt Lake County has the luxury of diverting traffic to Bangerter Highway, Redwood Road, I-215, State Street or 700 East, when incidents occur on I-15. Davis County has nothing. Davis County is closer to downtown Salt Lake than most of Salt Lake County.
2. It is ironic that Davis and Weber counties are the only counties in Utah that pay a full half-cent sales tax to UTA for mass transit. The citizens of Salt Lake County, where Bob Adler, Roger Borgenicht and Mayor Anderson (those who litigated Legacy Parkway) live, pay only 7/16 and the residents of Utah County pay only 1/4. Davis County should not be punished because of its support of transit. Over 80% of the residents of Davis County support Legacy Parkway in its current location, size and form. 11
3. It is evident that there is an effort to force people to use mass transit by restricting road construction. I believe that mass transit can and should compete with roads. Competition is a critical element that needs to remain in place to maintain transportation efficiencies, our quality of life, and our environment.

The opponents are using this SEIS process to force the Army Corps and FHWA to displace local government and become the local zoning and land use authority whenever transportation or wetlands are involved and dictate where people work, live, shop, and travel. Nobody is better equipped to make land-use planning and development decisions in local communities than those who were elected by the community to make such decisions. In turn, the function of a regionally planned transportation system is to support those local decisions. During the last 12 years of study and public input the opponents' Redwood Road proposal has never been presented to a planning commission, or city counsel. On the 10th of March 2005 there was a meeting with the Davis County Chamber of Commerce that included some elected officials. Please do not be confused the Chamber of Commerce is not elected nor does it have planning commission or city council authority.

At the public comment meeting in Farmington I challenged and ask the special interest groups to bring their plan forward so we could evaluate it. They ignored that request. I requested a copy of the Redwood Road plan 11 days ago at the March 10th meeting and it was indicated that it was not yet available. The special interest groups have keep this plan hidden from view through the entire public comment period. They appear to have intentionally "hidden the ball" in order to avoid critical comment on their alternative. Because the public has been denied the opportunity to comment. The Federal Highway Administration and the Army Corps of Engineers should critically evaluate and demonstrate how the opponents' alternative does not satisfy the purpose and need for the project. 12

Nothing in the draft SEIS recognizes that the combined Legacy Parkway and Legacy Nature Preserve removes thousands of acres of developable land from Davis County. This land could house people and jobs, and contribute to the city, county and State's tax base. This land is some of the closest ground in Davis County to downtown Salt Lake. Because of its proximity to Salt Lake, development of this ground would actually relieve growth in outlying areas and reduce sprawl. However, we are willing to accept this economic impact to meet the important needs of the community for safe transportation. The SEIS recognizes that the community supports the Legacy Parkway, but is not clear in showing that the community is willing to absorb a significant economic impact as well. Because the community is making these sacrifices, the SEIS should give greater weight to other community interests. In accepting the economic impacts of the Legacy Parkway and Nature Preserve, the community deserves respect for its desire to have a parkway-type facility and a Legacy Parkway 13

trail. Tall sound walls can destroy the integrity of a community. Even the environmental communities are suggesting that the trail be maintained in its current location but the road should be moved to the "Redwood Road alignment." 14

In fact, the environment in the project area has changed, but the SEIS "pretends" that conditions are the same as in 2000. This is most apparent with the Legacy Nature Preserve. The SEIS should be clear that UDOT is entitled to credit for maintaining and managing the Legacy Nature Preserve for more than four years. UDOT has, in essence, provided its compensatory mitigation before being allowed to build under its Section 404 permit. This "advanced mitigation" should mean that UDOT can now reduce the size of the Legacy Nature Preserve. 15

The citizens of Davis County are currently paying a 24.5-cent tax for each gallon of gas purchased. This tax is one of the highest gas taxes in the nation. The State Legislature committed 120 million dollars in new general fund money for roads this year. Davis County pays an additional ½ cent sales tax for transit. This is a significant burden to those of us that live in Davis County. My family owns a small business in Davis County. Our transportation tax burden is greater than any other county along the Wasatch Front. The delay in constricting Legacy Parkway, the lack of transportation options and the gridlock that has resulted has cost us and the citizens of Davis County millions of dollars in lost time and economic opportunity. 16

I am submitting with these comments a petition signed by 93 State Legislators asking for the Parkway to be built as fast and efficiently as possible, without unreasonable alterations or delays.

J. Stuart Adams
3271 E. 1875 North
Layton, Utah, 84040
801.544.7676
JSA@theadamsco.com

GP-743

From: bhanewin@comcast.net [bhanewin@comcast.net] **Sent:** Mon 3/21/2005 3:05 PM
To: Legacy
Cc: bhanewin@comcast.net
Subject: Comments to DSEIS Legacy Highway
Attachments: Legacy_DSEIS_Comments.doc(21KB)

Here are my comments regarding the Draft SEIS for the legacy Highway.

William H. Hanewinkel March 21, 2005

1332 Dover Road

Salt Lake City, UT 84108

(801)-581-9785

Gregory Punske

FHWA - UT Division

2520 West 4700 South Ste 9A

Salt Lake City, UT 84118

Re: Legacy Highway Draft SEIS Comments

I am opposed to the Legacy Highway project. I feel it is not only a waste of taxpayers' dollars but will harm dwindling habitat for wildlife along a significant part of the hemisphere's flyway for migrating birds. Here are my comments on the Draft SEIS.

1. An alternative plan has been put forth by Utahns for Better Transportation. UDOT and highway proponents rejected the Citizen's Smart Growth Alternative outright. This plan deserves a full and fair examination by UDOT in that it retains the Legacy Nature Preserve, reduces the amount of Great Salt Lake wetlands impacted over Legacy, and greatly reduces costs to taxpayers. 1
2. The planned width of the proposed Legacy Highway right of way (ROW) is still too wide. While the width has been reduced there are plenty of examples of interstate highways in Utah where narrow or small medians are in place and the highways are operating safely. I-80 2

through Parley's Canyon is one such example. Reducing the ROW reduces the number of acres of wetland impacted along with providing that many more feet of habitat during periods when Great Salt Lake is at high water. I also believe the narrower ROW will also help maintain posted speed limits.

2

Sincerely,

William H. Hanewinkel

GP-743

William H. Hanewinkel
1332 Dover Road
Salt Lake City, UT 84108
(801)-581-9785

March 21, 2005

Gregory Punske
FHWA - UT Division
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118

Re: Legacy Highway Draft SEIS Comments

I am opposed to the Legacy Highway project. I feel it is not only a waste of taxpayers' dollars but will harm dwindling habitat for wildlife along a significant part of the hemisphere's flyway for migrating birds. Here are my comments on the Draft SEIS.

1. An alternative plan has been put forth by Utahns for Better Transportation. UDOT and highway proponents rejected the Citizen's Smart Growth Alternative outright. This plan deserves a full and fair examination by UDOT in that it retains the Legacy Nature Preserve, reduces the amount of Great Salt Lake wetlands impacted over Legacy, and greatly reduces costs to taxpayers.
2. The planned width of the proposed Legacy Highway right of way (ROW) is still too wide. While the width has been reduced there are plenty of examples of interstate highways in Utah where narrow or small medians are in place and the highways are operating safely. I-80 through Parley's Canyon is one such example. Reducing the ROW reduces the number of acres of wetland impacted along with providing that many more feet of habitat during periods when Great Salt Lake is at high water. I also believe the narrower ROW will also help maintain posted speed limits.

Sincerely,

William H. Hanewinkel

March 18, 2005

GP-744

Mr. Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South. Ste 9A
Salt Lake City, UT 84118

Dear Mr. Punske:

Purpose of this letter is to voice my support for the Citizen's Smart Growth Alternative which consists of five integral parts:

1) Commuter rail to Ogden
2) Light rail or Bus Rapid Transit to Farmington
3) Improvements to I-15 (widening and reconstruction of Beck Street and Parrish Lane interchanges)
4) Revitalizing Redwood Road, creating a low-impact extension to Parrish Lane and improving a frontage connector to Highway 89 in Farmington
5) Retain the Legacy Nature Preserve

I believe that this alternative is an overall better transportation/growth vision as compared to the UDOT proposal. The Smart Growth Alternative will : (1) Better protect hemispheric significan wetlands of the Great Salt Lake; (2) Maximize transit and slow sprawl growth; (3) Save about 2 million in state funds over the Legacy shared solution; and (4) create a non-freeway, alternative transportation route through Davis County.

I have been a resident of Utah since 1972, moving here from California where I lived and work in the Sacramento and Bay Area (Walnut Creek, Concord and San Francisco). I had (and still have) great difficulty with that kind of transportation system and believe that Utah citizens deserve better.

This is the time for the people of Utah to do better than California has done in the Sacramento/Bay areas. The UDOT alternative is too single focus and traditional in its approach The citizen's Smart Growth Alternative has more balance and, in my opinion, will do a far bett job in meeting future travel demands in Northern Utah while protecting important hemispheric resources associated with the Great Salt Lake.

Thank you for your time and consideration of my comments.

Sincerely,

Paul Shields
5813 Village Way
Ogden, UT 8404

March 18, 2005

Mr. Gregory Punske, Program Manager
FHWA - Utah Division
2520 West 4700 South. Ste 9A
Salt Lake City, UT 84118

Dear Mr. Punske:

Purpose of this letter is to voice my support for the Citizen's Smart Growth Alternative which consists of five integral parts:

1) Commuter rail to Ogden
2) Light rail or Bus Rapid Transit to Farmington
3) Improvements to I-15 (widening and reconstruction of Beck Street and Parrish Lane interchanges)
4) Revitalizing Redwood Road, creating a low-impact extension to Parrish Lane and improving a frontage connector to Highway 89 in Farmington
5) Retain the Legacy Nature Preserve

I believe that this alternative is an overall better transportation/growth vision as compared to the UDOT proposal. The Smart Growth Alternative will : (1) Better protect hemispheric significan wetlands of the Great Salt Lake; (2) Maximize transit and slow sprawl growth; (3) Save about 2 million in state funds over the Legacy shared solution; and (4) create a non-freeway, alternative transportation route through Davis County.

I have been a resident of Utah since 1972, moving here from California where I lived and work in the Sacramento and Bay Area (Walnut Creek, Concord and San Francisco). I had (and still have) great difficulty with that kind of transportation system and believe that Utah citizens deserve better.

This is the time for the people of Utah to do better than California has done in the Sacramento/Bay areas. The UDOT alternative is too single focus and traditional in its approach The citizen's Smart Growth Alternative has more balance and, in my opinion, will do a far bett job in meeting future travel demands in Northern Utah while protecting important hemispheric resources associated with the Great Salt Lake.

Thank you for your time and consideration of my comments.

Sincerely,

Paul Shields
5813 Village Way
Ogden, UT 8404

GP-745

From: Jan Coleman [jacoleman@beehivecredit.com] **Sent:** Fri 3/18/2005 12:57 PM
To: Legacy
Cc: lwvut@xmission.com
Subject: Citizen's Smart Growth Alternative
Attachments:

Gregory Punske, FHWA–

As a member of the League of Women Voters, I support transportation policies which get people out of their cars and onto mass transit. These policies are based on equal opportunity for all citizens to education, health care and jobs as well as our concern for clean air, clean water, and open space.

I urge you to give full and fair consideration to the Citizen's Smart Growth Alternative.

The Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake. It will promote a better quality of life with more transit friendly development patterns, better long-term air quality, and open space preservation and will:

- Greatly reduce the loss of valuable wetlands compared to the Legacy Highway alternative
- Maximize transit and slow sprawl growth
- Meet future travel needs
- Save an estimated $300 million in state funds over the Legacy shared solution
- Create a non-freeway, alternative transportation route through Davis County

GP-745

Thank you for your consideration of this matter.

Jan A. Coleman, MBA

GP-746

From: Margi Hoffmann [margi@suwa.org] **Sent:** Wed 3/16/2005 4:33 PM
To: Legacy
Cc:
Subject: Comments: Legacy Highway draft SEIS
Attachments:

March 16, 2005

Gregory Punske

FHWA – UT Division

2520 West 4700 South Ste 9A

Salt Lake City, UT 84118

Dear Mr. Punske,

I am writing to formally submit my comments regarding the Legacy Highway Draft SEIS. I am a citizen of Utah and I want to voice my support for the Citizens' Smart Growth Alternative.

As those of us who live in Salt Lake know, wintertime inversions are highly toxic. There are days when citizens are advised not to leave their homes. Thick blankets of smog bore down on the city. Much of this pollution is irresponsible and reparable. However, the way in which we go about enhancing our quality of life is not to encourage more motor vehicle traffic in the Valley, but to provide citizens alternative solutions for transportation. We need to focus our energies more on meeting our transportation needs, conserving wildlife sanctuaries, and allowing the citizens of Utah a basic human right – breathable air. The Citizens' Smart Growth Alternative is the solution; this is why I endorse it.

Thank you very much for your time and I look forward to hearing from you on this issue.

Sincerely,

GP-746

Margaret Hoffmann

1471 S 1100 East

Salt Lake City, UT 84105

Kimberly J. Stevens GP-747

From: Dean Collinwood [dcollinwood@utahcollege.edu]
Sent: Friday, March 11, 2005 9:54 AM
To: Legacy
Subject: BAD Legacy

(Note: this is the third time I've tried to send this. Your publicized email was not correct. How many others have not been able to respond I wonder?)

From: Dean Collinwood
> Sent: Wednesday, March 09, 2005 7:18 PM
> Subject: BAD LEGACY
>
>
> Dear Legacy Planners,
>
> My wife (Kathleen McConkie) and I have been actively involved in Davis =
> County for many years. I have run twice for the Utah Legislature (House =
> and Senate), and my wife has run for Davis County Commission and the US =
> Congress from this district. I currently work with the Bountiful =
> Historic Commission, and have served the community in many other ways. =
> In short, we are both aware of what people in this County need. =
> Furthermore, we have attended the public hearings on Legacy, have =
> reviewed the proposed alignments, have walked the proposed alignment =
> with officials, have discussed the matter with officials at public =
> hearings, and have followed the whole matter very closely.
>
> We now, therefore, wish to say that, after carefuly consideration, we =
> are opposed to the construction of Legacy, no matter the alignment. We =
> also wish to say that we know of no reason to think the survival of HAFB =
> depends on the building of another freeway in Davis County, nor do we =
> think that Davis County will collapse in gridlock if a new freeway is =
> not built. We are saddened by the scare tactics used by some of our =
> local officials to force the construction of a highway that is opposed =
> by so many here. Having just completed a Senate political campaign =
> involving 5 cities in south Davis County, I can tell you with certainty =
> that thousands are opposed to Legacy.
>
> It is time for UDOT to understand that it can save taxpayers' money and =
> still handle transportation needs by expanding the infrastructure we =
> already have. Why, after all these years of growth, do we still have so =
> few lanes on I-15 into and out of Davis County? Why no HOV lanes? Why =
> has the intersection of I-215 and I-15 and Beck Street still not been =
> adequately improved? We strongly encourage UDOT to expand and improve =
> the artery we already have rather than building more highways.
>
> We are not members of the Sierra Club or any other such group. But we =
> do know that if a new highway is built, it will hasten the =
> already-too-fast-paced environmental destruction in our county. =
> Already we hear the drumbeat of developers in the Farmington/Centerville =
> area who are planning construction precisely because of the proposed =

1

2

GP-747

> Legacy. As the movie had it, "if you build it, they will come," and =
> that is the last thing Davis County needs. We need to do things to slow =
> population growth here, not increase it. =20
>
> In Los Angeles, the sound or noise from multiple freeways is absolutely =
> deafening. It's not just the land or the lake that is destroyed by =
> freeways, it is also the air, the quietude of the area. I very closely =
> questioned one of the officials at one of the public hearings. I asked =
> him what plans there were to restrict or forbid development around the =
> exits/entrances of Legacy. I also asked him what study, if any, had =
> been done on the likely rate of development with Legacy versus without =
> Legacy. He had no information for me. No one had studied such things, =
> and yet those are key facts that must be considered. UDOT must stop =
> thinking its job is to just move people around. It must consider the =
> quality of life for those impacted by its highways. That so little has =
> been done to look into the negative development impact of this highway =
> is very disturbing.
>
> We also need to do things to encourage people to move near their jobs. =
> It is absolutely ridiculous for people to drive from West Point or =
> Syracuse to Sandy to go to work. People wanting a rural lifestyle =
> should not expect to be able to travel for miles through county after =
> county so they obtain urban employment. UDOT should take some of its =
> proposed construction funds and offer financial incentives for people in =
> rural areas to relocate close to their places of employment.
>
> In short, Legacy is a bad idea. It will hurt Davis County; it will hurt =
> Utah. We ask you to improve the I-15 artery rather than build another =
> new highway through this county. The best legacy you could leave the =
> next generation in Utah is to not build Legacy.
>
> Sincerely,
>
> Dean W. Collinwood
> Kathleen McConkie Collinwood
> _____
> Dean W. Collinwood, Ph.D.
> President, GLOBUS Global Marketing
> Director US Japan and China Centers
>
> 1310 Madera Hills Drive
> Bountiful, Utah 84010
> Tel 295-7899
>
> ------=_NextPart_001_006C_01C524E3.AEE75720
> Content-Type: text/html;
> charset="Windows-1252"
> Content-Transfer-Encoding: quoted-printable
>
> <!DOCTYPE HTML PUBLIC "-//W3C//DTD HTML 4.0 Transitional//EN">
> <HTML><HEAD>
> <META http-equiv=3DContent-Type content=3D"text/html; =
> charset=3Dwindows-1252"><BASE=20

3

4

GP-747

> href=3D"file://C:\Program Files\Common Files\Microsoft =
> Shared\Stationery\">
> <STYLE>BODY {
> BACKGROUND-POSITION: left top; FONT-WEIGHT: bold; FONT-SIZE: 10pt; =
> COLOR: #008080; BACKGROUND-REPEAT: no-repeat; FONT-FAMILY: Abadi MT =
> Condensed
> }
> </STYLE>
>
> <META content=3D"MSHTML 6.00.2800.1479" name=3DGENERATOR></HEAD>
> <BODY bgColor=3D#ffffff=20
> background=3Dcid:006a01c5251e$5b249d60$420646a6@ibm0201700262>
> <DIV><B>From:</B> <A title=3Dibi@qwest.net =
> href=3D"mailto:ibi@qwest.net">Dean=20
> Collinwood</A> </DIV>
> <DIV style=3D"FONT: 10pt arial">
> <DIV><B>Sent:</B> Wednesday, March 09, 2005 7:18 PM</DIV>
> <DIV><B>Subject:</B> BAD LEGACY</DIV></DIV>
> <DIV>
</DIV>
> <DIV>Dear Legacy Planners,</DIV>
> <DIV> </DIV>
> <DIV>My wife (Kathleen McConkie) and I have been actively involved in =
> Davis=20
> County for many years. I have run twice for the Utah Legislature =
> (House=20
> and Senate), and my wife has run for Davis County Commission and the US =
> Congress=20
> from this district. I currently work with the Bountiful Historic=20
> Commission, and have served the community in many other ways. In =
> short, we=20
> are both aware of what people in this County need. Furthermore, we =
> have=20
> attended the public hearings on Legacy, have reviewed the proposed =
> alignments,=20
> have walked the proposed alignment with officials, have discussed the =
> matter=20
> with officials at public hearings, and have followed the whole matter =
> very=20
> closely.</DIV>
> <DIV> </DIV>
> <DIV>We now, therefore, wish to say that, after carefuly =
> consideration, we=20
> are opposed to the construction of Legacy, no matter the =
> alignment. =20
> We also wish to say that we know of no reason to think the survival of =
> HAFB=20
> depends on the building of another freeway in Davis County, nor do we =
> think that=20
> Davis County will collapse in gridlock if a new freeway is not =
> built. We=20
> are saddened by the scare tactics used by some of our local officials to =
> force=20
> the construction of a highway that is opposed by so many here. =

GP-747

> Having just=20
> completed a Senate political campaign involving 5 cities in south Davis =
> County,=20
> I can tell you with certainty that thousands are opposed to =
> Legacy.</DIV>
> <DIV> </DIV>
> <DIV>It is time for UDOT to understand that it can save taxpayers' money =
> and=20
> still handle transportation needs by expanding the infrastructure =
> we=20
> already have. Why, after all these years of growth, do we still =
> have so=20
> few lanes on I-15 into and out of Davis County? Why no HOV =
> lanes? =20
> Why has the intersection of I-215 and I-15 and Beck Street still not =
> been=20
> adequately improved? We strongly encourage UDOT to expand and =
> improve the=20
> artery we already have rather than building more highways.</DIV>
> <DIV> </DIV>
> <DIV>We are not members of the Sierra Club or any other such =
> group. But we=20
> do know that if a new highway is built, it will hasten the=20
> already-too-fast-paced environmental destruction in our =
> county. =20
> Already we hear the drumbeat of developers in the Farmington/Centerville =
> area=20
> who are planning construction precisely because of the proposed =
> Legacy. As=20
> the movie had it, "if you build it, they will come," and that is the =
> last thing=20
> Davis County needs. We need to do things to slow population growth =
> here,=20
> not increase it. </DIV>
> <DIV> </DIV>
> <DIV>In Los Angeles, the sound or noise from multiple freeways is =
> absolutely=20
> deafening. It's not just the land or the lake that is destroyed by =
>
> freeways, it is also the air, the quietude of the area. I very =
> closely=20
> questioned one of the officials at one of the public hearings. I =
> asked him=20
> what plans there were to restrict or forbid development around the=20
> exits/entrances of Legacy. I also asked him what study, if any, =
> had been=20
> done on the likely rate of development with Legacy versus without =
> Legacy. =20
> He had no information for me. No one had studied such things, and =
> yet=20
> those are key facts that must be considered. UDOT must stop =
> thinking its=20
> job is to just move people around. It must consider the quality of =

GP-747

GP-747

> life=20
> for those impacted by its highways. That so little has been done =
> to look=20
> into the negative development impact of this highway is very =
> disturbing.</DIV>
> <DIV> </DIV>
> <DIV>We also need to do things to encourage people to move near their=20
> jobs. It is absolutely ridiculous for people to drive from West =
> Point or=20
> Syracuse to Sandy to go to work. People wanting a rural lifestyle =
> should=20
> not expect to be able to travel for miles through county after county so =
> they=20
> obtain urban employment. UDOT should take some of its proposed=20
> construction funds and offer financial incentives for people in rural =
> areas to=20
> relocate close to their places of employment.</DIV>
> <DIV> </DIV>
> <DIV>In short, Legacy is a bad idea. It will hurt Davis County; it =
> will=20
> hurt Utah. We ask you to improve the I-15 artery rather than build =
> another=20
> new highway through this county. The best legacy you could leave =
> the next=20
> generation in Utah is to not build Legacy.</DIV>
> <DIV> </DIV>
> <DIV>Sincerely,</DIV>
> <DIV> </DIV>
> <DIV>Dean W. Collinwood</DIV>
> <DIV>Kathleen McConkie Collinwood</DIV>
> <DIV>_____
Dean W. Collinwood, =
> Ph.D.
President,=20
> GLOBUS Global Marketing
Director US Japan and China Centers</DIV>
> <DIV> </DIV>
> <DIV>1310 Madera Hills Drive</DIV>
> <DIV>Bountiful, Utah 84010</DIV>
> <DIV>Tel 295-7899
</DIV></BODY></HTML>
>
> ------=_NextPart_001_006C_01C524E3.AEE75720--
>
> ------=_NextPart_000_006B_01C524E3.AEE75720
> Content-Type: image/gif;
> name="Blank Bkgrd.gif"
> Content-Transfer-Encoding: base64
> Content-ID: <006a01c5251e$5b249d60$420646a6@ibm0201700262>
>
>
R0lGODlhLQAtAID/AP////f39ywAAAAALQAtAEACcAxup8vtvxKQsFon6d02898pGkgiYoCm6sq2
>
7iqWcmzOsmeXeA7uPJd5CYdD2g9oPF58ygqz+XhCG9JpJGmlYrPXGlfr/Yo/VW45e7amp2tou/1W
> xo/zX513z+Vt+1n/tiX2pxP4NUhy2FM4xtjIUQAAOw==
>
> ------=_NextPart_000_006B_01C524E3.AEE75720--

3/11/2005

RECEIVED MAR 1 4 2005

GP-748

RECEIVED
MAR 1 0 2005
BY:

March 8, 2005

Federal Highway Administration,
U.S. Army Corps of Engineers,
and
UDOT Project Director,

Your article about extending the 'comment period' for the Legacy Parkway was in the Deseret Morning News on March 2nd on the second page of section B. On the front page was the article by Lee Benson. It was titled… **"It's hard to be activist but not hypocrite."** He spelled it out just exactly how they are. (Hope you read it)

Rocky Anderson, the Sierra Club and all the others of like mind….have the roads they need, the cars they need…etc...so they do **NOT WANT LEGACY.** It does not matter if the population in Utah doubles, triples or quadruples, to them, MORE ROADS AND CARS ARE NOT NEEDED. **We are already behind the 'eight ball.'** That road should now be in the completion stages. Instead, **$200 MILLION has be totally wasted.** How idiotic. The **minute minority….by their law suits…**are costing the taxpayers millions. That **money could have been used for light rail** or commuter trains that ARE ALSO NEEDED.

Like Lee Benson states….has Rocky tried to drive between Salt Lake and Davis County lately (or at all) ?? It is just too bad that all of the ANTI LEGACY people do not have to drive that section of road every morning and night. They say that they are just trying to protect the environment. Oh yes. Just look at all of the pollution created by the exhaust of the vehicles in the gridlock crawling through there every morning and every night. That causes more damage to the environment by far. The Legacy highway will put an end to that. (Besides all of the fuel that is wasted there now).

Their statements that Legacy will just cause more urban sprawl and more cars and pollution are on the level of "grade school " reasoning. Just the same with their wet land argument. As I understand it, the wetlands will be increased and improved. (I don't think they use that argument anymore). They have a better solution, extend Redwood Road. What a joke. That is ludicrous.

Most of the people belonging to all of those environmental groups…etc..etc. are from **OUT SIDE OF UTAH AND WANT TO CONTROL WHAT IS DONE IN UTAH.**

Actually, all of the comments, arguments, and so forth can be summed up in just one statement.

In the year 2005 (and future years)….to have just one main road between Salt Lake and Kaysville for ALL of Northern Utah it totally asinine.

Sincerely,

Keith Carter
544-8184

R. Keith & Lynette Carter
600 East 3rd North
Kaysville, Utah 84037

Kimberly J. Stevens

GP-749

From: Kimberly J. Stevens on behalf of Legacy
Sent: Friday, March 11, 2005 1:34 PM
To: 'Kari Zeeman'
Cc: Kimberly J. Stevens
Subject: RE: Legacy map

Maps of the proposed project can be found in the draft SEIS on the the following websites:

http://www.spk.usace.army.mil/projects/regulatory/legacyparkway/news/DSEIS.pdf

http://www.udot.utah.gov/index.php/m=c/tid=1090/

Hard copies of the draft SEIS are also available for review at several locations in Davis, Salt Lake and Utah counties. See the attached list.

Kimberly Stevens
Jones & Stokes
801-924-2085
kstevens@jsanet.com www.jonesandstokes.com

-----Original Message-----
From: Kari Zeeman [mailto:karizeeman@yahoo.com]
Sent: Thursday, March 10, 2005 2:33 PM
To: Legacy
Subject: Legacy map

Could you please email to me a map of the proposed Legacy Highway as it has be decided so far, perhaps their are more than one map, could you email those as well. Thanks!

If you don't pay your exorcist you get repossessed.
Kari Zeeman
CLASSICAL BURGUNDY

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

Kimberly J. Stevens

From: Kari Zeeman [karizeeman@yahoo.com]
Sent: Thursday, March 10, 2005 2:33 PM
To: Legacy
Subject: Legacy map

Could you please email to me a map of the proposed Legacy Highway as it has be decided so far, perhaps their are more than one map, could you email those as well. Thanks!

If you don't pay your exorcist you get repossessed.
Kari Zeeman
CLASSICAL BURGUNDY

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

GP-750

Linda S. Margetts
500 E. 200 S.
Farmington, Utah 84025

March 10, 2005

Army Corps of Engineers
533 W. 2600 S.
Suite 150
Bountiful, Utah 84010

To Whom it may concern,

I am writing as a concerned citizen of Davis County **IN FAVOR** of the Legacy Highway construction for the following reasons:

1) Emergency use. During any emergency it is critical to life to move people away from any present danger. We have had multiple examples of emergencies that have occurred recently in Davis County where a leak, or spill of a dangerous gas or liquid have spilled and the need of evacuation of an area is needed. We are all aware of the 1983 floods that closed many roads in the County. More access or road routes were needed to help in detours. If (heaven forbid) the Salt Lake Valley needed emergency evacuation, the access north is such a bottle neck through I-15 it is impossible. I would call on every City, Town, and Davis County government institution to favor Legacy highway for my protection as a citizen in cases of emergency. Let's use common sense. 1

2) Daily Traffic. I have lived in Farmington for 33 years and commuted on I-15 into Salt Lake County for work. The traffic has gone from heavy to miserably over-loaded in those years. Add to that any glitch, that often occurs, and gridlock can happen in a moment. When a traffic back-up happens, people leave I-15 and go on to local roads. This creates a danger on local roads that were never designed for the excess of cars forced to use neighborhood roads. Many times it will happen in the morning hours when school children are walking to school, and the unnecessary increase of traffic in neighborhoods is a real danger to our children. 2

3) Davis residence should have a Voice. We the citizens of Davis County should have a larger voice in what is, or is not, for our best good. Out-of-state special interest groups such as the Sierra Club should not hold us hostage as to our local county needs. Yes, we will satisfy government criteria in regulations and laws, but when those regulations are satisfied, we must not have outsiders (non Davis County residents) telling residences what is for our best good - it is UN-AMERICAN AND UNFAIR. We the County Citizens are paying the taxes in the county, and should have the final say as to how the tax dollars are used. 3

4) Support of business commerce. It is the duty of government agencies to help promote life, liberty, and the pursuit of happiness. To restrict needed road access that stifles legal business commerce is negligent on the part of government. 4

5) Light Rail. Light rail is certainly part of an overall solution but not THE solution exclusive of Legacy Highway. I voted for tax dollars to be used for Light Rail or commuter rail to gain more access to Salt Lake. This must be part of a joint solution to traffic problems with Legacy Highway.

GP-750

6) Environment Protected. Having the Legacy highway in place actually helps preserve "wet lands" through an agreement to halt development west of the highway. We in Farmington have enjoyed the Bird Refuge in west Farmington for many years. This development does not jeopardize or intrude in any way the scenic beauty we enjoy.

7) Hill Air force Base. Mr. Jim Hansen has expressed a deep concern about a state commitment made years ago to the Air Force to increase access for materials and equipment needed to supply the base. If the lack of Legacy Highway is any part of a base closure it will have repercussions throughout the state. The effect would be measured on the Richter scale some where above 9+. Multiple supply roads are needed to maintain this access, and Legacy Highway is a vital part of preserving Hill Air Force Base.

8) Wise use of Tax Dollars. The purpose of governmental taxing of citizens and or designating land for public use, is to bring about the common good of it's citizens. Having a majority of Davis County residences in favor of the Legacy Highway should be a major plus in the Highway's favor. Delays are costing tax payer money in increased costs of construction, lost revenues that can be created by easier access to our businesses and shops in the County. Outside groups (non Davis County residents) are costing money that can be used for greater good. Let's go forward NOW! Build Legacy Highway NOW! Stop the delay's NOW!

Sincerely,

Linda S. Margetts

Linda S. Margetts
Concerned Citizen

LSM:com
LEGACYHIGHWAY.031005

GP-751

Scott Miller
1040 N. Redwood Rd
Salt Lake City Utah 84116

March 10, 2005

US. Army Corps of Engineers
533 W. 2600 S.
Suite 150
Bountiful, Utah 84010

To Whom it may concern,

I am writing as a concerned citizen of Davis County **IN FAVOR** of the Legacy Highway construction for the following reasons:

1) Emergency use. During any emergency it is critical to life to move people away from any present danger. We have had multiple examples of emergencies that have occurred recently in Davis County where a leak, or spill of a dangerous gas or liquid have spilled and the need of evacuation of an area is needed. We are all aware of the 1983 floods that closed many roads in the County. More access or road routes were needed to help in detours. If (heaven forbid) the Salt Lake Valley needed emergency evacuation, the access north is such a bottle neck through I-15 it is impossible. I would call on every City, Town, and Davis County government institution to favor Legacy highway for my protection as a citizen in cases of emergency. Let's use common sense.

2) Daily Traffic. I have previously lived in Davis County for 28 years and commuted on I-15 into Salt Lake County for work. The traffic has gone from heavy to miserably over-loaded in those years. Add to that any glitch, that often occurs, and gridlock can happen in a moment. When a traffic back-up happens, people leave I-15 and go on to local roads. This creates a danger on local roads that were never designed for the excess of cars forced to use neighborhood roads. Many times it will happen in the morning hours when school children are walking to school, and the unnecessary increase of traffic in neighborhoods is a real danger to our children.

3) Davis residence should have a Voice. We the citizens of Davis County should have a larger voice in what is, or is not, for our best good. Out-of-state special interest groups such as the Sierra Club should not hold us hostage as to our local county needs. Yes, we will satisfy government criteria in regulations and laws, but when those regulations are satisfied, we must not have outsiders (non Davis County residents) telling residences what is for our best good - it is UN-AMERICAN AND UNFAIR. We the County Citizens are paying the taxes in the county, and should have the final say as to how the tax dollars are used.

4) Support of business commerce. It is the duty of government agencies to help promote life, liberty, and the pursuit of happiness. To restrict needed road access that stifles legal business commerce is negligent on the part of government.

5) Light Rail. Light rail is certainly part of an overall solution but not THE solution exclusive of Legacy Highway. I voted for tax dollars to be used for Light Rail or commuter rail to gain more access to Salt Lake. This must be part of a joint solution to traffic problems with Legacy Highway.

GP-751

6) Environment Protected. Having the Legacy highway in place actually helps preserve "wet lands" through an agreement to halt development west of the highway. We in Farmington have enjoyed the Bird Refuge in west Farmington for many years. This development does not jeopardize or intrude in any way the scenic beauty we enjoy.

7) Hill Air force Base. Mr. Jim Hansen has expressed a deep concern about a state commitment made years ago to the Air Force to increase access for materials and equipment needed to supply the base. If the lack of Legacy Highway is any part of a base closure it will have repercussions throughout the state. The effect would be measured on the Richter scale some where above 9+. Multiple supply roads are needed to maintain this access, and Legacy Highway is a vital part of preserving Hill Air Force Base.

8) Wise use of Tax Dollars. The purpose of governmental taxing of citizens and or designating land for public use, is to bring about the common good of it's citizens. Having a majority of Davis County residences in favor of the Legacy Highway should be a major plus in the Highway's favor. Delays are costing tax payer money in increased costs of construction, lost revenues that can be created by easier access to our businesses and shops in the County. Outside groups (non Davis County residents) are costing money that can be used for greater good. Let's go forward NOW! Build Legacy Highway NOW! Stop the delay's NOW!

Sincerely,

Scott Miller
Concerned Citizen

SM:com
LEGACYHIGHWAY.FHWA031005

GP-752

Robert Margetts
500 E. 200 S.
Farmington, Utah 84025

March 10, 2005

Army Corps of Engineers
533 W. 2600 S.
Suite 150
Bountiful, Utah 84010

To Whom it may concern,

I am writing as a concerned citizen of Davis County **IN FAVOR** of the Legacy Highway construction for the following reasons:

1) Emergency use. During any emergency it is critical to life to move people away from any present danger. We have had multiple examples of emergencies that have occurred recently in Davis County where a leak, or spill of a dangerous gas or liquid have spilled and the need of evacuation of an area is needed. We are all aware of the 1983 floods that closed many roads in the County. More access or road routes were needed to help in detours. If (heaven forbid) the Salt Lake Valley needed emergency evacuation, the access north is such a bottle neck through I-15 it is impossible. I would call on every City, Town, and Davis County government institution to favor Legacy highway for my protection as a citizen in cases of emergency. Let's use common sense.

2) Daily Traffic. I have lived in Farmington for 33 years and commuted on I-15 into Salt Lake County for work. The traffic has gone from heavy to miserably over-loaded in those years. Add to that any glitch, that often occurs, and gridlock can happen in a moment. When a traffic back-up happens, people leave I-15 and go on to local roads. This creates a danger on local roads that were never designed for the excess of cars forced to use neighborhood roads. Many times it will happen in the morning hours when school children are walking to school, and the unnecessary increase of traffic in neighborhoods is a real danger to our children.

3) Davis residence should have a Voice. We the citizens of Davis County should have a larger voice in what is, or is not, for our best good. Out-of-state special interest groups such as the Sierra Club should not hold us hostage as to our local county needs. Yes, we will satisfy government criteria in regulations and laws, but when those regulations are satisfied, we must not have outsiders (non Davis County residents) telling residences what is for our best good - it is UN-AMERICAN AND UNFAIR. We the County Citizens are paying the taxes in the county, and should have the final say as to how the tax dollars are used.

4) Support of business commerce. It is the duty of government agencies to help promote life, liberty, and the pursuit of happiness. To restrict needed road access that stifles legal business commerce is negligent on the part of government.

5) Light Rail. Light rail is certainly part of an overall solution but not THE solution exclusive of Legacy Highway. I voted for tax dollars to be used for Light Rail or commuter rail to gain more access to Salt Lake. This must be part of a joint solution to traffic problems with Legacy Highway.

GP-752

-2-

6) Environment Protected. Having the Legacy highway in place actually helps preserve "wet lands" through an agreement to halt development west of the highway. We in Farmington have enjoyed the Bird Refuge in west Farmington for many years. This development does not jeopardize or intrude in any way the scenic beauty we enjoy.

7) Hill Air force Base. Mr. Jim Hansen has expressed a deep concern about a state commitment made years ago to the Air Force to increase access for materials and equipment needed to supply the base. If the lack of Legacy Highway is any part of a base closure it will have repercussions throughout the state. The effect would be measured on the Richter scale some where above 9+. Multiple supply roads are needed to maintain this access, and Legacy Highway is a vital part of preserving Hill Air Force Base.

8) Wise use of Tax Dollars. The purpose of governmental taxing of citizens and or designating land for public use, is to bring about the common good of it's citizens. Having a majority of Davis County residences in favor of the Legacy Highway should be a major plus in the Highway's favor. Delays are costing tax payer money in increased costs of construction, lost revenues that can be created by easier access to our businesses and shops in the County. Outside groups (non Davis County residents) are costing money that can be used for greater good. Let's go forward NOW! Build Legacy Highway NOW! Stop the delay's NOW!

Sincerely,

ROBERT MARGETTS
Concerned Citizen

JRM:com
LEGACYHIGHWAY.031005

RECEIVED MAR 2 2 2005

GP-753

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-11-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: BENJAMIN LEE Title (if applicable):
Telephone: 801-599-9661 Fax:
Organization/Business (if applicable): Email: bjamin lee@yahoo.com
Address: 250 N MAIN ST
City: CENTERVILLE State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Legacy highway is the most important issue in transportation in Davis County. Unlike SL county, Davis has really only one outlet, that being I-15. SL county has many major thoroughfares including: I-15, I-215, Bangerter Highway, state street and Redwood Road to name a few. Davis has I-15 & Hwy 89, however Hwy 89 is not a practical alternative if traffic is delayed or backed upon I-15. Davis County needs the legacy Highway for progression and growth.

I do not agree with the proposed location of the new legacy and think it is too close to I-15. there needs to be more distance between the two. If there were a major disaster, ie. a chemical spill, it would close Both I-15 & legacy Hwy down if the proposed setup were to go through.

Please Re-evaluate the needs of this County and proceed with a better more organized plan.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Ron Williams [ronwill@xmission.com]
To: Legacy
Cc:
Subject: Comment on Legacy
Attachments:

Sent: Sun 3/20/2005 10:40 AM

GP 754

Gentlemen/Ladies:

I will keep my comments regarding the Legacy Highway very short. We do not need yet another highway. We do, however, need a serious, viable commitment to public transit.

Sincerely,

Ronald D. Williams
1836 East 10980 South
Sandy, UT 84092

GP-755

From: Waggoner Tom Civ OO-ALC/LGVPE [Tom.Waggoner@HILL.af.mil]
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

Sent: Thu 3/17/2005 7:11 AM

I would like to make a few comments about the need for the Legacy Parkway for Davis County and northern Utah. One of the things that the opponents to the parkway are saying, is that it will destroy 100 acres of wetlands. My comments on this statements is: when the first impact statement was done, they took a helicopter and flew the proposed parkway route and as you view that video, you will see very little of what might even be considered wet lands. Also with the building of the parkway it will become a natural barrier to stop invasion of the real pristine wetlands next to the great salt lake. The parkway will also stop the encroachment of the 2,000 acres of land that has been purchased and set aside as a permanent wetlands preserve adjacent to the shoreline and Farmington Bay Wildlife Refuge.

We are in a unique situation here in Davis County, we are a small County, but we have the third largest population in of all the Counties in the State. We have the Mountains on our east and the Great Salt Lake on the west and only a small corridor for transportation, with only one way to travel north or south. When that corridor becomes blocked, it causes major problems for the entire northern part of the State. All of the traffic from that corridor is dumped into the communities and everything comes to a stand still.

It has been said that the County has not put enough effort into mass transit to alleviate our transportation problems, but that is not true. We support the continued development of commuter rail through Davis County and the inclusion of transit as an important component of long term transportation planning. However, it is recognized that transit alone will not meet the transportation needs of Davis County, even in the short term.

As one of the 15 Mayors of Davis County Cities, I strongly support the building of the Legacy Parkway. It is desperately needed for the citizens of Davis County and of northern Utah.

There is also a proposal to for the expansion of Redwood Road as an alternative. This proposal would carry with it serious negative impacts on communities along the alignment. These include the displacement of homes and business as well ad decreased traffic safety. This is really a dumb idea. Those proposing the Redwood Road Alternative never have met with representatives of the affected communities to discuss the feasibility of this option.

It is my feeling and the feelings of over 80% of Davis County residences that this Parkway **MUST** be built.

Thank You

Tom Waggoner
Mayor
Clearfield, City
801.525.2700
twaggone@clearfieldcity.org

GP 156

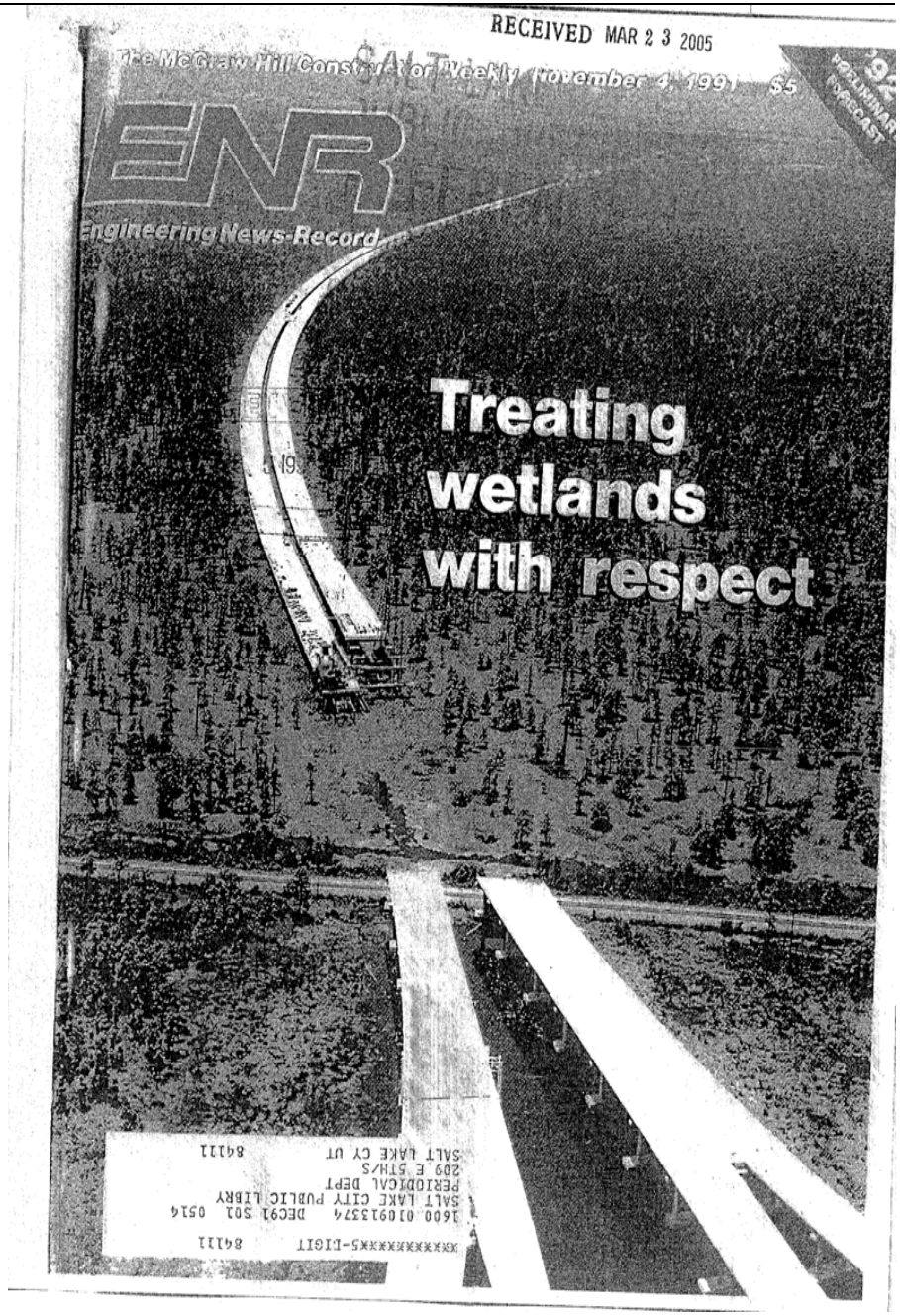
BUILD INC.
Since 1953

Richard J. Stromnes
(Dick)
President

5190 West 700 South
Salt Lake City, Utah 84104

Phone (801) 295-1300
Fax (801) 292-9581

For questions, discussions and additional enlightenment, we would be pleased to accommodate your schedule whether you would like to meet with us at your office or at ours. The same invitation has been extended to UDOT, Federal Highway, and the U.S. Army Dept. of Engineers.



HIGHWAYS

Bridge built above wetland

State bars equipment on swamp

Building on wetlands has become possibly the most controversial task facing developers and contractors in the U.S. To build almost 2 miles of twin elevated highways without intruding on the swampland below, the Louisiana Dept. of Transportation and Development is paying dearly—nearly 50% more than for conventional wetland construction.

Without the expensive technique of building each section of bridge from the top of the last complete section, DOTD would not have been permitted to build in the environmentally critical wetland area outside New Orleans.

DOTD's $25.4-million contract with T.L. James & Co. Inc., Ruston, La., precluded the contractor from putting any heavy equipment on the ground while it built the section of Interstate 310 between I-10 and U.S. Route 90. As a result, the contractor had to work from the decks of the structures to push the two viaducts forward one bay at a time.

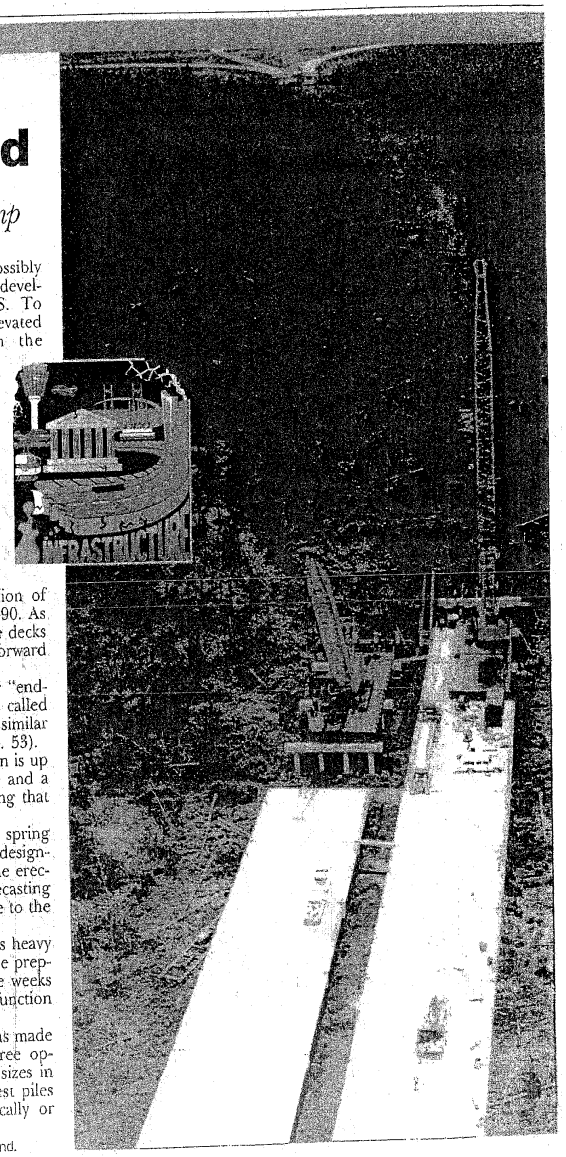
This is the first time DOTD has called for "end-on" construction. But the technique, then called "top-down" construction, was used for a similar project in Tampa Bay, Fla. (ENR 6/23/83 p. 53).

Long lead time. When end-on construction is up and running, the system is relatively simple and a contractor can make good time. But reaching that stage requires meticulous planning.

Before James even started fieldwork in spring 1989 it spent a year and about $2 million redesigning the bridges, designing and fabricating the erection equipment, building a $1.3-million precasting yard and planning the construction sequence to the last detail to ensure a smooth operation.

Ole Krasts, operations manager of James's heavy construction division, says that despite all the preparation, the contractor needed eight or nine weeks instead of the expected six weeks to function smoothly and efficiently.

The original design of the twin bridges was made by DOTD engineers, who gave bidders three options for the deck structures and four pile sizes in the bents. James eliminated the three largest piles because they either were not available locally or would have required heavier lifting equipment. That left only the 24-in.-sq hollow precast concrete piles.



Twin bridges advance with minimal effect on wetland.

This smaller size narrowed the deck choice to 40-ft spans of precast concrete slabs, eliminating 65-ft T-beams and box girders, says Krasts.

Low resistance. Southern Louisiana's swamplands are difficult to build on because they provide little frictional resistance to piles. The I-310 project has a sand stratum varying from 100 ft to 120 ft below the surface, but geotechnical analysis was difficult because the protected wetlands prevented DOTD from collecting samples. It could make test bores and drive test piles at only one end of the route.

O.W. Hansen, DOTD's resident construction engineer, says the agency engaged a consultant, Fugro McClelland Inc., Houston, to check each bent and recommend the pile lengths as they were driven. Fugro took cone penetrometer readings between the bridges at all 230 bent locations.

James also engaged a geotechnical consultant to help plan its pile-driving operations. Krasts says the specifications gave the contractor the option to wait if a pile isn't tapping at capacity or forgo tapping and take responsibility for settlement.

The company also asked Louis Capozzoli Associates Inc., Baton Rouge, to predict how long it would take for piles to reach their load-bearing capacity. After test-loading two piles, the engineer reported that piles will reach about 55% of ultimate capacity, about 150 tons, in 40 hours and 75% capacity in 64 hours, says Krasts. Since piles were designed for 105-ton maximum loads they would achieve a 50% safety factor in 40 hours.

The information encouraged James to take the non-tapping option, and results justified the choice, says Krasts.

Rapid hardening. Pile bents were topped with precast concrete caps. DOTD specified 3,000-psi concrete to grout connections between piles and caps. James needed to reach the strength in 12 to 14 hours, but DOTD was reluctant to permit superplasticizers. Krasts says it took a long time to convince the agency to approve a design mix with superplasticizers. Similar negotiations brought permission to add superplasticizers to a commercial grout to speed the 5,000 psi specified for the shear keys between precast deck panels. The contractor needed to complete grouting to enable trucks to use the bridge to deliver materials for the next stage of construction.

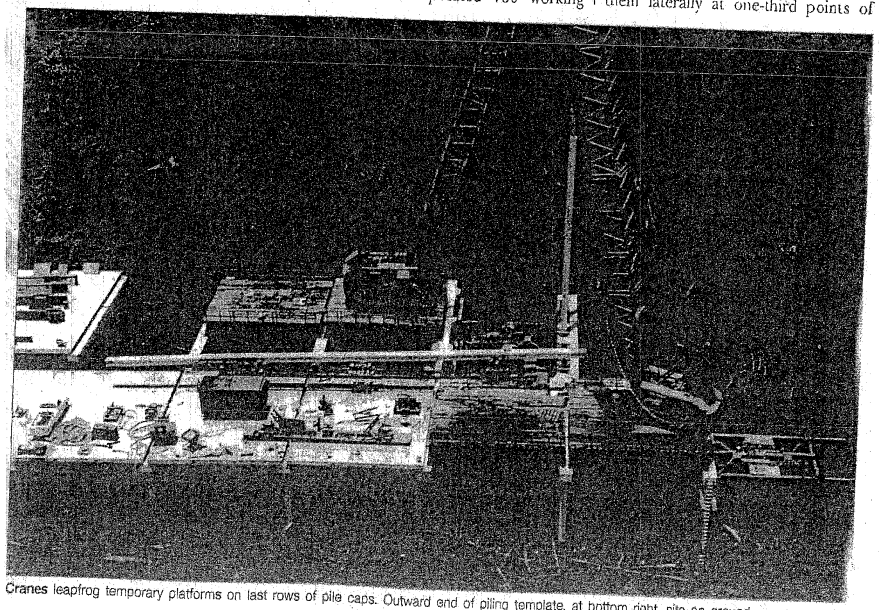
Timing was critical because James had based its bid on building 3½ spans a week. Eventually it would reach 7 spans in some weeks, thereby contributing to its early completion. The contract specified 750 working days but the end-on work took only 485 days.

Leapfrogging. James fabricated two steel work platforms and a piling template for each of the elevated roadways. A 200-ton-capacity crane on each structure moved the platforms, placed all the precast members and drove the piles.

In a typical sequence, the crane stands on the outermost of the two 40-ft-span platforms and lifts the piling template into position. Workers bolt one end to friction collars on the last line of piles and adjust legs bearing on the ground at the outer end. The crane operator drops a steel spud to cut buried roots before stabbing the new piles. Each bent has four vertical piles that average 130 ft in length.

When the new bent is in place, the contractor removes the template which is the only large piece of equipment allowed to lie on the ground. Next it moves the inboard work platform onto the new outboard bay and uses the crane to lay deck slabs in the vacated bay. Then the crane crawls forward onto the outboard work platform to repeat the cycle.

James designed a refinement for its end-on system. Before delivery trucks were allowed on the roadway, the contractor had to grout between the eight slabs in each bay and post-tension them laterally at one-third points of



Cranes leapfrog temporary platforms on last rows of pile caps. Outward end of piling template, at bottom right, sits on ground.

the ...an. In order to reduce the number of workers, James completed one roadway as soon as possible and tensioned the other roadway when crews were available. This confined all truck deliveries to one bridge. The crane on the other bridge unloaded materials for both structures.

To reduce the reach of the unloading crane, James located the temporary work platform on the trucking bridge to the side of the road farthest from the twin roadway. And it installed and tensioned three permanent slabs on the other half of the bay so trucks could draw alongside the platform.

James was concerned about timely deliveries of precast materials because the nearest commercial suppliers are three to five hours away and there is no space to stockpile materials on the bridges. So it bought a vacant maintenance yard a few miles away and constructed a precasting plant.

The contractor erected a 4-cu-yd central batching plant and built steam-cured casting beds for 1,912 prestressed piles, 460 caps and 3,812 deck slabs. DOTD specified voided slabs of 3-ft and 4-ft width, but James was allowed to change it to 5 ft 4½ in., thereby handling and transporting 1,385 fewer pieces.

Two straddle cranes moved materials around the yard and three tractor trailers that can be adjusted for long members hauled precast members to the site. Joe Morrow, project manager for James, says the contractor's control of the yard ensures that the site can get material on short notice.

Although James's bid was about $1 million under DOTD's estimate, end-on construction is not inexpensive. Krasts compares the I-310 project with a recent nearby job James built, both twin bridges, both 9,200 ft long and both at the same wage rate. I-310 costs $25.3 million; the other, built with a temporary haul road, cost $17 million. ■

By Peter Green in Louisiana

In case shells become scarce, state tests new sand embankments

Sixty miles from the Interstate 310 project, three contractors are each building a section of relocated U.S. Route 90 through 13 miles of wetlands, but none are using end-on techniques.

Although bridges and embankments are being built with methods indigenous to southern Louisiana, the state DOTD is conducting tests on geotextile fabric techniques that could influence future embankment construction.

The reason for using end-on construction for I-310 and not for the U.S. 90 projects near Houmais that I-310 had a particularly sensitive section that was litigated against by environmental groups, says Vincent Pizzolato, the Louisiana DOTD's public hearings and environmental impact engineer.

The current U.S. 90 project consists of the construction of 7 miles of twin bridges and 6 miles of roadway on embankments. Pizzolato says the embankment sections parallel a railroad so the highway embankment will not create a new obstruction to the exchange of water in the wetland. Where the road alignment diverges from the railroad, it is raised on bridges that are constructed conventionally from a temporary haul road between the structures. The 13-mile project was designed by David Volkert & Associates, Mobile, Ala.

On T.L. James's contract to build 1.4 miles of twin bridges and 3.2 miles of road embankments, DOTD is measuring the settlements of five embankment sections built with variations of geotextile fabric and sand.

The agency is making the tests because of the uncertainty of future supplies of the traditional embankment material, shells from a nearby lake. Shells don't settle like sand but interlock and form a uniform mat foundation with a density of 70 to 100 lb per cu ft, says Gary Gisclair, DOTD's resident construction engineer. Bidders on his three embankment projects could choose shells on geotextile fabric without mucking out or sand on fabric in mucked-out sections.

All three successful bidders are building with shells. Gisclair says sand costs $6 to $8 per cu yd, but the excavation is extra and the base has to be deep and the berms wide to prevent slope failures. Shells range from $12 to $16 per cu yd in place and their fabric averages $2.75 per sq yd. However, leases for the shell beds are up for renewal, says Don Pereau, James's project manager, and no one knows what future prices will be.

Mark Morvant, a DOTD geotechnical design engineer, developed the five test sites, three contiguous 500 x 180-ft sections on dual embankments and two minor sections on ramps.

Three types of geotextiles are used; polypropylene, polyester fabric and polyester geogrid. Different tensile strengths and arrangements of fabric are being tried (see diagram).

Morvant believes the test sections will settle between 16 in. and 20 in. After being in place 12 months, readings on the embankments indicate that settlement will be faster but of less magnitude than predicted, says Morvant. Conventional embankment construction with shells in Louisiana wetlands allows two years of settlement before a highway is paved.

Big precast plant. On an adjacent, $73-million contract, a Schriever, La.-based joint venture of Metric Constructors Inc. and Traylor Bros. Inc. built a temporary haul road to construct 5.6 miles of twin bridges and a half-mile of embankment road. The contractor also built a 12-cu-yd batch plant and precasting yard at the site that Project Manager William Conwell says may be the largest in the state. Six trucks deliver concrete to nine casting beds and three straddle cranes and three trucks move materials to the worksite.

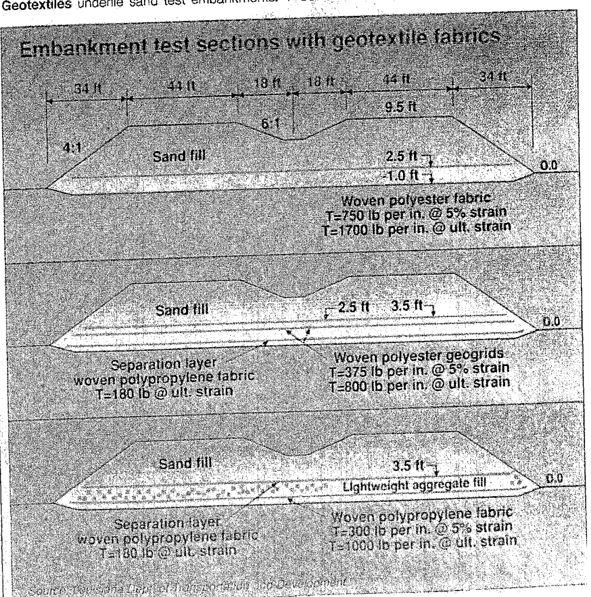
Yard crews start at 4 a.m. to miss the heat of day and two shifts of workers erect the bridge bents. A day crew moves soil to create pads for the pile-driving cranes, sets up pile templates and stabs six piles. A night crew drives the piles, some of which are 158 ft long for a 33-ft-high bridge section over a future overpass. ■

By Peter Green

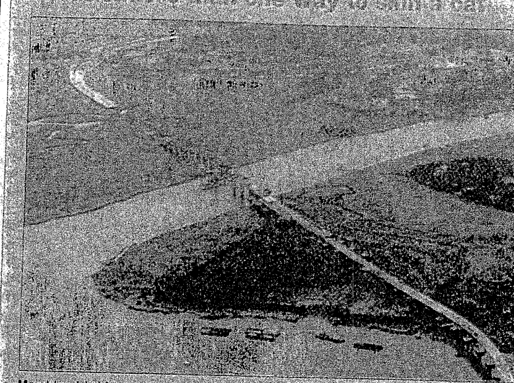
This article is part of a series ENR is publishing throughout 1991 to demonstrate the many ways that vital infrastructure is being repaired and improved.

Geotextiles underlie sand test embankments.

Contractors work in unforgiving terrain.



There's more than one way to skin a cat



Marshland bridges are built from a temporary trestle. Barges deliver materials.

A contractor in Charleston, S.C., is taking a different approach to building bridges across wetlands by erecting a temporary steel trestle alongside the cast-in-place structures. The circumstances differ from the Louisiana projects because the elevated twin structures abut a river crossing and barges can deliver materials to the site.

Charles L. Matthews, state bridge construction engineer at the South Carolina Dept. of Highways and Public Transportation, says the mile-plus marsh crossing is a key element in the 2-mile, $104-million Robert L. Scarborough Bridge, a new connector between the mainland and James Island, south of Charleston.

The cast-in-place, post-tensioned box girder bridge, which also crosses the Ashley and Wappoo rivers, will form the southernmost piece of the Interstate 526 beltway around metropolitan Charleston.

The Baton Rouge, La., office of Traylor Bros. Inc., Evansville, Ind., is building the new crossing's 6,800-ft, $58-million middle section, which includes the two river bridges and most of the marsh-spanning bridge. Locally based Republic Contracting Corp. and Metric Constructors Inc., Charlotte, N.C., are building the rest.

Traylor project coordinator Eric Sommer says the South Carolina Coastal Council, a state environmental agency, would not permit the contractor to dredge any cuts in the marsh or build a haul road. To get around the problem, Traylor built a work trestle supported on steel piles driven into the marsh from the river's edge.

The contractor used floating equipment to drive 24-in.-dia pipe piles for the first three bents of the work trestle and installed a crane track between the bents. Once the crane was installed, it was used to drive additional pipe piles and to extend the temporary bridge farther into the wetlands.

Workers used the trestle as a platform from which to drive the permanent bridge pilings and to form the piers for both the northbound and southbound spans of the highway bridge. They also used it as a base from which to erect the superstructure of the northbound span.

Traylor installed a railroad track on the temporary trestle and used a locomotive from a tunneling job to haul concrete from a barge-mounted batch plant. The tram also moved rebar and other materials from barges to where they were needed.

Traylor built the 120-ft-long, cast-in-place box girders on three 115-ft-long trusses supported on shoring towers erected around the piers. After casting four spans, workers stripped the forms and post-tensioned the girders in 180-ft-long units.

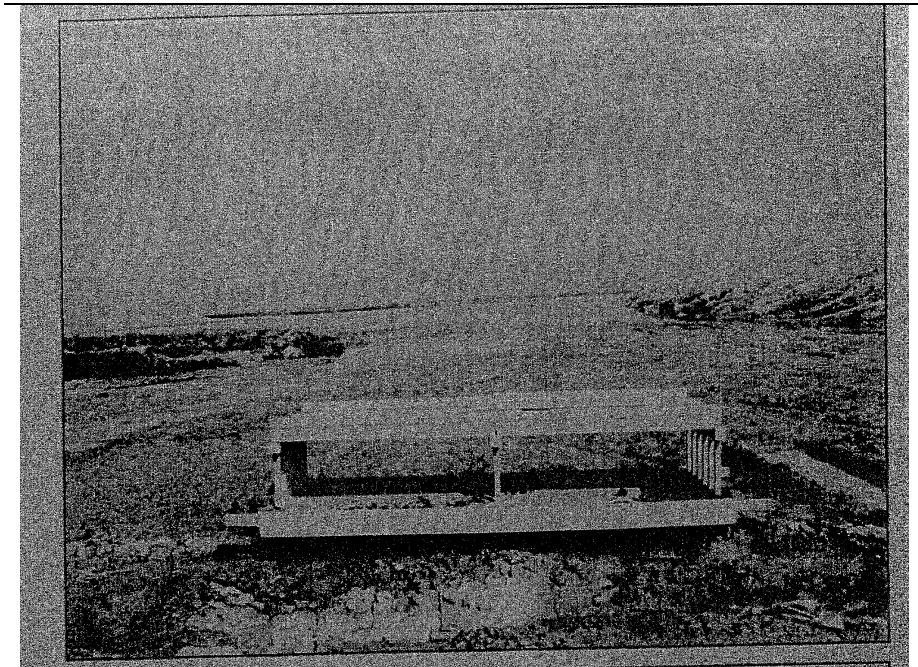
Edward F. Zalot, Traylor's project manager, says that after completing a significant portion of the northbound bridge, the company started using it instead of the trestle to build the southbound highway. Then workers dismantled the trestle.

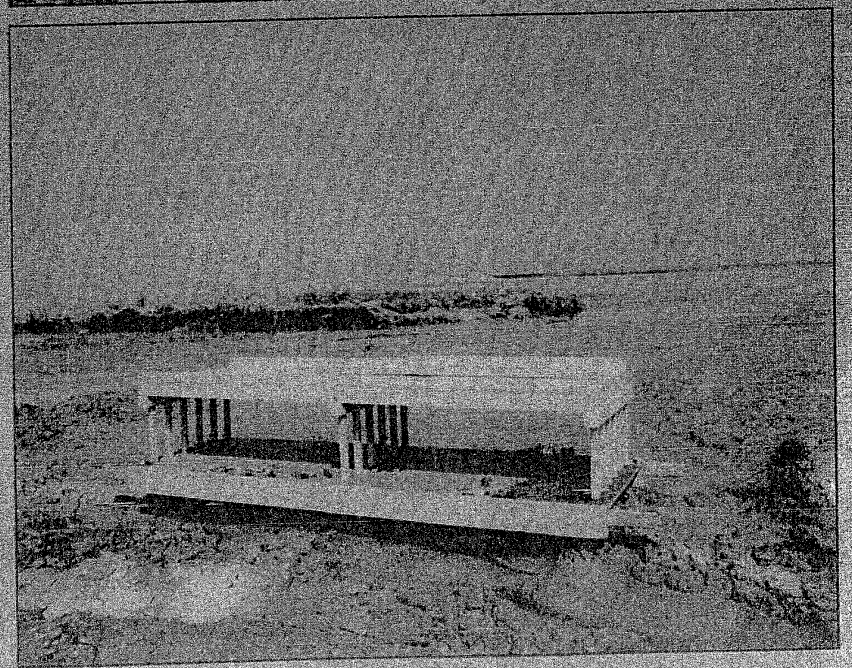
Trucks use the just-completed bridge to deliver ready-mix concrete, rebar and other materials. A crane mounted on the bridge lifts materials into place.

Zalot says his company expects to finish the job in early 1992.

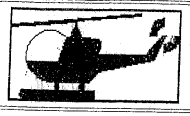
By [illegible]

GP-C-461





alignments studies | study area.



NEW-- Take a virtual helicopter tour of the area!

October 1998 Public Meeting Comments

Please send any comments to:
Byron Parker, UDOT Project Director

(801) 281-9507 (phone)
(801) 281-0876 (fax)
Legacy/I-15 North Project Team
3995 S. 700 E. Suite 100A
Salt Lake City, UT 84107

Attention: This document, map, drawing or electronic file is intended solely for informational purposes. The proposed highway alignments and associated impacts, which are shown have been developed for planning and study purposes. This material is draft and subject to change and should not be considered final.

LEGACY I-15 North

North Corridor Projects E-mail comments Schedule

Dear Mr. Byron Parker:

I-15 is the most direct major highway from Mexico to Canada. Recently, Governor Leavitt envisioned a "Legacy Highway" to alleviate traffic congestion on this highway from Nephi north to Brigham City. "Legacy Parkway" as now conceived bypasses and parallels I-15 for 13 miles along the Davis County corridor which creates more congestion at its extremities and all on-off ramps in between. The Centerville "Bottle-Neck" becomes even more onerous when rail and traffic accidents or natural events stop the flow of traffic.

Twenty-six miles of elevated highways from the west of the Salt Lake Airport north toward Brigham City can be expediently constructed for the $369 million presently budgeted for the 13-mile parkway. Elevated highways supported on deep concrete pile foundations are efficiently constructed over water and land ("End-on" Method Attached). The environmental impact is nil.

The scale model photo attached details insulated water transmission pipes from the Bear River to Salt Lake County. Again, there is little environmental impact and the cost is millions of dollars less.

Thank you.

Dick

Richard J. Stromness

Richard J. Stromness

cc: Governor Mike Leavitt
Mr. Gregory Punske
Mr. Brook Carter, US Army Corps of engineers

RESOURCEFUL PRECASTER

Contractor T. L. James & Co. sets up its own casting yard to supply elements for swamp-crossing I-310 Viaduct near New Orleans

by Bill Blaha

When T. L. James & Co. was declared low bidder on the I-310 Viaduct project west of New Orleans, the contractor was faced with the nagging question of how to maintain timely deliveries of precast elements to the difficult jobsite.

The end-on type of construction selected for building the twin elevated concrete roadways did not allow for convenient storage of product at the point of erection—a 1¾-mile path over dense Louisiana swampland. Because the roadway spanned a protected wetlands, lateral access to the project's right-of-way was denied.

Moreover, precast suppliers in the area were at least three to five hours delivery-time away, even in good weather. This meant a whole day could be lost if a shipment was delayed or the right component was not on hand when needed.

And time was critical, since the viaduct's 461 spans, each 40 ft. in length, had to be completed in 750 working days, as stipulated in the Louisiana DOT contract.

One way to avoid these problems would have been to establish a marshalling yard as close to the project site as possible. But this would have entailed the costly and time-consuming job of double handling each precast unit.

James concluded that the best solution was to set up its own casting yard—one that was no farther than a half hour delivery-time away—and in doing so trade transportation and double handling dollars for the acquisition and development of this facility.

Even so, this move did not fully balance the trade-off, said O.V. Krasts, operations manager for the heavy construction division of James.

(Facing Page) Twin elevated concrete roadways are being built across a 1¾-mile stretch of dense Louisiana swampland. Precast components are installed by two remanufactured Manitowoc cranes.

Fewer Deck Slabs

So to further equalize things, the company proposed and was allowed to increase the width of each precast deck slab from 4 ft. to 5.4 ft. This reduced the number of slabs required for the project to 3,812 units—a savings of 1,385 units from the original total—and cut from 11 to 8 the number of slabs needed to form each complete span.

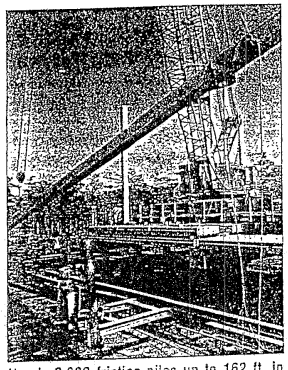
The redesigned deck slabs plus all of the precast piles and caps required to construct the I-310 Viaduct are manufactured at a plant three miles from the project site. The 14-acre installation is equipped with a 4 yd. Ross central mix plant that prior to being purchased by James helped supply concrete for a segmental precast railroad bridge built across Escambia Bay just east of Pensacola, Fla.

Each voided slab made at the company's Norco (La.) casting yard is 39 ft. long, 5.4½ ft. wide and 18 in. deep. The 18-ton units are produced in two 300-ft.-long casting beds.

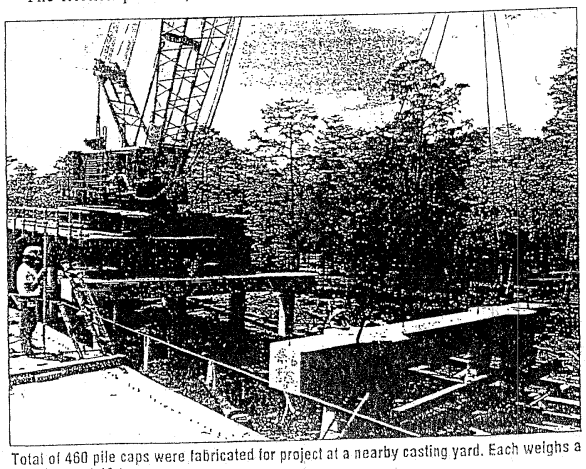
The friction piles—1,949 in all—are 24 in. sq. and vary from 95 ft. to 142 ft. in length (the longest segmental piles being driven are 162 ft.).

A total of 460 caps are being fabricated. They are 43 ft. to 55 ft. long, 3.6 ft. wide and 2.3 ft. deep. Each weighs a maximum of 42 tons.

All of the elements are cast in Symons forms which get their concrete from a small fleet of mixer trucks based at the yard. Product handling at the location is done using two 75-ton capacity gantry cranes.



Nearly 2,000 friction piles up to 162 ft. in length are being driven to support roadways.



Total of 460 pile caps were fabricated for project at a nearby casting yard. Each weighs a maximum of 42 tons.

"Our production schedule," said Krasts, "is to provide enough pieces to build four complete spans a week. This amounts to 16 piles, four caps and 32 deck slabs."

"Right now," he continued, "we are making enough components for five spans, and if we had to we could supply product for six."

Job shipments are made with four stretch trailers designed by James. Pulled by Mack tractors, the trailers carry one slab per trip and have telescoping rails which enable them to haul piles up to 142 ft. long.

Weekly Work Schedule

With this support system, James is constructing the viaduct (both roadways) with the following weekly work schedule:

Tuesday: drive four piles, grout one cap.

Wednesday: no scheduled activities; allow piles to set.

Thursday: move crane platforms forward: set, stress, and grout eight deck slabs.

Friday: drive four piles; grout one cap.

Saturday and Sunday: no scheduled activities: allow piles to set.

Monday: move crane platforms forward; set, stress and grout eight deck slabs.

Placement of the elements is being done with two remanufactured Manitowoc 4100W cranes equipped with Series-2 counterweights.

Manitowoc 4100W Series-2 lifticranes are stationed on each viaduct to handle end-on type of construction.

In addition to manufacturing and erecting the viaduct's precast components, James is paving the finished decks with 5 in. of concrete as well as constructing poured-in-place safety barriers on both sides of the roadways. About 15,000 yd. of ready-mix will be needed for this work.

When opened next year, the $25.3 million I-310 Viaduct will link I-10 on the north with U.S. 61 to the south. The 9,200 ft. long elevated highway will consist of two 43-ft. wide structures that are spaced 13 ft. apart and stand 16 ft. above the swamp. Each bridge-like roadway will carry two lanes of traffic.

Headquartered in Rustin, La., T. L. James & Company is the largest highway and heavy construction contractor in the middle South and one of the largest contractors in the U.S. □

Finance Your Cat® Equipment With Cat Financial

What's your best source for financing or leasing Cat equipment? Caterpillar Financial Services, of course. We offer attractive financing packages for Caterpillar® construction equipment, lift trucks, and engines – both new and used.

Many affordable and competitive financing options are available. Installment sale contracts. Finance leases. Operating leases. We'll create a flexible plan that's just right for you and your business. A plan that meets your cash flow needs.

Then we make sure your application is processed in 48 hours or less and the paperwork is hassle-free. For additional information see your Cat Dealer or call toll free...

1-800-843-9090/Ext. 45L

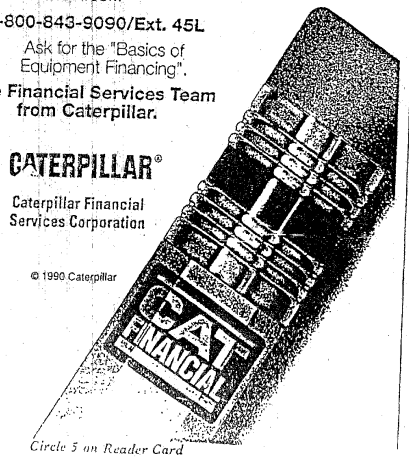
Ask for the "Basics of Equipment Financing".

The Financial Services Team from Caterpillar.

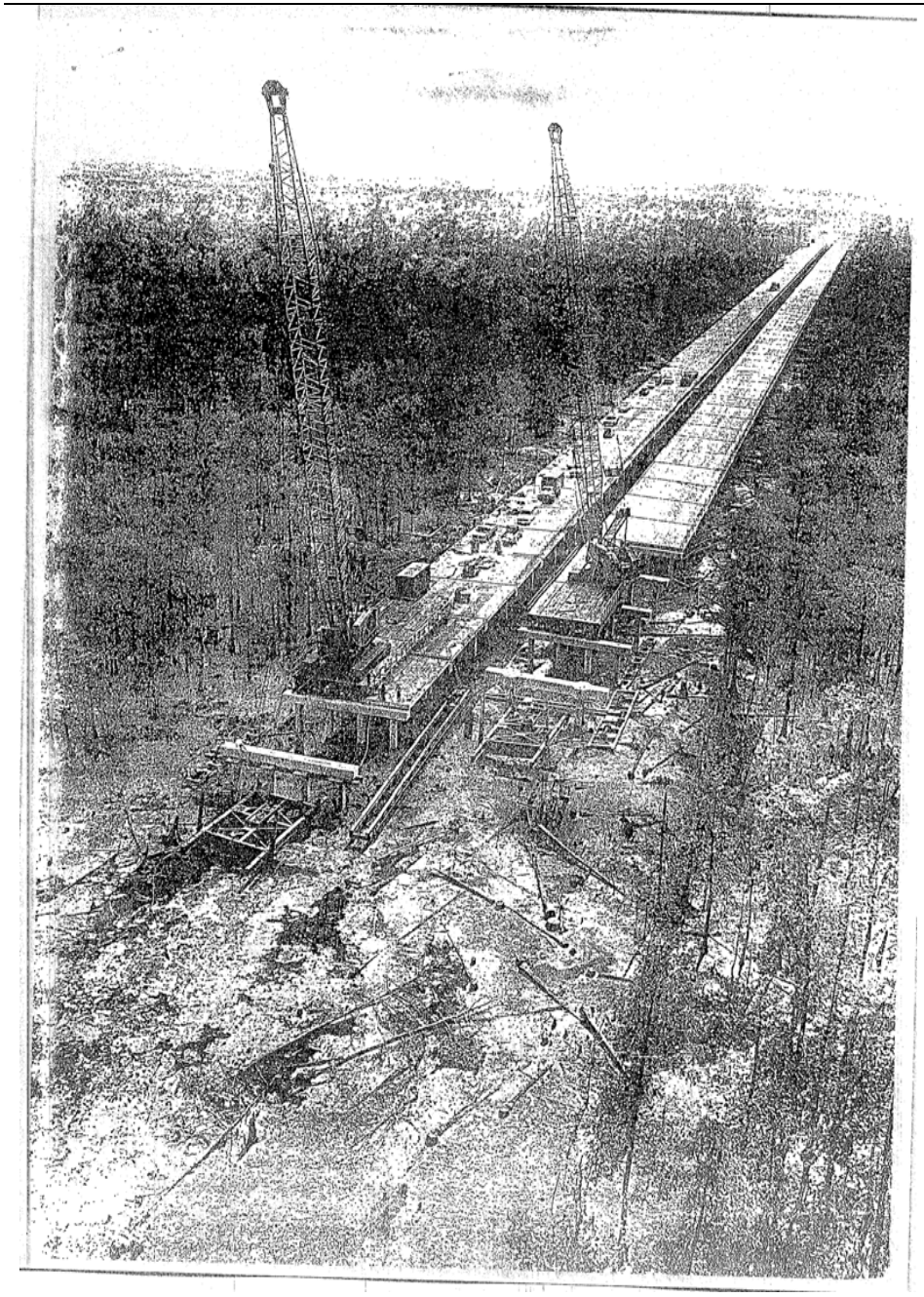
CATERPILLAR®

Caterpillar Financial Services Corporation

© 1990 Caterpillar



Circle 5 on Reader Card



HIGHWAY

Continued from A1

million migrating birds annually. They also feel the road will encourage urban sprawl, a problem Helleson said will eventually ruin Salt Lake City.

UDOT statistics show traffic volume on I-15 in Davis County is increasing by more than 10 percent annually. The average number of vehicles per day on I-15 near Lagoon Amusement Park in Farmington rose nearly 50 percent in four years — from 66,977 cars a day in January 1994 to 99,142 cars a day in January 1998.

For those who live, own property or have any investment — emotional or physical — in southern Davis County west of I-15, few things are more important right now than the West Davis route.

Ultimately, however, the road's alignment won't be decided Tuesday by the commission but over the next six to 12 months in ongoing negotiations between state and federal officials.

Other decisions the commission may make Tuesday could have more influence on the big picture in Davis County, which now features a horrible quagmire of traffic and a motoring public too dependent on I-15. There is no other thoroughfare that runs the length of the narrow Davis County corridor without passing through a congested urban setting, as does U.S. 89.

The West Davis Highway, which would traverse less-developed property to the west of I-15, is part of Gov. Mike Leavitt's solution to that problem. It is to be the first leg of the governor's proposed Legacy Highway, a 120-mile roadway that would stretch from Willard to Nephi.

The commission, an appointed board that makes policy and spending decisions for UDOT, will be asked Tuesday by the department to decide the following:

- Should the West Davis Highway be built?

Environmental Policy Act and the Clean Water Act.

"The decision made now is meant to focus attention," said Carlos Braceras, one of six UDOT managers working to develop an overall transportation solution for Davis County. "It's not meant to say that if we get comments on certain things or new information we're not going to change that" preferred alignment.

UDOT will hold a public hearing on the draft environmental impact statement, probably in August, then complete a final EIS by December. A decision on the alignment from both the Corps of Engineers and the Federal Highway Administration could come as soon as next February, perhaps as late as April or May of 1999.

If UDOT gets the go-ahead by then, it could start construction in July of next year and complete the highway in the fall of 2002. If that schedule is maintained, I-15 reconstruction in Davis County would begin in 2003.

Brooks Carter, chief of the corps' Intermountain regulatory section, has walked every mile of the proposed alignments and is prepared to give UDOT plenty of feedback. He will point out proposed paths and road structures that may harm the wetlands so severely they probably won't be permitted.

Ideally, if all parties remain flexible, Carter can help UDOT submit a final alignment next fall that will receive federal approval.

"We'll compare data and see if we can find a way that UDOT can satisfy the citizens and satisfy the requirement of the law at the same time," he said.

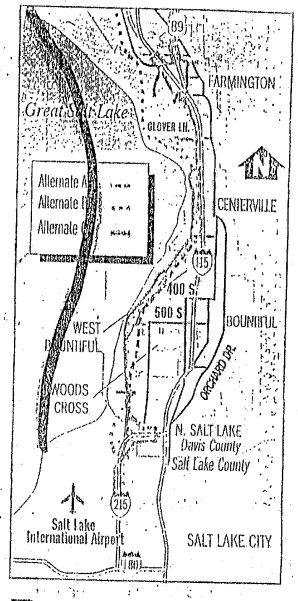
UDOT appears likely to recommend some variation of a route known as Alignment C. It is favored by local community leaders because it stretches farther to the west than alignments A (favored by the corps) and B (UDOT's original proposal), preserving more land for development.

But to build C and avoid extensive damage to the Great Salt Lake

Early on, many officials saw the C alignment as a losing horse, but arguments by the cities that this route will actually better protect wetlands seem to have weakened opposition by some officials.

"It's a more desirable alternative, I would think, in conservation terms," Gary Uresk, Woods Cross city manager, said. "If the land (west of the highway) is tied up in conservation easements and wetland mitigations, it won't get developed."

SUNDAY, APRIL 5, 1998



Road route only part of puzzle

I-205 Columbia River Bridge (North Channel), between Portland, Oregon and Vancouver, Washington

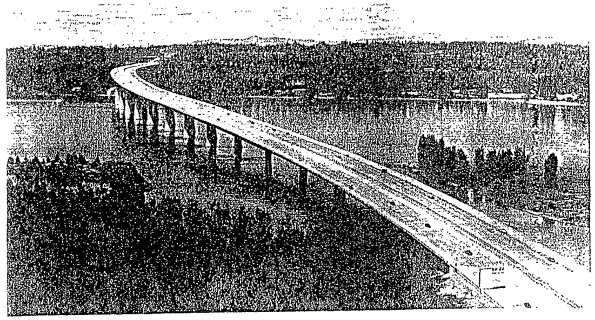
Engineer:
Sverdrup & Parcel and Associates, Inc.
Bellevue, Washington

Value-Engineering Redesign:
T.Y. Lin International
San Francisco, California

General Contractor:
S.J. Groves & Sons Co.
Minneapolis, Minnesota

Guy F. Atkinson Construction Co.
South San Francisco, California

Owner:
Oregon and Washington Departments of Transporation



Twin cantilever, prestressed segmental box girder spans, built with a combination of precast and cast-in-place construction, make up the superstructure of the I-205 Columbia River Bridge over the North Channel. This majestic structure, actually two parallel bridges side-by-side, carries interstate highway traffic over a navigable river between two states, thereby providing a by-pass of congested areas for regional traffic and improving access to a nearby international airport.

Each structure of the precast portion of the North Channel section required 296 precast two-cell, box girder segments which varied in size. The segments were match-cast using the short-line method of production and barged to the job site. Post-tensioning was required transversely (in both the deck and cross-girders) and longitudinally. Segment geometry had to provide for curvature of both horizontal and vertical alignments. In addition, segment depths tapered from 17 to 12 ft. (5.2 to 3.7 m) as span lengths shortened to complement the descending roadway.

Jury comment: *"A graceful solution to a monumental crossing incorporating both precast and cast-in-place segmental construction."*

Linn Cove Viaduct, Linville, North Carolina

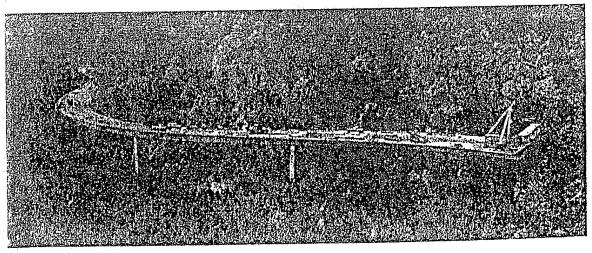
Engineer:
Figg ar
Tallaha.

SEGMENTAL CONSTRUCTION — THEY WORKED FROM THE BRIDGE ONLY

Founda
Admini
Eastern
of Fede

Genera
Jasper
Plymou

Owner:
Nationa.
Denver, Colorado



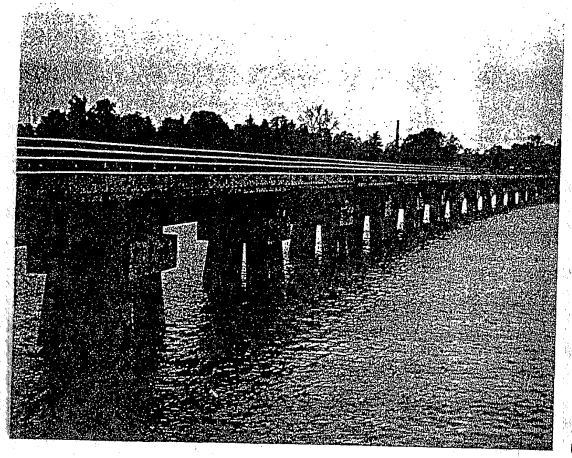
This 1,234 ft. (379 m) long, S-shaped viaduct is a post-tensioned, precast segmental concrete bridge erected by progressive placement in one-directional cantilever. It is located at Grandfather Mountain, Blue Ridge Parkway, an environmentally sensitive area featuring rough, wooded terrain and extensive rock outcroppings. Environmental restrictions dictated that the structure be built from the top with minimum disruption to the area. (It is believed that this is the first major bridge in the world to be completely erected in such a manner.)

The bridge has eight spans with four at a maximum of about 180 ft. (55 m). Some 153 match-cast segments, no two of which are exactly alike and 37 box pier segments were used. Horizontal alignment includes spiral curves going into circular curves with radii as small as 250 ft. (76 m). Superelevations on each curve are a full 10 percent. Special winte erection techniques developed for this project will be important for other precas segmental bridges in North America.

Jury comment: *"A bold and imaginative engineering solution in response to preserving a beautiful environment."*

Award Winner
Bridge—Spans Less Than 65 Feet

Richmond, Fredericksburg and Potomac Railroad Bridge Over Quantico Creek Quantico, Virginia



Architect/Engineer:
Hayes, Seay, Mattern and Mattern, Inc.
Roanoke, Virginia

Owner:
Richmond, Fredericksburg and Potomac Railroad Company
Richmond, Virginia

This all-precast, prestressed concrete bridge replaced an existing railroad timber trestle bridge originally constructed in 1904. The 1950 ft. long structure consists of 39 spans, each 50 ft. in length. The bridge, which was designed according to a Cooper E-80 railroad loading, carries a single track. The depth of the superstructure was controlled by vertical railroad alignment and the necessity to provide a minimum clearance of 12 ft. above mean high water.

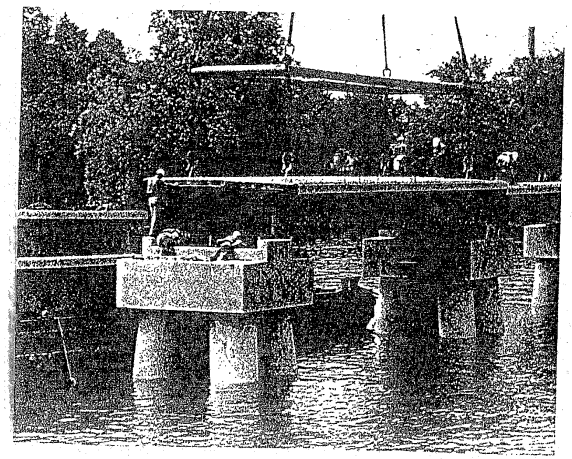
The superstructure is a twin-cell precast, prestressed concrete box girder resting on precast concrete pile caps supported by 54 in. diameter precast, prestressed concrete cylinder piles. The 39 box girders are 4 ft. 6 in. deep x 12 ft. wide at the bottom slab, with 3 ft. cantilevers for a total width of 18 ft. at the top slab.

Precast, prestressed concrete provided the necessary structural

HEAVY SECTIONS FOR RAILROAD — WE COULD USE LIGHTER SECTIONS

ability to
ent. In
st
ered by
cled,
tion of
idge,

innovative erection methods used to build portions of the bridge from the top...a nice treatment overall."



$27 Million for Legacy Highway

BY JOHN KEAHEY
THE SALT LAKE TRIBUNE

Lawmakers late Wednesday kept $560 million in 1999 highway-construction funding intact for a long list of projects, including $27 million in first-year costs for the controversial West Davis-Legacy Highway.

The Joint Executive Appropriations Committee hammered out a funding agreement that would fund the second year of the 10-year Centennial Highway Project list passed in 1997.

The deal includes pulling $110 million from the state General Fund and allows road builders to bond for an additional $190 million, plus up to $50 million more if the federal share of the Centennial total fails to materialize.

The Republican-dominated committee easily overrode objections of committee Democrats who wanted the $27 million for West Davis-Legacy cut from the proposed Centennial budget.

"I am nervous about investing that sum of money when [Legacy] is so uncertain," said House Minority Leader Dave Jones, D-Salt Lake City.

That money will pay for more environmental studies of proposed Legacy routes through southwest Davis County, as well as engineering costs and land acquisitions.

The budget also will fund the second year of the $1.59 billion, 4½-year reconstruction of Interstate 15 through the Salt Lake Valley.

The late-night decision, if approved by the full Legislature before it ends next Wednesday, covers a small portion of a potential $230 million shortfall in the I-15 budget.

That shortfall occurred last spring when the winning bid by Wasatch Constructors was higher than originally projected by the Utah Department of Transportation.

Prior to the vote Wednesday, a group of 20 Sierra Club members and residents concerned about losing historic farmland to the Legacy Highway met with Senate President Lane Beattie.

Beattie wrapped his support for the West Davis-Legacy Highway in an environmentally sensitive message to the anti-Legacy group.

He told of his emotions as he flew in a helicopter over proposed West Davis routes and saw the farmland the road could bisect. He talked of the 13 acres of open land that surround his West Bountiful "dream home" near the eastern-most alignment — which he opposes.

But, he said, he has to face reality.

"I am convinced this road is absolutely necessary if we are to stop development from encroaching all the way to the shores of the Great Salt Lake," the Senate president said. "As long as we keep having babies, this [growth] will never end."

He promised the environmentalists that if they became Legacy supporters, the West Davis segment would be a barrier to future development farther west toward the lake.

In fact, he said he could guarantee that if a route

See LAWMAKERS, Page D-3

Lawmakers Save $27 M For Highway

Continued from D-1

farther west through federally protected wetlands is selected, the cities and county between Farmington and North Salt Lake would agree to stop all development beyond the alignment.

Some environmentalists were skeptical.

Friends of Great Salt Lake President Lynn de Freitas told Beattie his talk of wide-open places is contradicted by the idea of a four-lane road cutting through valuable wetlands and farmland.

The lawmaker acknowledged his position was "a dichotomy," but he said he is convinced that creating the road is the only way to stop "bit by bit, parcel by parcel" development right up to the lake's shore.

The Wednesday session comes in the midst of a deadlock between the U.S. Army Corps of Engineers, UDOT and south Davis communities over an acceptable route for the proposed highway.

The state Transportation Commission is scheduled to choose a preferred route in June. But the Corps says it is not likely to approve the cities' preferred route farther west, and Beattie and the cities have vowed to kill the eastern-most alignment through commercial property closer to I-15.

TRIB STORE
143 SOUTH MAIN
SALT LAKE CITY
237-2018

Davis County Clipper

Beattie promises Legacy will be line in developers' sand

SALT LAKE CITY (AP) _ The Legislature's Joint Executive Appropriations Committee has agreed to keep $560 million in 1999 highway-construction funding intact for a long list of projects. They include $27 million in first-year costs for the controversial West Davis-Legacy Highway.

The agreement to fund the second year of the 10-year Centennial Highway Project list passed in 1997 includes pulling $110 million from the state General Fund. It would allow road builders to bond for an additional $190 million, plus up to $50 million more if the federal share of the Centennial total fails to materialize.

Republicans overrode objections of committee Democrats who wanted to delete the $27 million for the West Davis-Legacy project.

"I am nervous about investing that sum of money when (Legacy) is so uncertain," said House Minority Leader Dave Jones, D-Salt Lake City.

That money will pay for more environmental studies of proposed Legacy routes through southwest Davis County, as well as engineering costs and land acquisitions.

The budget also will fund the second year of the $1.59 billion, 4 1/2-year reconstruction of Interstate 15 through the Salt Lake Valley.

The agreement, reached late Wednesday, covers a small portion of a potential $230 million shortfall in the I-15 budget.

That shortfall occurred last spring when the winning bid by Wasatch Constructors was higher than originally projected by the Utah Department of Transportation.

Prior to the vote Wednesday, a group of 20 Sierra Club members and residents concerned about losing farmland to the Legacy Highway met with Senate President Lane Beattie.

Beattie told of his emotions as he flew in a helicopter over proposed West Davis routes and saw the farmland the road could bisect. He talked of the 13 acres of open land that surround his West Bountiful "dream home" near the easternmost alignment _ which he opposes.

But, he said, he has to face reality.

"I am convinced this road is absolutely necessary if we are to stop development from encroaching all the way to the shores of the Great Salt Lake," the Senate president said. "As long as we keep having babies, this (growth) will never end."

He promised the environmentalists that if they became Legacy supporters, the West Davis segment would be a barrier to future development farther west toward the lake.

In fact, he said he could guarantee that if a route farther west through federally protected wetlands is selected, the cities and county between Farmington and North Salt Lake would agree to stop all development beyond the alignment.

Some environmentalists were skeptical.

Friends of Great Salt Lake President Lynn de Freitas told Beattie his talk of wide-open places is contradicted by the idea of a four-lane road cutting through valuable wetlands and farmland.

The lawmaker said creating the road is the only way to stop "bit by bit, parcel by parcel" development right up to the lake's shore.

Legacy questions continue

FARMINGTON — While the Utah Department of Transportation's selection of Alternative C for the proposed Legacy Highway, earned the support of Davis County cities, some concerns, like those noted by Farmington City last Tuesday night, still remain.

During it's April 15 meeting, the council outlined four items that it would like the UDOT to consider as the state agency proceeds with planning for the new highway.

The city remains concerned about how the Legacy Highway will connect up with Highway 89. Present plans will impact some businesses in the area. Further, the city would like to see improvements to Shepard Lane added to the project to provide improved safety "in interfacing the Legacy Highway Burke Lane improvements with U.S. 89 Cherry Hill intersection improvements."

Farmington also asked UDOT to extend its Legacy Highway trails northward to the Burke Lane interchange to accommodate connections to the Farmington Creek trail both at 650 West and 400 West on the east side of the freeway.

One "conceptual diagram" for relocating the trail, as outlined by Horrocks Engineers, suggests the relocation begin on the east side of 400 West and shows the trail going under 400 West, turning south and paralleling 400 West to State Street. It would turn west on the north side of State and cross both I-15 and the Legacy Highway. After that, it would turn east to a trail head with the Legacy Highway trail, which would then be extended north.

According to correspondence from UDOT, it would be Farmington's responsibility to continue the Legacy Highway trail from 650 West northwesterly through Burke Lane. The letter, from Project Manager Byron Parker, also indicated the state will extend the Burke Lane bridge over the Union Pacific railroad tracks as well as Legacy Highway.

The above would also permit Farmington to continue the trail system northwesterly through the city because allowance for the trail could be incorporated into the bridge as it is constructed. The fourth item suggests UDOT acquire wetland and uplands located north of Burke Lane and between the D&RG tracks and I-15 as wetlands mitigation.

City Manager's Report

By Tom Hardy

Legacy Highway Update

Tom Hardy

As of February 1, 1998, the City of Bountiful is still workin hard to make sure that the Legacy Highway is built as quickly possible, so that it will be completed before the I-1 reconstruction in Davis County takes place in approximatel 2003. At the same time, we have been trying to be supportive the needs and concerns of all of the cities in South Davis count that have jurisdiction over the land. The Legacy Highway, presently configured, will be built in phases, with the first phas being the section from I-215 on the South to the I-15 and U.S. 8 merger in the North. The roadway will be a controlled access, multi-lane divide highway like I-15, with entrance and exit areas at 500 South and at Parrish Lane. If th present schedule is adhered to, an alignment should be determined by the end of th summer, with construction of the road starting in fall, 1999, and completion in the fall o 2002.

To begin with, you have probably read about the controversy of the highwa extending "deep" into the "wetlands" of the Farmington Bay area of the Great Salt Lake In reality, the road alignment preferred by the South Davis County cities, which is th most westerly alignment, is within a tenth of a mile of the easternmost alignmen preferred by the Corps of Engineers in 90% of the route, and the other 10% is within half of a mile, so the differences are not as exaggerated as the environmental groups anc the media have reported.

Second, the issue of whether or not the road will form a "no development" boundary between land on the west side (which would be kept in wetlands and open space), anc land on the east side (which would be kept available for development), is still being explored. Certainly existing property on the west side currently being used, such as the landfill and the sewage treatment plant, will have to have access, as well as land that is currently being farmed or used for grazing.

Third, the issue of access to the Bountiful City landfill is being reviewed. The City of West Bountiful has said that it does not want any access to the landfill on Pages Lane, even though that has been the access for over 40 years. This would necessitate a frontage road being built from 500 South to the landfill. At first we thought that the reason for no access on Pages Lane is that UDOT did not want to have an access on the west side of the highway at Pages Lane, but we then found out that the City of West Bountiful and Sen. Beattie were requesting an access for pedestrians and horses on Pages Lane, but no vehicle access to the landfill. We then further found out that West Bountiful had requested an alignment that would take out our composting operation, our equipment maintenance facility, and our scalehouse, all of which would be both difficult and expensive to move. We have requested UDOT, West Bountiful, and Sen. Beattie to try to understand Bountiful's position—all we are asking for is a continuation of the same arrangement we have had since the 1950's—and if a crossing is going to be constructed over the Legacy Highway on Pages Lane, it could just as easily be built for vehicles as for pedestrians and horses. We have reminded West Bountiful of the many ways in which we have been good neighbors with them over the years, and hope that they will reciprocate now. If all of our citizens and our own city garbage trucks have to go to 500 South, west of Redwood Road for another mile, over the Legacy highway, then north to the landfill, then double back that way, it will cost the city of Bountiful an additional $70,000/year in extra time and expense to dispose of the residential waste—an unnecessary increase of $6.00/year to every household in Bountiful forever.

We will keep you updated in future newsletters as to what the progress on this important transportation project is and what the impact will be on Bountiful and its citizens. In the meantime, if you have any questions or concerns, please feel free to call us.

Centerville chooses most westerly Legacy route

Salt Lake Tribune
Contributing Writer

CENTERVILLE—The Utah Department of Transportation recently recommended that communities preliminary approve the proposed Legacy Highway select a preferred alignment. Up in Centerville, the Planning Commission last night voted 5-2 to endorse reconstruction of 22 miles of I-15 from 600 North in Salt Lake City to 200 North in Kaysville. The $900 million project, which could begin as soon as 2003, would widen the freeway from six to 10 lanes. The commission agreed to support improvements in public transit through the Davis County corridor as well.

Before the Davis County portion of I-15 can be rebuilt, UDOT wants to spend at least $284 million to construct the West Davis Highway as an alternate north-south route. The parkway-style road, paralleled by a trail system and landscaped berms, would become the first segment of Gov. Mike Leavitt's proposed 120-mile Legacy Highway.

Discussions about where to put the road caused a one-year delay in the construction schedule. Startup is now set for July of next year.

After Davis County cities rejected proposed alignments A and B as too restrictive to development, UDOT went back to the drawing board and came up with a third major pathway.

Much of alignment C, the "locally preferred alternative," is located west of alignment A. It leaves 2,300 acres of developable property untouched east of the highway. Alignment A would leave only 1,250 developable acres east of the road.

"We really tried to achieve lo-

Please see **HIGHWAY** *on B6*

Utah-U.S. tussle nears on route for W. Davis Highway

Does state's first choice conflict with federal law?

By Zack Van Eyck
Deseret News staff writer

Let the wrestling match begin.

State and federal officials are about to engage in a friendly but highly competitive struggle over where the 13-mile West Davis Highway will be built.

The Utah Transportation Commission made the opening move Tuesday by approving the Utah Department of Transportation's preferred alignment for the four-lane highway. UDOT wants to complete the road between North Salt Lake and Farmington, west of I-15, by late 2002.

The U.S. Army Corps of Engineers, watchdog of the wetlands, countered by telling state transportation officials — once again — that the route they've chosen probably won't be permitted under federal environmental law.

Over the next few months, the corps and UDOT will attempt to reconcile differences between "alignment C," which received a thumbs-up from city officials and all seven transportation commissioners Tuesday, and "alignment ," which the corps says is the route least damaging to aquatic abitat along the shores of the great Salt Lake.

Also Tuesday, the commission voted 5-2 to endorse reconstruction of 22 miles of I-15 from 600 North in Salt Lake City to 200 North in Kaysville. The $900 million project, which could begin as soon as 2003, would widen the freeway from six to 10 lanes. The commission agreed to support improvements in public transit through the Davis County corridor as well.

Before the Davis County portion of I-15 can be rebuilt, UDOT wants to spend at least $284 million to construct the West Davis Highway as an alternate north-south route. The parkway-style road, paralleled by a trail system and landscaped berms, would become the first segment of Gov. Mike Leavitt's proposed 120-mile Legacy Highway.

Discussions about where to put the road caused a one-year delay in the construction schedule. Startup is now set for July of next year.

After Davis County cities rejected proposed alignments A and B as too restrictive to development, UDOT went back to the drawing board and came up with a third major pathway.

Much of alignment C, the "locally preferred alternative," is located west of alignment A. It leaves 2,300 acres of developable property untouched east of the highway. Alignment A would leave only 1,250 developable acres east of the road.

"We really tried to achieve lo-

Road project must clear a few hurdles

Here are some of the hurdles the Utah Department of Transportation must clear in preparing to build the West Davis Highway:

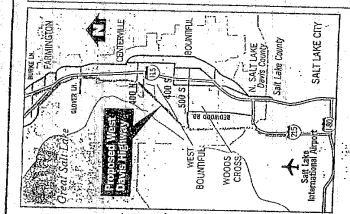
- **Wetlands.** Before issuing a federal permit to construct the roadway, the U.S. Army Corps of Engineers must be convinced the road is necessary and the least possible impact chosen represents a "practicable" alternative to protect the ecosystem. UDOT may have to build portions of the highway on bridges to cross the wetlands, a prospect considered problematic by the corps, which is by far the largest obstacle the department faces.
- **Railroad.** Union Pacific wants UDOT to preserve an abandoned corridor it owns. That means building road structures above the rail line. The Weber, has asked the Transportation Commission to purchase that right-of-way as a future transit corridor.
- **Landfill.** The preferred route would take out a portion of a landfill used by the City of Bountiful and alter the access road to the landfill, which the city wants to reach through Pages Lane.
- **Fishing.** UDOT intends to build two bridges, one each for the Farmington and Shepard Creeks, at Cherry Hills Estates. The Fish and Game Department strongly opposes those plans.
- **Bicycle.** UDOT intends to build two U.S. 89/91 overpasses, at Cherry Hills and Shepard Creeks, at Cherry Hills Estates. Local officials want all three dor cross the three-way interchange at U.S. 89/91 and the West Davis Highway at Parrish Lane, to minimize inconve reliance to motorists, residents and businesses.
- **Farmington ramp.** City officials want a ramp connection from Burke Lane the West Davis Highway in western Farmington.
- **Transit funding.** In order for the West Davis Highway and a rebuilt I-15 to handle the traffic volumes expecte in 2020, public transit must be expanded proved, possibly including the impro ments' Wasatch Front Regional Council. Funding for transit improvements, how even, has not been incorporated.

North Salt Lake Mayor Jim Dixon re- by Battle's comments, referring to the fense to the road as the "Lunacy High- several times before in public, he said way." He said the road is needed now, Commissioner Ted Lewis said the disti being made before they have to be. He said UDOT is trying to complete the want the commission to get into a "pro project too quickly and cheaply. material, profit alignment," which enviro

Farmington Bay Audubon Council succeed in gaining federal approval of wetland regulations on new road alignments are pretty clear: The only alignment that causing approval is the one that is least damaging to the environment. Alignment C, he said, is least damaging. Potential development but harmful to the environment.

Supporters of alignment C say the corps of engineers is trying to force them the wrong way. Battle said.

The commission seemed almost haunted



ASSOCIATED PRESS

Courtney Gibbs uses a computer to project onto a big screen this preferred route for the Legacy Highway during a presentation to the Utah Transportation Commission.

HIGHWAY

Continued from B1

sion authorized UDOT staff to meet with local officials as the regional and national level officials are expected to do the federal employees who are taking UDOT's proposal to court.

It probably won't get its way.

Mike Carlisle, a lawyer with the local mountain regional office of the corps, who has delivered much of the bad news to the commission, he believes higher-ranking officials will reject a assessment that UDOT's preferred route is the least damaging.

But, he said, as expanded and continued dialogue is in everyone's best interest, and there is still room for compromise. Compared to the other alignments that have been proposed, alternative C is a more westerly route running, with a few exceptions, through the Great Salt Lake and the National Environmental Policy Act and the Clean Water Act.

Twenty-one people spoke to the commission during Tuesday's four-hour public hearing at Davis High in Kaysville. Eleven were elected or appointed officials and nearly all supported the selection of alignment C, although many had small gripes about the plan. Two representatives of environmental or civic groups were affiliated with asked that this road not be built.

Courtney Gibbs, president of the corps' Bracerens, one of six UDOT officials working on the I-15 North and West Davis Highway proposals.

Alignment A would displace 112 homes, would impact 160 acres of land, according to UDOT. Alignment A would disturb only 112. To avoid impacts to wildlife, UDOT might need to build a wildlife bridge over the road, explained Jim Sorenson, UDOT's director of Highway Development.

In approving alignment C, the commis-

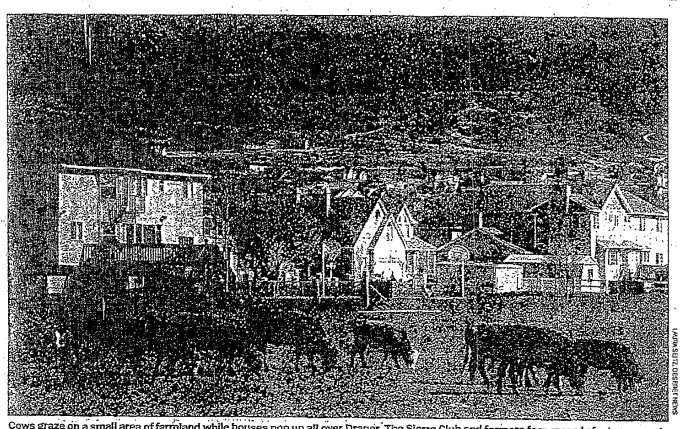
City Manager Steve Thacker said this area is important because it would keep the area between I-15 and the D&RG Railroad intact. Thacker said that the A, A-1, and Combo routes would divide the area and destroy over 56 acres of prime suitable for farming and commercial development.

Other reasons for a more westerly route included diffusion of the strong east winds to high profile vehicles, less noise for the Bamberg park area, and a "practicable route, enough away from I-15, should a tanker or ammunition derailment occur.

As always, money was a factor. Thacker called an approximate $19 million difference between route A and route C. A and B are more expensive options in the Centerville area, he said.

The communities will officially preserve their recommendations to UDOT in April. Centerville's Bill Hansen said Tuesday works concerning the Transportation Department. "UDOT has moved substantially away from its original position," he said. "They have been very accommodating with the cities."

"But it is not UDOT that we have to convince," said Centerville's Mike Barton. "The ultimate decision lies with the Army Corps of Engineers."



Cows graze on a small area of farmland while houses pop up all over Draper. The Sierra Club and farmers fear spread of urban sprawl.

Sierra Club voices disfavor of Legacy

Highway is not the solution, members say

By Josh Loftin
Deseret News staff writer

The opening bell has rung in the Legacy Highway fight.

Less than two weeks after the Utah Transportation Commission approved a specific alternative for the Legacy West Davis Highway (LWDH), the first major, organized voice of disapproval has surfaced.

Stating their opposition to the building of Legacy Highway, a 120-mile thoroughfare from Nephi to Brigham City proposed by Gov. Mike Leavitt, members of the Sierra Club announced formal plans for an opposition campaign on Monday. Specifically, the $40,000 campaign will target the construction of the $284 million West Davis Highway, the initial 13-mile stretch of the Legacy project between North Salt Lake and Farmington.

"What we support are 21st century transportation solutions," said Nina Dougherty, the president of the Utah Chapter of the Sierra Club. "We do not support the destruction of farmlands, wetlands and communities for the outdated dream that we must continual-

Please see SIERRA on B5

Farmers and activists share fear: loss of land

By Jerry Spangler
Deseret News staff writer

Politics may make for strange bedfellows, but perhaps none stranger than when Utah farmers linked arms, figuratively speaking, on Wednesday with their long-time Sierra Club adversaries.

Yet there they were on Charlie Black's produce farm in west Davis County — Future Farmers of America, officials with the Utah Department of Agriculture and members of the Sierra Club — campaigning to preserve Utah's rapidly dwindling farm lands.

"This is a great opportunity for some of the hatchets to be buried and for farm and ranching groups and environmentalists to come together on our common interest of preserving open spaces," said Marc Heileson, conservation organizer for the Southwest Region Office of the Sierra Club.

"For too long, business and special interest groups have pitted farmers against environmentalists when in reality we have more common ground than we ever realized."

Ditto, says Larry Lewis, spokesman for the Utah De-

Please see FARMERS on B5

SIERRA

Continued from B1

ly build new highways to support a supposed right of everyone to drive by themselves."

Those 21st century solutions, Dougherty said, will alleviate the crowded commute that Davis County drivers experience every day. Such alternatives include a wide-spread mass transit system as well as city planning to more readily accommodate walkers and bicyclists.

"I lead a pedestrian-oriented lifestyle, and I rather enjoy it," Dougherty said.

The campaign will include four components:

- Radio ads, which began airing Monday.
- Signs on UTA flextrans buses, which have already been placed.
- Yard signs.
- Bumper stickers.

The group hopes to counter claims by Davis County leaders that the highway, as currently proposed, will halt possible additional development to the west because that area will be wetlands unsuitable for building.

"Building your way out of congestion doesn't work," Dougherty said. "The planners are not looking at the alternatives to building the road."

Backing the Sierra Club's efforts are a number of smaller environmental groups, bird clubs and farmers, said Marc Heileson, the program director for the Sierra Club's anti-highway campaign.

Heileson said the campaign will focus more on the loss of farmland and open space, in addition to the heavily discussed wetland issue.

"This highway will either go through the farmlands or force wetlands to be mitigated into the farmlands," Heileson said. "Either way, the farmers lose them." (See related story on this page.)

Organizers aim to educate residents about the benefits of mass transit systems such as buses or light rail. Current estimates by the Utah Department of Transportation say that only 10 percent of commuters would use mass transit. But those estimates are based on current, not future, behavior.

"If you build it, they will drive," said Lawson LeGate, the southwest regional representative for the Sierra Club.

The current phase of the campaign will last through the release of the environmental impact study (EIS), which UDOT plans to complete sometime this summer. The proposed route also has to gain approval of the Army Corps of Engineers, a decision that will follow the EIS.

Eventually, the opposition campaign may include coalition lawsuits and lobbying in Washington to protect the wetlands, which serve as a primary migratory destination for dozens of species of birds, LeGate said, although those efforts remain long-range and unclear.

FARMERS

Continued from B1

partment of Agriculture. "Both sides recognize farm lands as environmental havens," he said, "and this (media event) is an opportunity for moderates on both sides to come together on something we can agree is important."

Not that there won't be continued differences between the two camps, and it will likely take time to build feelings of trust. It's no secret that farmers harbor some hard feelings.

Farmers have long maintained that they were the nation's first environmentalists, and that they continue to practice sound conservation. Consequently, they bristle at stereotypes by environmentalists that farmers and ranchers have not been good stewards of the land.

"We have always maintained the environment and agriculture go hand in hand," Lewis said. "Farmers have an economic interest in keeping the land clean and safe, and it is gratifying to see the environmental community acknowledge the importance of farm lands to the environment."

On that point, the two sides agree. The farm lands provide provide critical wildlife habitat, they are water filters for aquifers, and green belts contribute significantly to cleaner air.

The press conference was a joint effort to call attention to the urban sprawl that is swallowing large chunks of prime farm land in west Davis and west Weber counties. Along with west Utah County and southwest Salt Lake County, these farm lands are the most threatened in the state.

That is one reason the Sierra Club used the media event Wednesday to criticize plans by Gov. Mike Leavitt to build a major highway through these same farm lands. (See related story on this page.)

"The farmers can see the bigger issue here," Heileson said. "When a freeway goes through open spaces, it is followed by urban development."

The Sierra Club and a good number of farmers believe that any urban development along the route, called the Legacy Highway, will undoubtedly spell the end of farming along the Wasatch Front as more and more farm land is sold off for subdivisions and commercial centers.

"When it comes to urban sprawl, it (Legacy Highway) is like throwing gasoline on a campfire," Heileson said.

Leavitt dismisses that argument, saying he believes the exact opposite is true. Because of the enormous amount of development already occurring in that area, "what I believe can occur is that the Legacy Highway will be used as a very natural barrier to development to the west, and it will allow a world-class wetlands to continue," he said.

If the highway is not built, development will continue to sprawl to the west, gobbling the farm lands and wetlands. Leavitt believes there will be more and more environmental damage by doing nothing there than if the highway is built.

"Those who argue against it are making a zero population argument," he said. "They are saying we ought not to have population here, that we ought not have children, that we ought not let people come here and then we wouldn't need a new road. The fact of the matter is people are going to come. there will be children and grandchildren."

"If we don't act now, future generations will judge us harshly — and they should," he said.

Department of Agriculture officials, who all work for the Leavitt administration, were predictably silent about the Legacy Highway controversy, subscribing to political wisdom that it is never good to criticize the boss. They would only say they officially supported those alternate routes that would cause the least damage to farm lands.

But to say farmers are concerned about the loss of their farm lands would be an understatement. As part of the Earth Day event, several members of Future Farmers of America submitted essays on open space. The common theme was a fear that there will be no land for them to farm in the future.

It is a fear the Sierra Club shares.

ıdian burial sites ıay stall work on egacy Highway

ɔOT likely to cover artifacts ıile building

ɔsh Loftin
ɜet News staff writer

ıe burial sites of long-dead ıns may stall construction of ɜgacy Highway.

ɔhaeologists say it is highly ible that numerous Indian al sites lie beneath the soil of Davis county. If such sites ɔund along whatever high-corridor is eventually se-ɔd, the Utah Department of ısportation may wind up with tantial delays and increased ı while building the proposed t Davis Highway, a 13-mile ion of the Legacy Highway. hile officials are confident ıghway would eventually be , stops to excavate sites, and lawsuits, could delay the t.

"The density of sites in that area is very high," said Steve Simms, a professor of anthropology at Utah State University. "The American Indian tribes were burying their deceased very near to the places Utahns are living now."

Much like farmers today, many of the tribes preferred the wetlands and quality agricultural land near the Great Salt Lake, Simms said. These areas provided necessary resources such as plentiful water and large populations of wildlife.

Simms' and other archaeologists' concern is based on more than guesswork. After the Great Salt Lake flooded in 1990, Simms was a member of a team that recovered the remains of at least 85 humans in an area between Willard Bay and Plain City. The researchers dated many of the remains, which came from more than 500 sites, as older than 1,000 years, he said.

Even more sites could turn up in the path of the West Davis

Please see ARTIFACTS on A3

DESERET NEWS, TUES. P.M./WED. A.M., MARCH 17-18, 1998

ARTIFACTS

Continued from A1

Highway, Simms said. The lake constantly deposits sediment in the area that has covered most of the sites.

The sediment burial of the sites poses a serious problem for both UDOT and archaeologists, because although researchers feel confident they exist, they don't know exactly where to look.

Any sites uncovered during construction — the most likely time to find these sites — will cause the project to halt in that particular spot, said Chris Lizotte, UDOT's preservation specialist.

"We don't know what's out there," Lizotte said. "The sites are buried, and we don't know what impact this construction will have."

UDOT policy has long held that any site with historical value, whether human remains, arrowheads or pioneer tools, requires an archaeological evaluation before any construction can occur on the site, Lizotte said. Already, UDOT has purchased one piece of North Salt Lake land that all proposed alignments will cross. Even though the study in that area is only preliminary, researchers have found arrowheads and tools.

One advantage UDOT does have is the ability to adjust the road within the alignments during construction to avoid smaller sites, and to work on other areas of the road during any larger excavations.

Another advantage for UDOT is knowing that the sites probably exist. Because of that knowledge, UDOT has already began negotiating with six to eight nearby tribes, in hoping to make make the analysis and removal of any discoveries run smoothly, Lizotte said.

"The hope is that our being proactive with the tribal governments will help us avoid big problems later." He said UDOT and tribal leaders have nearly reached an agreement outlining protocol for the treatment of these sites.

A problem the agreement won't solve is the possibility that lawsuits could stall the project. Lizotte, as well as tribal leaders and archaeologists, agree that the currently strained relationships between state government and certain tribes could prompt a lawsuit. Were a suit to occur, the project could face delays of months, if not years.

UDOT's attempts to address the problem ahead of time has eased the mind of American Indian leaders, however. While he would prefer the sites be left undisturbed, Forrest Cuch, state director of Indian affairs, said that UDOT's contact with the tribes makes him confident that the tribes will have good control over the excavation of the sites.

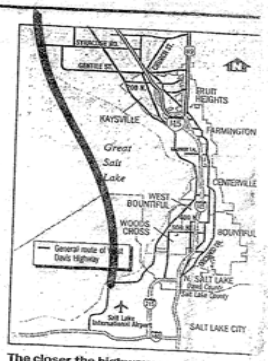
"They (UDOT) are making a good-faith effort to work with tribes," Cuch said.

But Cuch didn't rule out any action regarding the handling of sites. "We will have to deal with each site on a case-by-case basis," he said.

Most everyone agrees that the farther east the road is built, the lesser the chance that sites will be found. The wetlands along the shores of the Great Salt Lake most likely have the greatest concentration of sites, primarily because less farming and development have occurred in the wetlands.

Of the four proposed highway alignments, the westernmost Alignment C (backed by south Davis cities) passes through the most wetlands. Already, the Army Corps of Engineers has opposed any construction through the wetlands, although UDOT hasn't stopped considering any alignment option.

Not being able to excavate sites previous to the start of construction poses problems for archaeologists, as well.



The closer the highway runs to the lake, the more likely artifacts will be found.

"From an archaeological perspective, I'm horrified," said Kevin Jones, Utah state archaeologist. "I'm afraid they'll get all geared up, and burial sites will end up in the claws of bulldozers."

Most likely, Jones said, any remains will be excavated and stored at an American Indian repository, located at This is the Place State Park in Salt Lake City.

Although Jones would prefer that no sites be disturbed, he said that UDOT will most likely build the West Davis Highway and sites will be damaged.

"We would all like to leave human remains undisturbed, but in some cases you simply cannot," he said. "If a highway goes through there, the sites will get disturbed."

GP-C-468

OPINION

Legacy Highway and the past

Progress is about to meet the past in west Davis County, and it needs to do so respectfully.

The possibility that construction crews will unearth burial sites of American Indians along the proposed 13-mile portion of the Legacy Highway route in Davis County is significant.

According to Steve Simms, a professor of anthropology at Utah State University, "the density of (burial) sites in that area is very high. The American Indian tribes were burying their deceased very near to the places Utahns are living now."

With that in mind, the Utah Department of Transportation has been meeting with various tribal leaders and has nearly reached an agreement outlining protocol for the treatment of these sites. Both sides are to be commended for their progressive approach.

UDOT policy has long held that any site with historical value, whether human remains, arrowheads or pioneer tools, requires an archaeological evaluation before any construction can occur on the site. UDOT does have the ability to make adjustments during construction to avoid smaller sites, and to work on other areas of the road during large excavations.

The route for the Legacy Highway is yet to be determined. Of the four proposed highway alignments, the westernmost, Alignment C, which is backed by south Davis County cities, passes through the most wetlands. Most everyone agrees that the farther east the road is built, the lesser the chance of intruding on burial sites.

While Forest Cuch, state director of Indian Affairs, would prefer the sites be left undisturbed, UDOT's contact with the tribes makes him confident that the tribes will have good control over the excavation of the sites.

The cooperation is vital, considering the project has been opposed — depending on the ultimate location of the highway — by some who believe it will hurt development in south Davis County, and by environmentalists who worry it will cause irreparable damage to the wetlands.

The Legacy Highway needs to be pursued as part of an overall plan to improve transportation in a fast growing area. Coupled with the reconstruction of I-15 and the development of light rail and commuter rail, it will significantly aid future travelers.

As plans address the future, proper respect needs to be paid to the past, which is exactly what UDOT and tribal leaders are doing.

BURIAL

continued from front

handle anything we don't already know about? That means stopping construction until an assessment and work would be done on other sections of the highway.

Nielson, an archeologist for the past 20 years, assured that the proposed area was carefully studied. Most of the sensitive material will be long gone and studied before a blade pierces the earth.

But Jones said Baseline has a limited way of knowing what's underneath the top layers. His department would like to see the highway "nudged" farther east. He believes that plan would be less costly overall. "We'd rather not see these sites plowed through."

UDOT has been working with Native Americans to develop the agreement on what to do should any Native American remains be found. Forest Cuch, director of the Utah Division of Indian Affairs said UDOT has done a good job on this.

"We're satisfied."

Cuch said Native Americans settled in the area only a few years ago, unaware two of the proposed I-15 Highway routes through Davis County closely follow the wetlands and when he heard where the routes are proposed, said there is a possibility there could be some sites involved. But Nielson believes most remains are still closer to the lake than the proposed routes.

Cuch said laws protecting Indian burial sites such as the Native American Graves Reparation Act, "have made people more aware of the presence of people living here and laws on the federal and state levels would bar the progress of the highway until the site is dealt with. If it's found to be a significant cultural resource, excavation would have to take place. That could take time and money."

Steven Simms, professor of anthropology at Utah State University believes the idea of avoiding human remains is impossible. But he believes the need for the highway and the need for obeying the law regarding our heritage can both be met.

"We should study and preserve all which is valuable and determine the future as knowledge is needed for understanding of Utah's past," he said. He doesn't want those sites to thwart the highway's construction. "I don't see why archaeology is used as a political football. The highway should stand or fall on other criteria. They are going to find the spots no matter where you put that thing."

Simms did much of the work at Willard Bay following the floods in '83. He found "the density of archeological finds in the Great Salt Lake is as high as anywhere in Utah. It's been long known there was a prehistoric population."

He said most Utahns see the ruins in southern Utah and think that's where all the Indians lived. "But that's not true," the professor said. In fact, ancient peoples tended to live in the same places people tended to live in the Wasatch Front. They lived along ancient streams that meandered into the Great Salt Lake.

He said 1,000 years ago the Great Salt Lake was nearly dry. "To a hunter and gatherer living out there, it was a fertile living in the aisle of Smith's Food King."

Following the 1983 floods Simms recorded over 500 archeological sites from the mouth of the Bear River to Plain City. The flooding caused sediments to be stripped away revealing what was once buried.

VILLAGE

continued from front

trap animals and catch fish. I think it would be fascinating to learn more about how these people survived and how they coped with their environment."

He explained the find gives them a unique opportunity to work with Native Americans and to honor their religious beliefs. "They will be working right along with us. In fact they have to approve everything we do."

Nielson said the Native Americans that have visited the site are just as excited about the find as he is. He added if there are any burial sites found, the remains will be extracted with the proper ceremony and given to the tribe. "There will absolutely not be any burial items or human remains displayed."

In a [illegible] museum." He said other artifacts found at the site will be on display at area museums.

Although work at the site may be delayed until next year pending allocation of National Environmental Protection Agency funds it won't be shown to Nielson. He believes UDOT will want to proceed with plans to claim the artifacts as part of the outcome of the Legacy Highway project. "We can't wait to get [illegible]

'Exciting find' uncovers NSL Indian village

Judy Jensen
Managing Editor

Calling it a fascinating human interest story, archeologist Ann Nielson said Baseline Data is excited about a rare find in Davis County.

"We've found a large village and it's in an unique find," he said. Although there are no visible structures, the site is enough artifacts on the surface to tell archeologists about the size of the find. "This could rate as one of the largest finds in northern Utah," Nielson said. Tests show the surface of the village to be 1,500 yards by 200 yards.

Nielson said it came as a result of survey's done in anticipation of the Legacy Highway as it winds its way through Davis County. Although an exact route has not been selected, the state company has been working to identify an "envelope" through which the proposed routes. The North Salt Lake find marks a complete surprise to Baseline Data workers. "We didn't know we would find pottery and arrowheads and grinding stones [illegible]

see "VILLAGE" Pg. A5

Legacy burial site concerns overstated

Melinda Williams
Staff Writer

Concerns of possibly disturbing Native American burial sites along the proposed Legacy Highway route may have been exaggerated, but there still is a possibility of undiscovered sites, and the state is working to ensure they are dealt with if they are found.

At least two of the proposed Legacy Highway routes run adjacent to wetlands through south Davis County, the farthest west has been endorsed by at least many of the cities, North Salt Lake and Woods Cross.

The wetlands are areas ancient peoples tended to settle and live, thought of possibly disturbing an ancient burial site prompted the Utah Department of Transportation to do an inventory of the area to ensure they can deal with any sites tribes, they have developed in cooperation. Working with Native American they may find along the route. "We want to deal with any burial sites they should come upon."

State Archeologist Kevin Jones believes it's a real possibility by given what was found in the Willard Bay area following the floods of 1983.

At that time some 85 bodies were found near an area the size that people lived. Our fear is there are sites buried under construction means."

Ann Nielson president of Baseline Data in Orem, hired by UDOT to oversee the survey of the 12-mile long strip planned for the highway, said there is a detailed procedure on "how to

see "BURIAL" Pg. A5

Commission
Glen E. Brown
Chairman
James G. Larkin
Hal M. Clyde
Stephen M. Bodily
Jan C. Wells
Bevan K. Wilson
Kenneth L. Warnick

State of Utah
DEPARTMENT OF TRANSPORTATION

PARKWAY
Davis County

LEGACY PARKWAY

Michael O. Leavitt Governor
John R. Njord Executive Director
Carlos Braceras Deputy Director

360 North 700 West, Suite F, 2nd Floor
North Salt Lake, UT 84054
(801) 951-1035
Fax (801) 936-0547
www.sr.ex.state.ut.us

10 October 2002

Mr. Richard J. Stromness
181 N. 200 West
Bountiful, Utah 84010

Re: Legacy Highway Alternative (Log No. 1354)

Dear Mr. Stromness:

Please forgive me for having taken so long to respond to the letter you sent to me earlier this year. I appreciate the care you have taken to outline your thoughts and proposals.

You may or may not be aware of the fact that we did consider the possibility of building Legacy Parkway out over the Great Salt Lake. It was one of many options that we studied. We eliminated it as a possibility primarily for two reasons. First, our studies indicated it would be as much as three times more expensive than the route we selected. And second, it didn't really meet the need we were trying to address. In our view, a route over the lake would be a good bypass route. But we aren't trying to provide bypass alone. We are working to provide an alternative roadway that can be accessed at key points in the event of a problem on I-15. A route on the lake would also be too far west to be convenient for many of the commuters we are trying to serve. And so we are moving ahead with our current configuration.

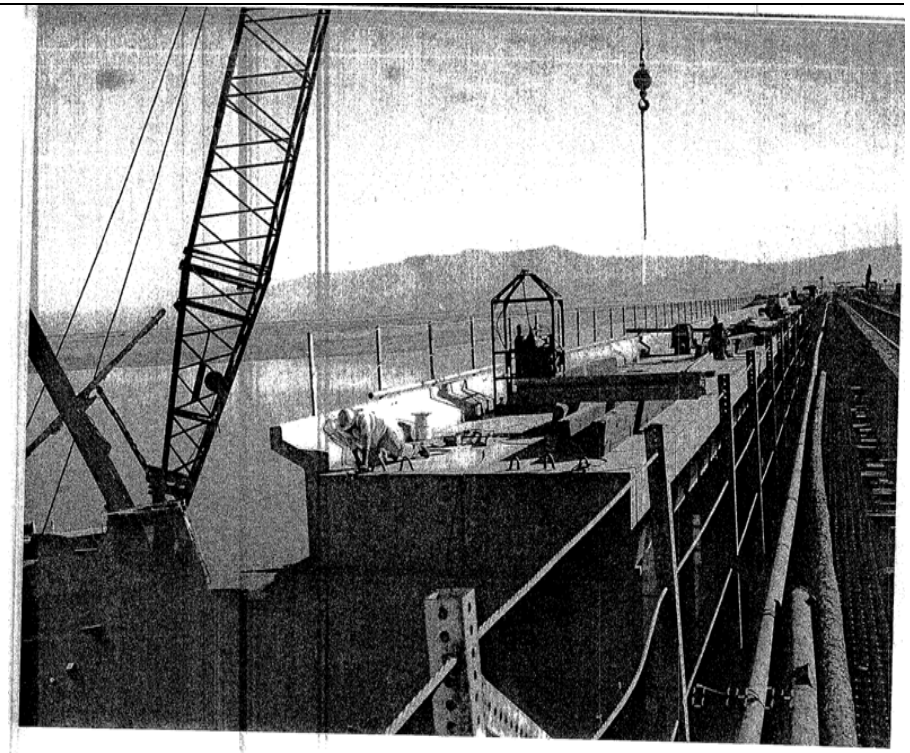
Your thoughts, still, are interesting and well-presented, and I am forwarding them to other UDOT engineers who may find them useful for some future project.

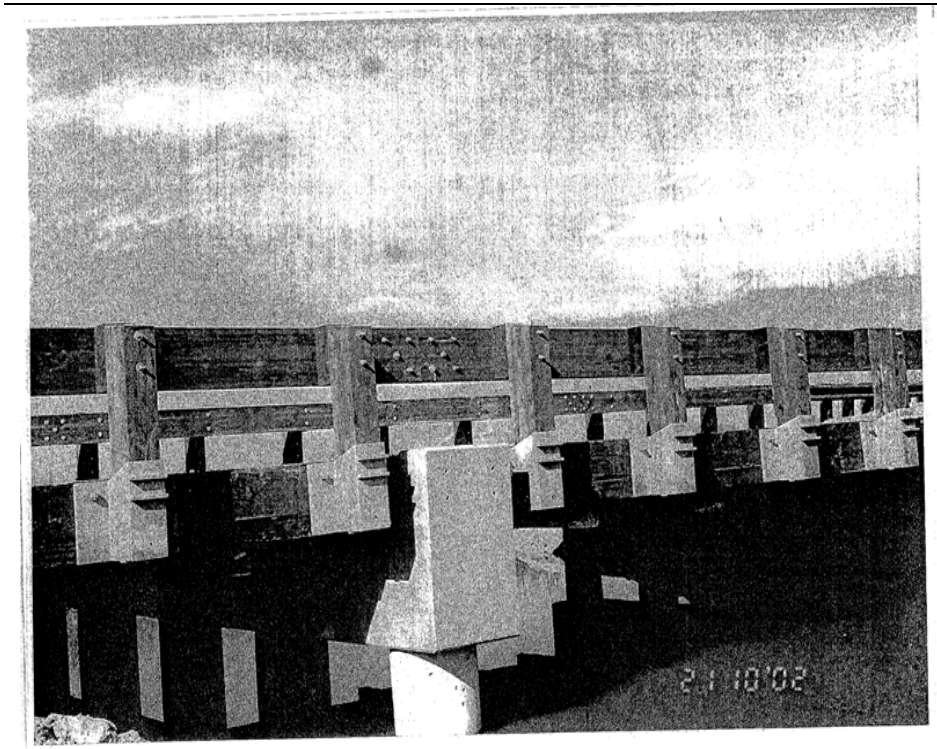
Thank you for your interest and concern.

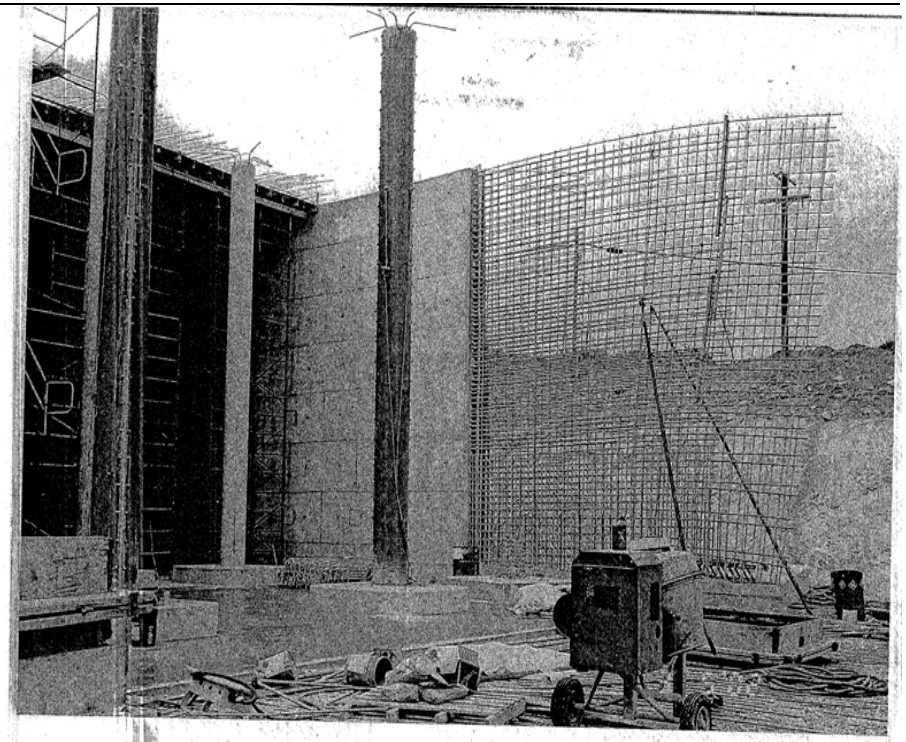
Sincerely,

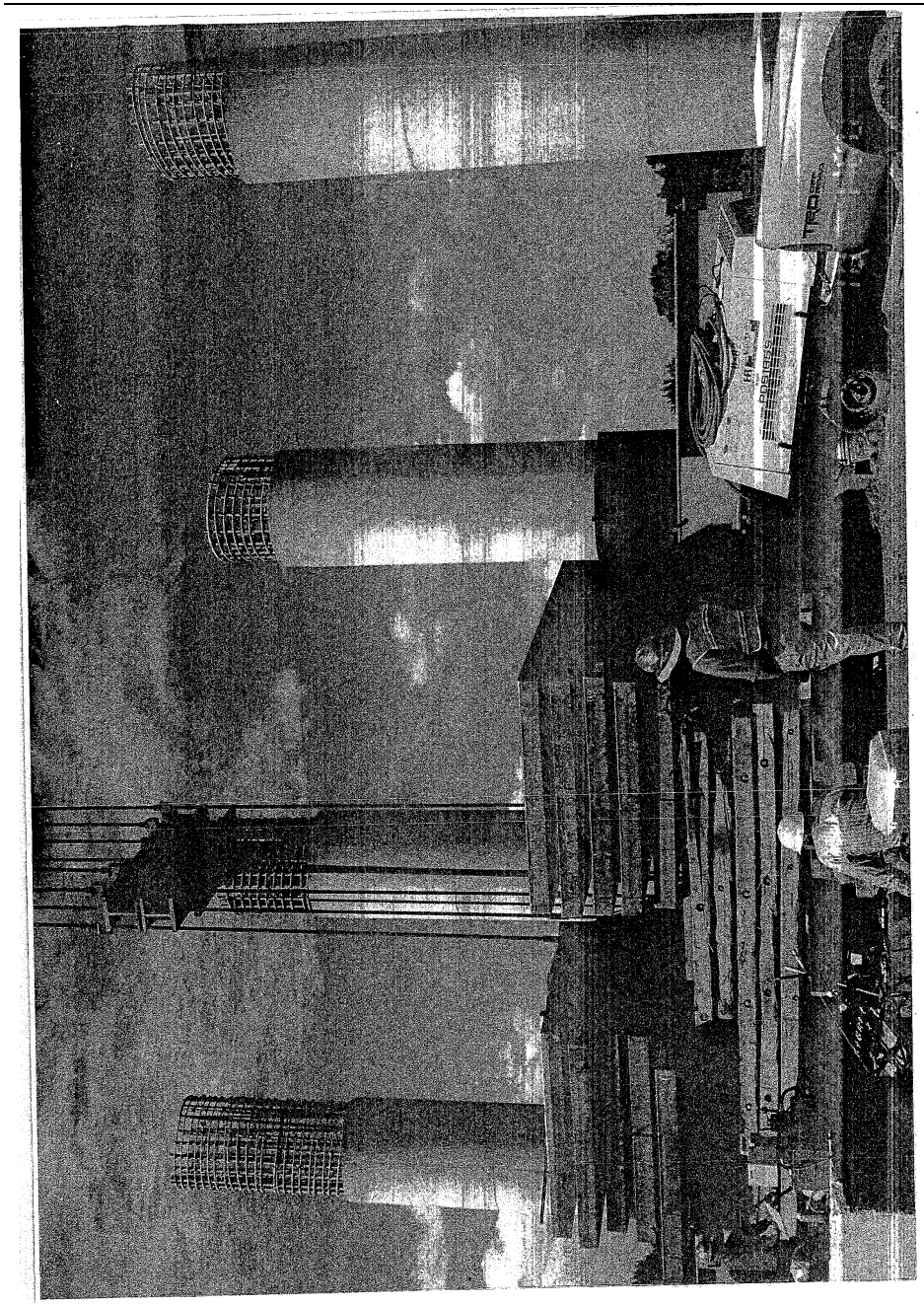
Byron Parker
Project Director

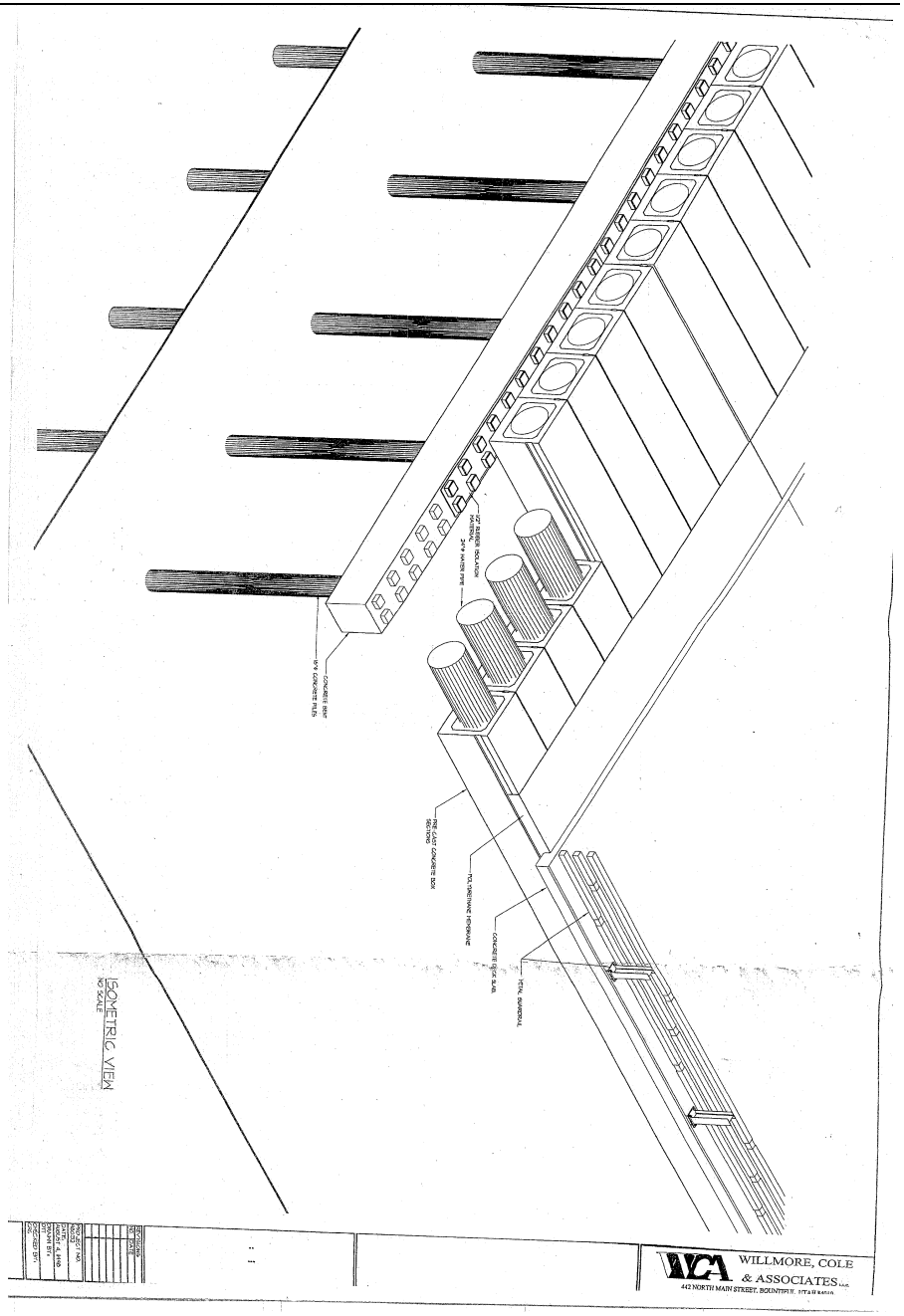
OCT 1 1 2002

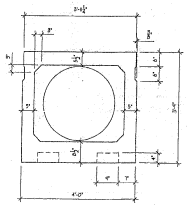


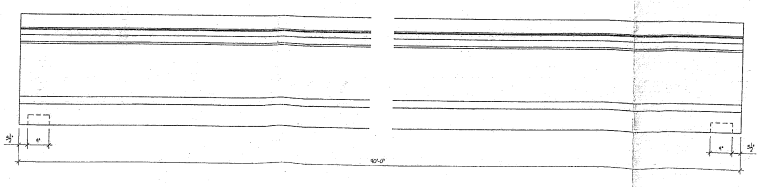

21 10 02



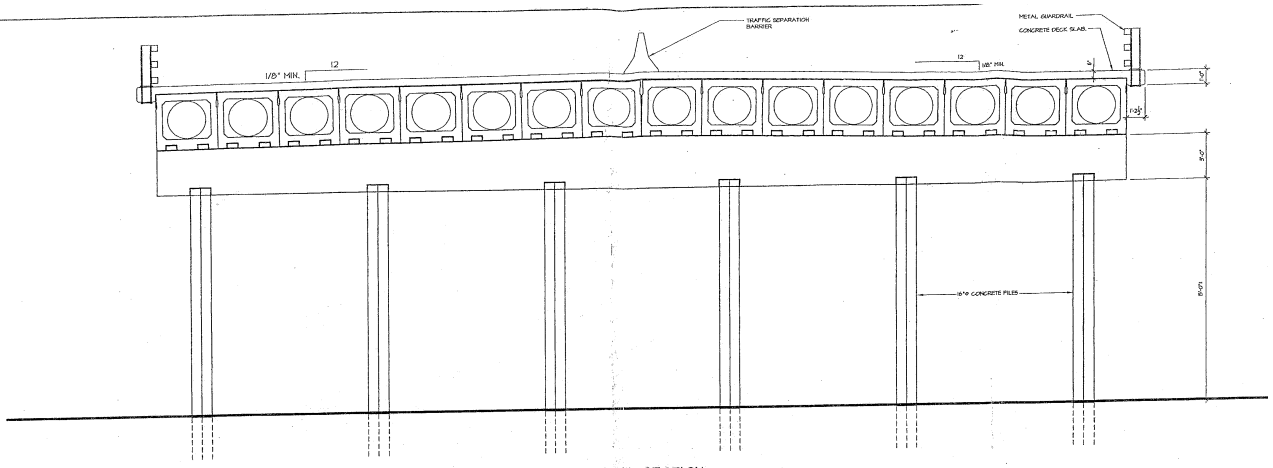



1/2" RUBBER ISOLATION MATERIAL
24" x 4" WATER STOP
8"x 8" CONCRETE PILES
CONCRETE SEAT
FIBERGLASS CONCRETE BOX SECTIONS
POLYURETHANE PERIMETER
CONCRETE DECK SLAB
TOTAL GUARDRAIL
ISOMETRIC VIEW
NO SCALE
WILLMORE, COLE & ASSOCIATES INC.
442 NORTH MAIN STREET, BOUNTIFUL, UTAH 84010

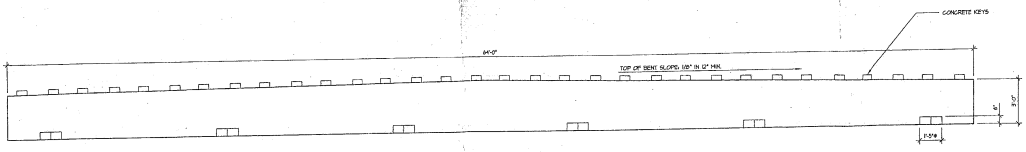




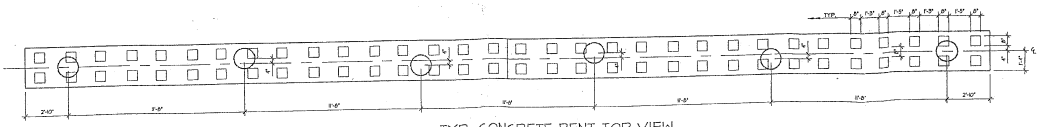
BOX SECTION
SCALE: 3/4" = 1'-0"



TYPICAL SECTION
SCALE: 3/8" = 1'-0"



TYP. CONCRETE BENT SIDE VIEW
SCALE: 3/8" = 1'-0"



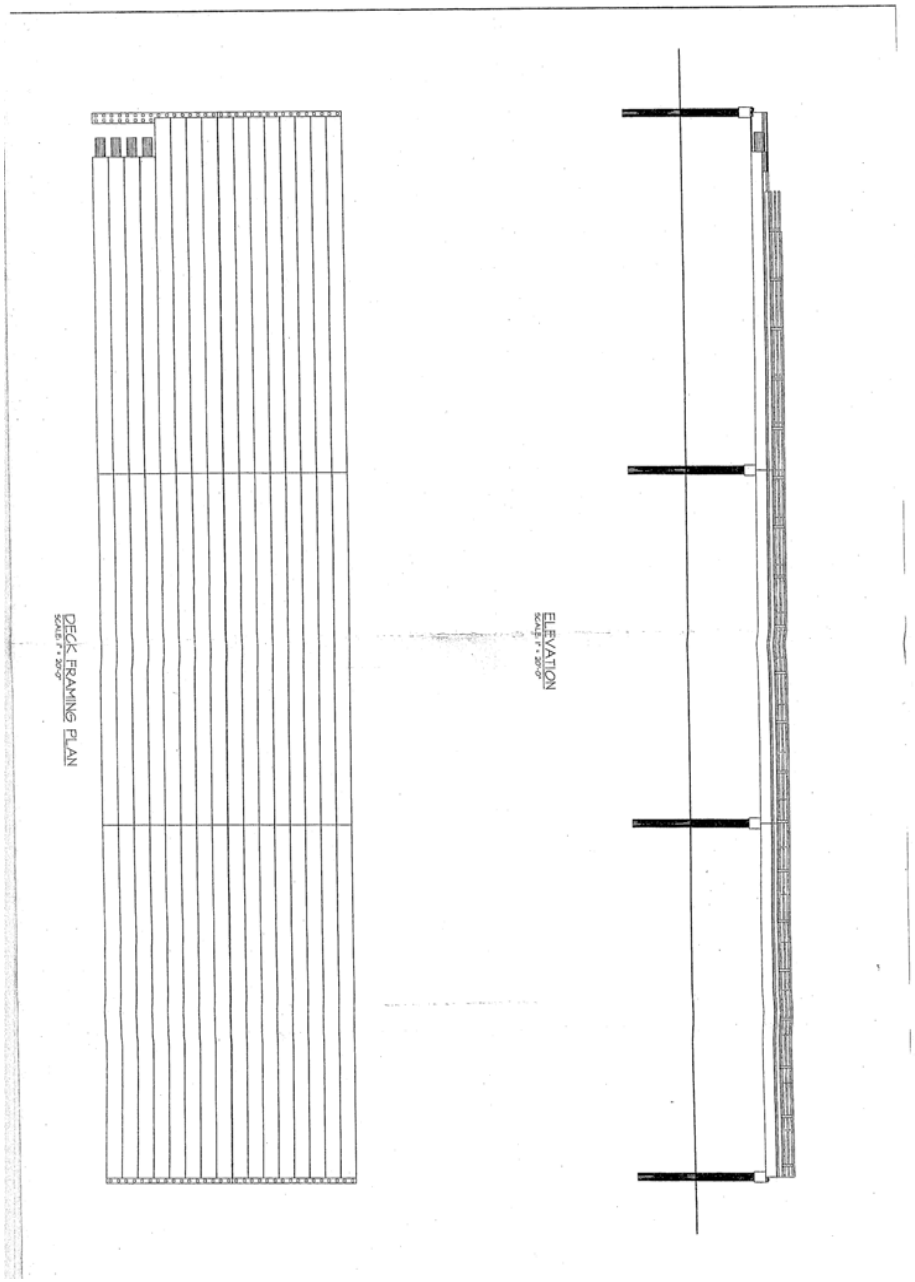
TYP. CONCRETE BENT TOP VIEW
SCALE: 3/8" = 1'-0"

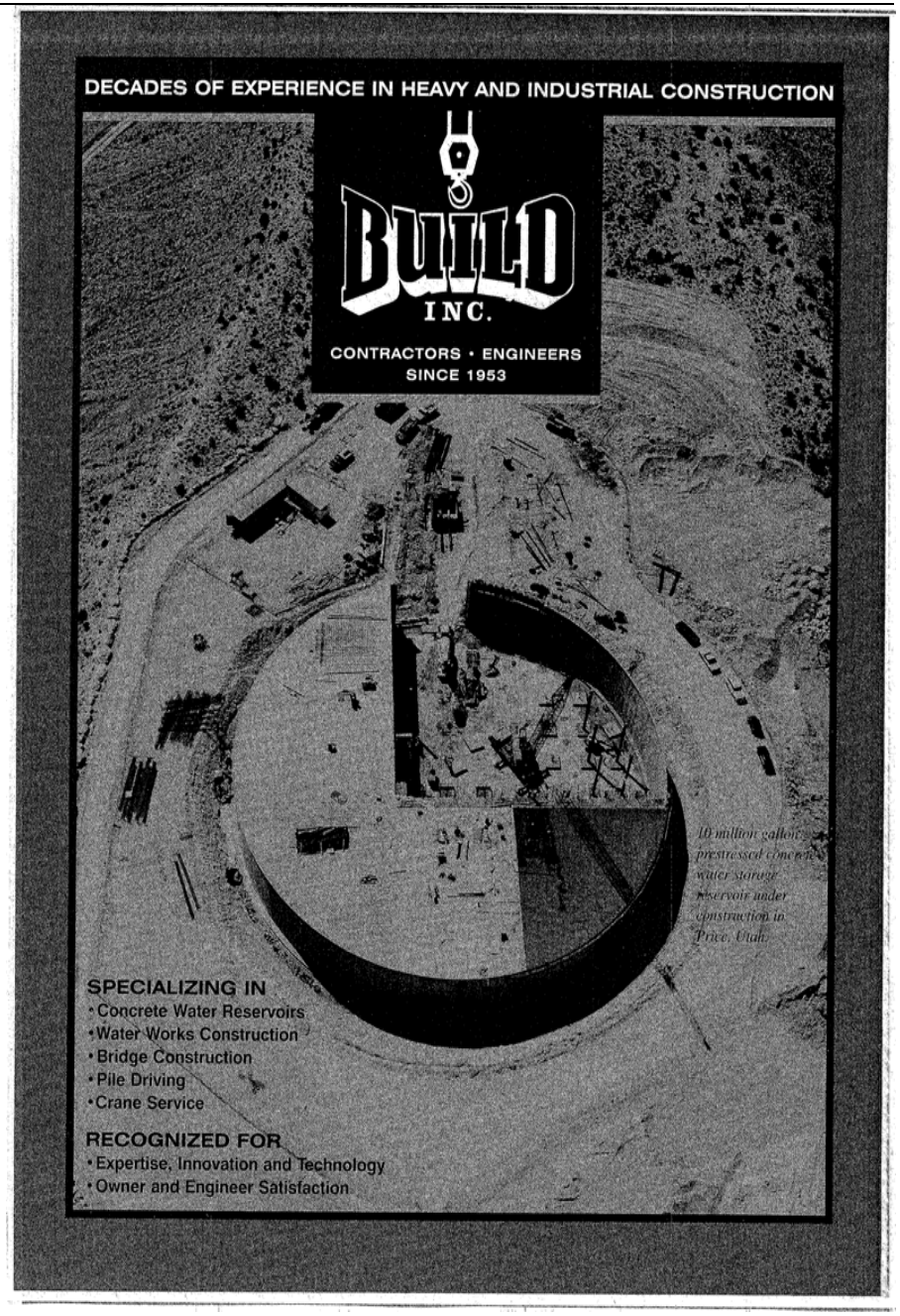
WILLMORE, COLE & ASSOCIATES

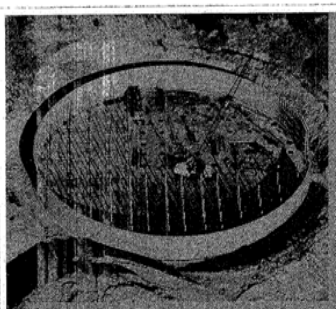
REVISIONS	
NO.	DATE

PROJECT NO. 86003
DATE: AUGUST 4, 1988
DRAWN BY: KYT
CHECKED BY: CAC

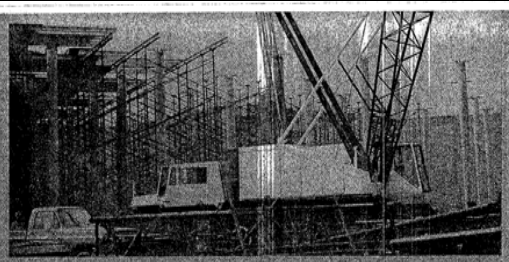
GP-C-473


ELEVATION
SCALE: 1" = 20'-0"
DECK FRAMING PLAN
SCALE: 1" = 20'-0"


DECADES OF EXPERIENCE IN HEAVY AND INDUSTRIAL CONSTRUCTION
BUILD
INC.
CONTRACTORS • ENGINEERS
SINCE 1953
10 million gallon prestressed concrete water storage reservoir under construction in Price, Utah.
SPECIALIZING IN
• Concrete Water Reservoirs
• Water Works Construction
• Bridge Construction
• Pile Driving
• Crane Service
RECOGNIZED FOR
• Expertise, Innovation and Technology
• Owner and Engineer Satisfaction



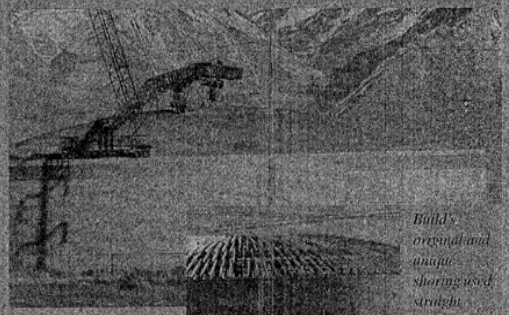
12 million gallon reservoir on Victory Road in Salt Lake City near the Utah State Capitol.

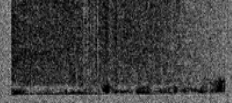


Interior view of the Victory Road culinary water reservoir shows pillar and roof construction. Build's 140 ton truck crane constructed the tank from the inside.

EXTENSIVE EXPERIENCE BUILDING CONCRETE WATER STORAGE RESERVOIRS

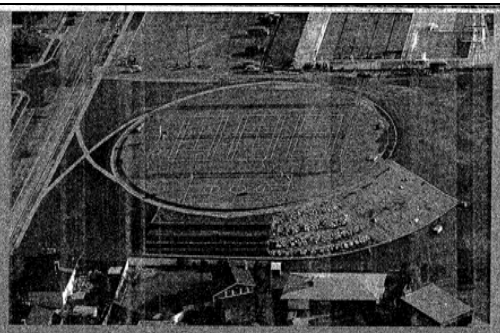
In southwest Salt Lake Valley Build constructed two identical domed-roof water reservoirs of 3 million gallon capacity, complete with pump stations and piping. Each concrete dome is 4 inches thick and spans 134 feet with no interior support. Build conceived, engineered and manufactured this self-propelled, hydraulically powered concrete striker machine to put the "frosting on the cake" in one 6 hour placement. The tank walls are 8 inches thick and 30 feet high.





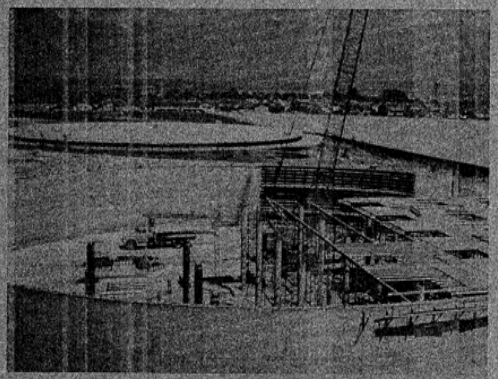
Build's original and unique shoring used straight beams to form the curve of the domed roof.

Setting interior wall form on 1 million gallon reservoir for the city of Orem, Utah. Placing concrete through pour windows in the form improves the strength of the concrete and the efficiency of placement.



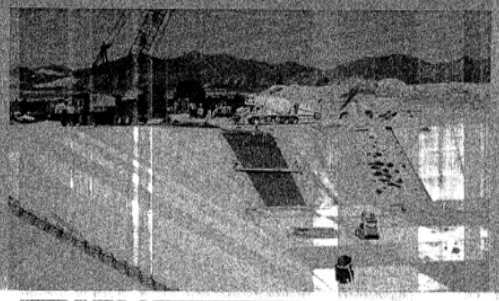
The 7 million gallon MacIntyre water storage tank is located in a residential area of Salt Lake City and its roof doubles as a recreation facility. This project received an "Award of Excellence for Distinguished Environmental Treatment" from the Portland Cement Association.

3 million gallon water reservoir in Redwood Shores, CA, is supported on 120 foot long concrete piles at the mud tidal area of San Francisco Bay.



Two of six 4.5 million gallon water storage reservoirs constructed for Taylorsville-Bennion Improvement District.

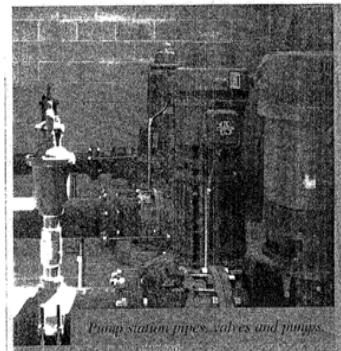
Central Utah Water Conservancy District 50 million gallon retention pond.



BUILD INC. HAS COMPLETED A VARIETY OF MUNICIPAL WATER STORAGE RESERVOIRS RANGING IN CAPACITY FROM 250 THOUSAND TO 12 MILLION GALLONS. BUILD SPECIALIZES IN BOTH CONVENTIONAL AND PRESTRESSED CONCRETE CONSTRUCTION.

Clifford R. Forsgren, P.E., Project Manager for CH2M Hill, says:

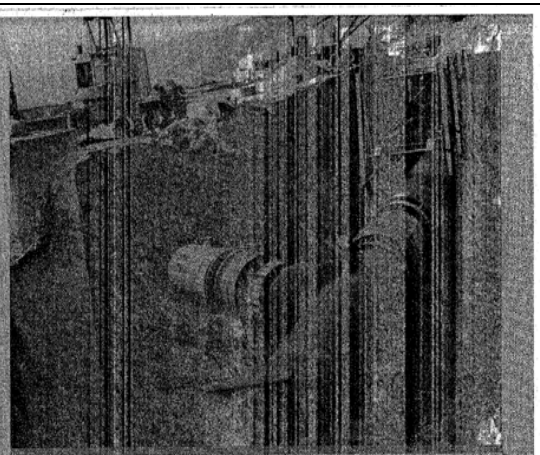
"...thanks for the job you did on our tank in Murray ...Build Inc. has been consistent in delivering good projects for us. I hope to see you bid on our projects in the future."



Pump station pipes, valves and pumps.

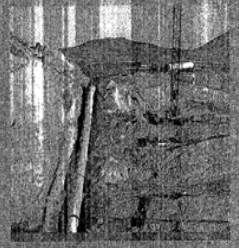
IMPRESSIVE WATER WORKS

BUILD HANDLES COMPLEX PIPE WORK, LARGE AND SMALL. NO LEAKS!



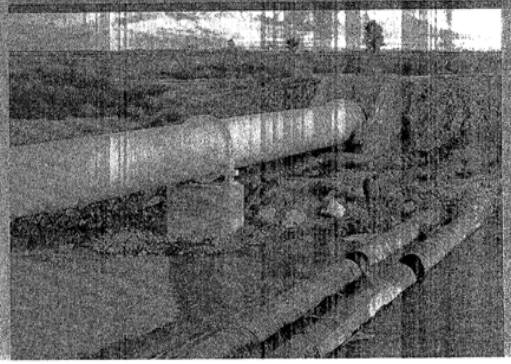
72 inch concrete encased aqueduct construction for 10 million gallon water tank.

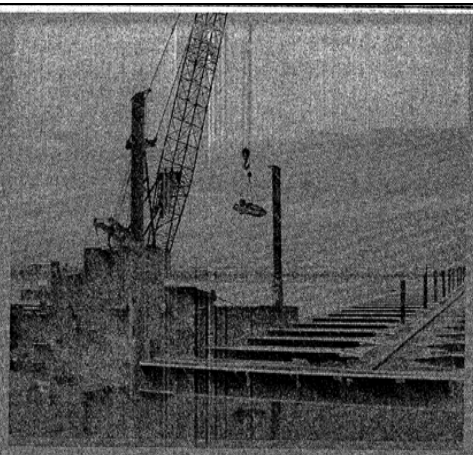
600 foot long flume 96 inches in diameter crosses the Sevier River near Delta, Utah.



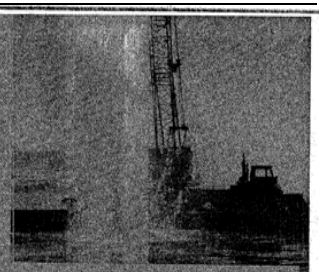
Aqueduct placement near Tremonton, Utah.

New flume replaces flood damaged inverted syphon near Deseret, Utah.

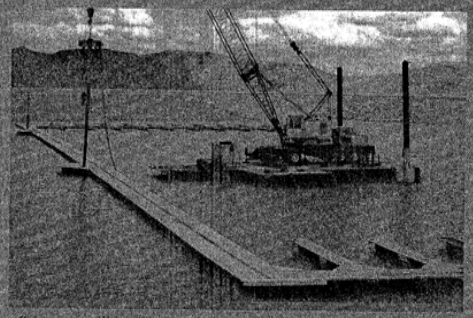




Antelope Island Marina built for the Utah State Division of Parks and Recreation.



Build's crane does clam-shell work from a barge on the Great Salt Lake. Scoops of lake bedem material, each weighing approximately 4 tons, are excavated from underwater channel. Splash!



Prior to installing offshore timber piles at Bear Lake Marina near Garden City, Utah, Build utilizes a hydraulic-driven auger to drill through several feet of cemented rock material.

Build constructs a pumping inlet structure by driving a combination of H piles and sheet piles as part of a wildlife wetlands project on the Green River near Vernal, Utah.

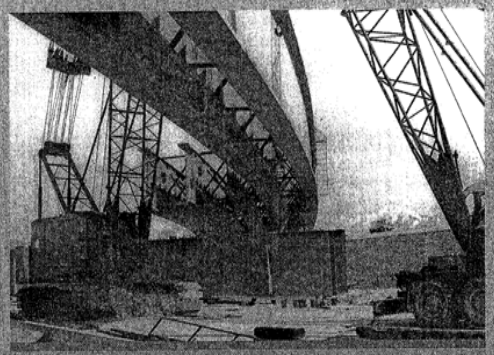
Using 5 foot thick timber mats, Build's 400 ton crawler crane rescues a submerged track shoe from two miles offshore in the Great Salt Lake near Promontory Point.

MARINE PROJECTS

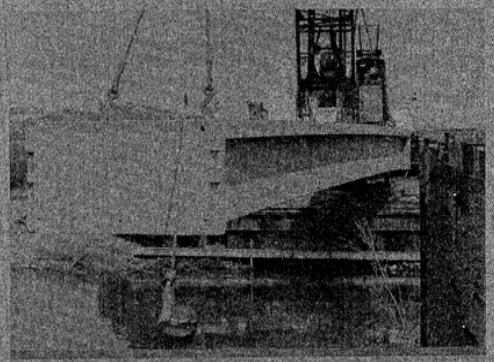
Gale Mair, Project Manager for Jacobsen Construction Company states: *"Build Inc. demonstrated a 'team-work' attitude on what proved to be a challenging project. They worked with patience and professionalism through a value engineering phase which involved one of their competitors, and provided valuable information which aided in the design phase of the project. Build Inc.'s field crews were always willing to go the extra mile and were enjoyable to work with. They completed their work on the project correctly and efficiently. I would be pleased to have the opportunity to work with Build Inc. again on future projects."*

Placing slope protection on bridge over I-80 at 40th West.

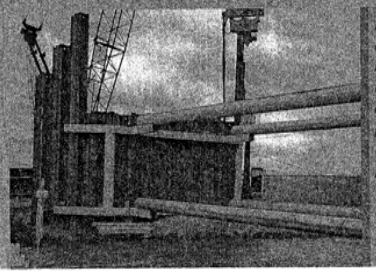
BRIDGES



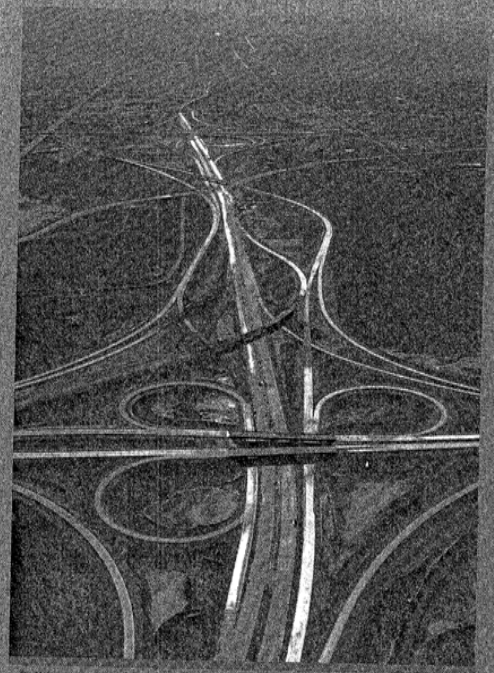
The 326 foot curved span on the M-Ramp over I-80 near the Salt Lake International Airport was the longest plate girder span between columns west of the Mississippi at the time of its construction in 1986. (See aerial photo at right.)



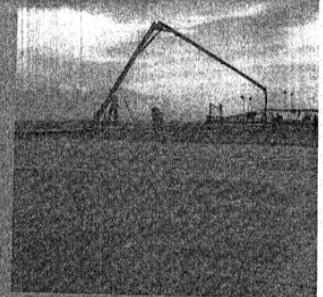
Build completed sheet pile abutments and deck placement on nine precast bridges west of the Salt Lake International Airport at the rate of eight days per bridge.



Build expedited construction of multiple bridges by designing an adjustable portable template to precisely locate sheet pile abutments.

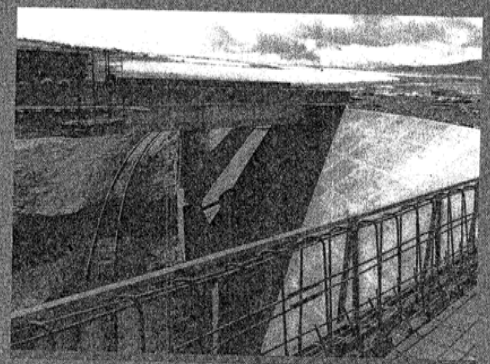


Build was general contractor on the M-ramp and bridges at 40th West over I-80 near the Salt Lake International Airport.



Placing concrete deck on bridge over I-80 at 40th West.

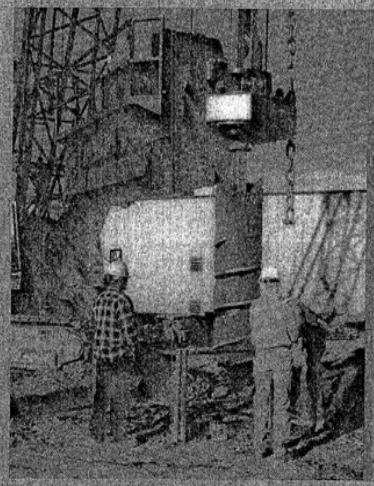
FREEWAY BRIDGES REVEAL THE EXCELLENCE OF BUILD'S WORK. BUILD'S SECRET OF SUCCESS IS TO SURPASS THE EXPECTATIONS OF OWNERS, ENGINEERS AND INSPECTORS WITH HIGH QUALITY AND INNOVATIVE WORK.



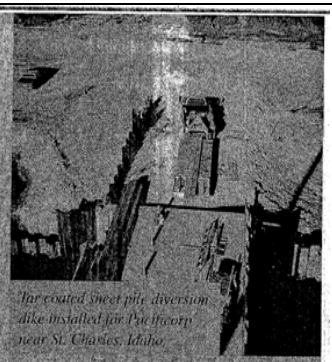
On I-15 between Nephi and Mills Junction, Utah Build constructed fifteen new freeway bridges in fifteen working days per bridge. This picture shows a unique of a rock slope protection on bridges over the UP Railroad.

Layton Construction Co. praises Build Inc.:

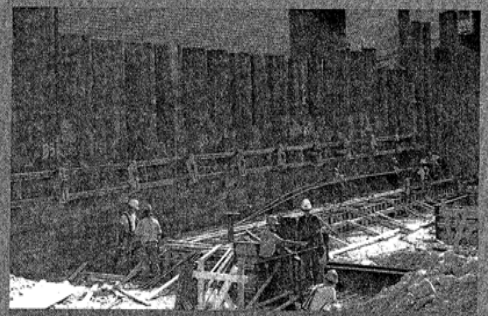
"Congratulations on a favorable evaluation. Our staff has been very impressed by the professional way with which you performed your work ... Again, thank you for a job well done. Your willingness to work with us on this difficult project is greatly appreciated."



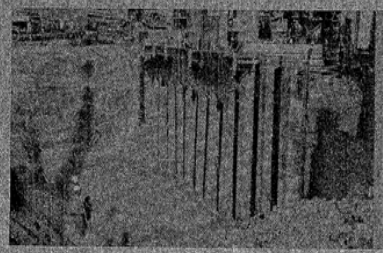
Build installs 36-inch caissons for the new student administration building at Southern Utah University in Cedar City, Utah. This equipment has the capacity to drill to a depth of 114 feet and a diameter of 12 feet.



Tar coated sheet pile diversion dike installed for PacifiCorp near St. Charles, Idaho.

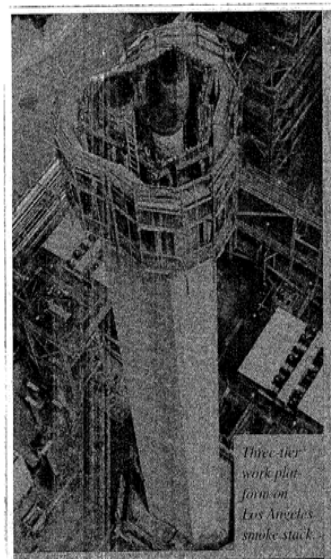


Build drives sheet piles at the Salt Palace Convention Center to protect the neighboring Salt Lake Art Center.



Sheet piles shore the elevator pit at the American Stores Office Building in downtown Salt Lake City.

BUILD OWNS AND UTILIZES STATE-OF-THE-ART COMPUTER CONTROLLED HYDRAULIC PILE DRIVERS. BUILD'S VIBRATORY AND IMPACT PILING EQUIPMENT IS ENVIRONMENTALLY FRIENDLY UTILIZING 100% BIODEGRADABLE VEGETABLE HYDRAULIC OIL TO ELIMINATE CONTAMINATION CONCERNS IN SENSITIVE AREAS.

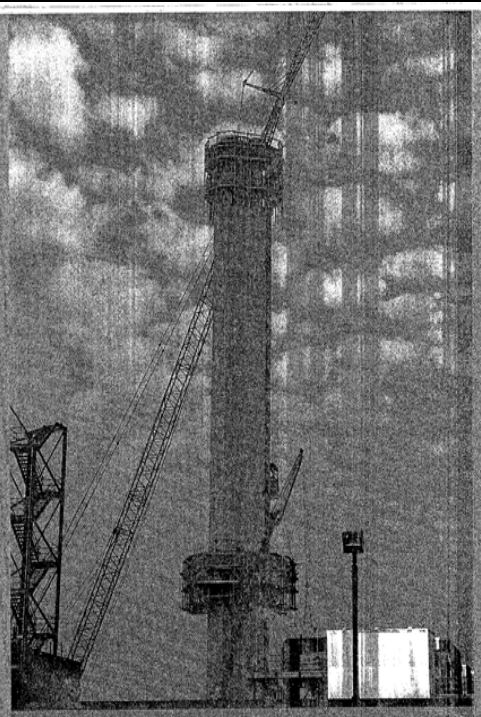


Three-tier work platform on Los Angeles smoke stack.

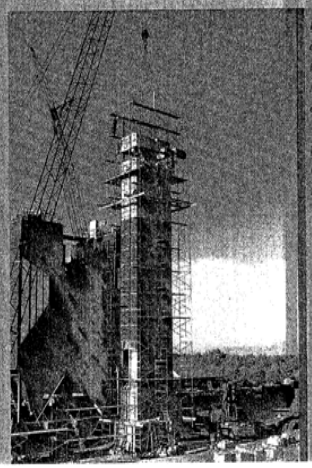
EXPERT AND INNOVATIVE CRANE WORK

Rod Mills, P.E., of CRS Consulting Engineers Inc. writes:

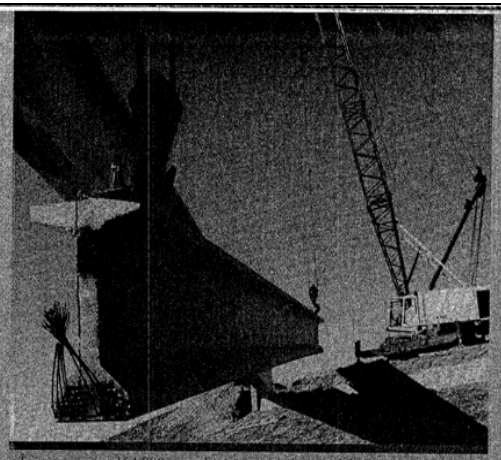
"I've had the opportunity to associate with Build Inc. for more than a decade now. Whenever we design a project which Build Inc. has interest in, we look forward to working with them. My experience dictates that Build Inc. works conscientiously and expeditiously, looking to do what is best for the project — a quality that is rare in our industry today."



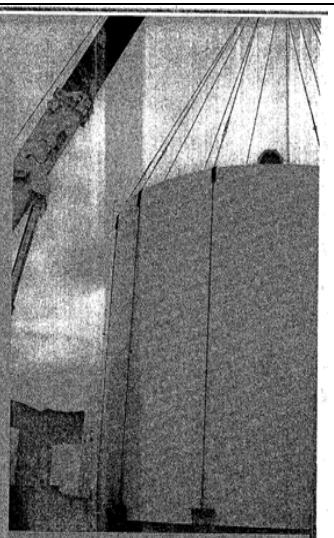
Build designed a unique system to cast in place the concrete sections of this Los Angeles area smoke stack. The architectural concrete structure reaches a height of 226 feet.



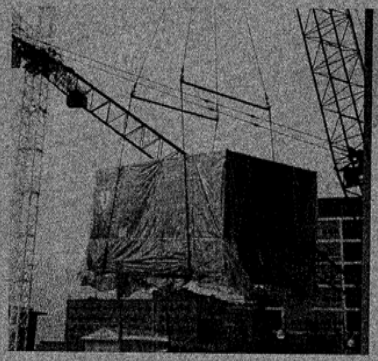
Build constructed this smoke stack of pre-cast concrete sections for the Davis County Burn Plant.



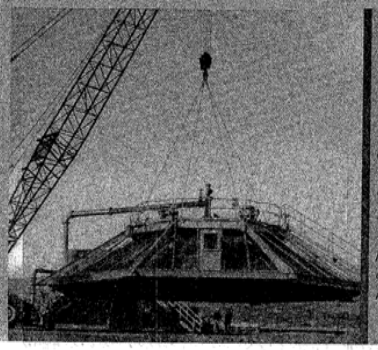
Two cranes set 164,000 pound concrete girders on I-215 over the Surplus Canal.



Build designed this innovative rigging system to safely relocate an entire petroleum tank.



Build places a climate control module at the University of Utah.



Build's crane places high tech equipment for contamination remediation. This 55,000 pound electrical unit melts the earth into a glass-like substance to prevent spread of toxic materials.

BUILD OWNS AND OPERATES A FLEET OF WELL-MAINTAINED HYDRAULIC AND LATTICE BOOM CRANES RANGING IN SIZE FROM 12 TONS TO 140 TONS.

COMPANY PRINCIPALS *(left to right) Richard N. Stromness, Mary N. Stromness, Richard J. Stromness, Fred N. Stromness.*

BUILD INC. is a family owned and operated general contracting business founded in 1953 by Richard J. (Dick) Stromness. Principals of the company include Dick and Mary Stromness and their two sons, Richard and Fred Stromness.

In its beginnings, Build used a 1/2 horsepower electric cement mixer that delivered a wheelbarrow full of concrete. The company's first job was a simple shelter that took two days to construct at a cost of $40. The company gradually progressed through dwellings, apartment buildings and commercial buildings to heavy and industrial construction. Build now owns and operates a fleet of cranes, pile drivers and earth-moving equipment and serves as a general and subcontractor on a wide variety of projects.

Diversity and responsiveness have enabled Build to weather the ups and downs of the construction industry. Show Dick a seemingly impossible job and he says, "This is how it can be done." To him, construction is an exciting challenge and an art. Through creativity, high quality work and integrity Build has carved a solid niche in the construction industry of Utah and surrounding states.

Build's team of highly skilled and committed employees has brought the company success. Build has won customer satisfaction and industry recognition including awards from the American Concrete Institute, the Portland Cement Association and the American Public Works Association.

BUILD INC.

Contractors • Engineers

• Telephone: (801) 295-1300 • Fax: (801) 292-9581

Build Inc
5190 West 700 South
Salt Lake City, UT 84104

GP-757

Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
SLC UT 84118-1847

March 8, 2005

Dear Mr. Punske,

I am a native Utahn who was born and raised in Weber County. I am writing to you to express my opposition to the proposed Legacy Highway. I am also writing to express my support for UBET's Redwood Road alternative and Transit First.

I am an asthma sufferer and each winter I experience severe respiratory problems due to the horrible air that descends on Utah and creates the horrible inversions we all dread. I love Utah, but I do not love the air I breathe – air pollution that is primarily caused by cars. Building Legacy Highway would decrease our already poor air quality due to increased traffic. Having received my MS in Education, I have seen first hand how air quality impacts the health of our children. Please consider the health of humans and do not build the Legacy Highway.

My parents live in Weber County and I frequently visit them. Each time I travel to their home I am disappointed that I do not have the option of taking light rail as I do in Salt Lake City. As an alternative to Legacy Highway, I support Light Rail as an alternative. Light rail is safer for commuters and will reduce the cost of traffic accidents that is incurred by all insured motorists. In addition, to being safer, Light Rail will reduce air pollution, will help people save money on gas so they can spend money elsewhere in our communities, and it will save taxpayer's money because it is a cheaper alternative. Light Rail has been incredibly successful in Salt Lake City, exceeding all expectations, and it can also be successful in Davis and Weber Counties. Light Rail is a creative solution to a serious problem. Legacy Highway is problematic and serves only the land developers.

Humans are not the only beings impacted by the proposed Legacy Highway. I am disgusted and opposed to the highway being built in the wetlands of Utah. The birds that live in these wetlands deserve our protection, not greedy land developers! Utah is beautiful because of our natural open spaces. I have frequently gone to the wetlands in Davis County to watch the eagles, and hear the songbirds. This opportunity contributes to my quality of life. Building Legacy Highway would take this away.

Let's maintain Utah's quality of life by supporting UETs Redwood Road alternative and Transit First, not the Legacy Highway. Let's leave our children a true legacy that is filled with clean air, open space, and safe drinking water. Legacy Highway would not provide for any of those attributes but would instead increase air water pollution, decrease open space, and ultimately decrease our quality of life.

Sincerely,

Natasha McVaugh Seegert

Natasha McVaugh Seegert
335 5th Ave. #4
Salt Lake City, UT 84108

GP-758

Bill M Turner
540 E 200 S
Centerville, UT 84014
(801) 294-7734

RECEIVED MAR 07 2005

UTAH DEPT. OF TRANSPORTATION
4501 South 2700 West
Salt Lake City, UT 84119-5998

RE: Legacy Parkway Project

Dear Sirs/Madam:

I was an Arizona resident from 1989 to 1996 at a time when Salt Lake had half the population of Phoenix, yet twice as many freeways, and was a popular local complaint.

The reason had it's roots in the early 1970's, and was similar to the rhetoric road opponents use today: "We need to protect the pristine desert and dwindling water supply, so to discourage people from moving here, we simply won't build freeways". Until 1985, Arizona only had I-10 running through Phoenix, and I-17 from Flagstaff. Then, a MASSIVE freeway expansion started to catch up with demand and is still growing today.

Utah is expected to double its population within 50 years. How are all those future vehicles supposed to get around when *right now* there are 20+ mile daily backups? Legacy should have been built 10 years ago. The wetlands card is pure hypocrisy when these so-called environmentalists say nothing when our mountains & forests are carved up for home & road development. Where were they when Highway 40 in Summit County was built to accommodate a population of less than 50,000?

Very few vehicles are destined for downtown Salt Lake City, most are headed elsewhere. What right does anyone have to throw frivolous lawsuits around to stop the most vital road project in the past 30 years? In these parts, I-15 is the only North/South link from Canada to Mexico! Think of that...any alternatives are pure nonsense and you know it.

The balloon is expanding and will soon burst if immediate action isn't taken. If UDOT, FHA, and USAE do not have the courage to stand up to these enviro-hijackers, it will be incumbent upon future planners to undo the damage caused by inaction. Progress will not be stopped because of a few dogs yapping at the wheels of a freight train. It must be built now to avoid future problems that are rapidly approaching our doorstep.

Sincerely,

Bill Turner

Bill M Turner

GP-758

Bill M Turner
540 E 200 S
Centerville, UT 84014
(801) 294-7734

FEDERAL HIGHWAY ADMINISTRATION
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118-1847

RE: Legacy Parkway Project

Dear Sirs/Madam:

I was an Arizona resident from 1989 to 1996 at a time when Salt Lake had half the population of Phoenix, yet *twice* as many freeways, and was a popular local complaint.

The reason had it's roots in the early 1970's, and was similar to the rhetoric road opponents use today: "We need to protect the pristine desert and dwindling water supply, so to discourage people from moving here, we simply won't build freeways". Until 1985, Arizona only had I-10 running through Phoenix, and I-17 from Flagstaff. Then, a MASSIVE freeway expansion started to catch up with demand and is still growing today.

Utah is expected to double its population within 50 years. How are all those future vehicles supposed to get around when *right now* there are 20+ mile daily backups? Legacy should have been built 10 years ago. The wetlands card is pure hypocrisy when these so-called environmentalists say nothing when our mountains & forests are carved up for home & road development. Where were they when Highway 40 in Summit County was built to accommodate a population of less than 50,000?

Very few vehicles are destined for downtown Salt Lake City, most are headed elsewhere.
What right does anyone have to throw frivolous lawsuits around to stop the most vital road project in the past 30 years? In these parts, I-15 is the only North/South link from Canada to Mexico! Think of that...any alternatives are pure nonsense and you know it.

The balloon is expanding and will soon burst if immediate action isn't taken. If UDOT, FHA, and USAE do not have the courage to stand up to these enviro-hijackers, it will be incumbent upon future planners to undo the damage caused by inaction. Progress will not be stopped because of a few dogs yapping at the wheels of a freight train. It must be built now to avoid future problems that are rapidly approaching our doorstep.

Sincerely,

Bill Turner

Bill M Turner

GP-759

From: sara.elsbeth@planet-save.com [sara.elsbeth@planet-save.com] **Sent:** Wed 3/9/2005 9:59 PM
To: Legacy
Cc:
Subject: Legacy Highway Public Comment
Attachments:

To whom it may concern:

I am writing to express my strong opposition to the proposed Legacy Highway plan. While population pressures and increased traffic are indeed serious issues in the Salt Lake Valley, another highway will only exacerbate these problems and lead to serious impediments to sustainable planning and growth.

Studies have shown that more lanes of traffic and more highways only encourage more drivers, thus increasing the amount of traffic on the roads, thereby defeating the original purpose of building the highway. Our valley also suffers from some of the poorest air quality in the nation, and more cars and another super highway will only lead to diminished air quality.

We live in a day and age of advanced technology and alternative transportation options. I strongly encourage you to consider a high-speed light rail, more bus routes, carpool shuttles and other alternative means of transport before you consider another highway.

I am a taxpaying citizen of this great state, and I want to see my tax dollars go towards projects that ensure environemental quality, long-term planning, and sustainable growth for the Salt Lake Valley. Building the Legacy Highway is not a sustainable solution to our environmental and economic circumstances. It will only lead to more cars, more pollution, more traffic, more accidents, and more tax dollars down the drain.

Please consider my comments as you make the decision on the Legacy Highway proposal. I implore you to think about the health of the environment, the air we breathe, and future generations when making this decision. It is in our best interest to invest today in a more sustainable, efficient, and secure future.

Thank you for your time and consideration.

Sincerely,

Sara Baldwin
124 G Street #3
Salt Lake City, UT 84103

Save rainforest for free with a Planet-Save.com e-mail account:

GP-760

From: wscb@avmail.webpipe.net [wscb@avmail.webpipe.net] **Sent:** Wed 3/9/2005 12:05 PM
To: Legacy
Cc:
Subject: re: legacy
Attachments:

I have a specific suggestion for the Legacy Highway situation. I live part-time in Broken Arrow, Oklahoma. About a year or so, ago, the Creek Turnpike was opened. It goes around the southern end of Tulsa, acting as a sort of belt way, connecting several south bound and north-east bound express ways in the area. What is truly amazing is that for a couple of miles, the turnpike crosses through a swampy area south of Broken Arrow. Yet, never an animal gets run over. They can go under. The swampy portion of the turnpike is built as a large and scenic bridge spanning the wilderness area. I just wish they had built a scenic pull-over to let passers by view the vastness and beauty of the area. Another "artificial wonder", akin to the Creek Turnpike, is I-51 / I-10 as it goes over Blind Lagoon and Lake Pontchartrain from New Orleans. Why can't the Legacy be built over the wetlands in a similar fashion?! Both sides of the "Legacy Argument" should visit Tulsa and New Orleans.

There has been a lot of comment lately regarding the routing of the Legacy Highway. Rocky's solution and that of the environmentalists, would have us use a beefed up Redwood Road. I can just envision what would happen with an accident on I-15; forcing, not just local traffic, but out-of-state traffic and hundreds of truckers through Redwood Road. Redwood Road has its own problems during periods of heavy traffic. Rocky would also want, I suppose, all those out of state drivers to use the future commuter train service.

Some one needs to take Rocky Anderson on a tour of all the major highways coming into Utah.
Salt Lake is a veritable cross roads of the west in that almost all traffic east and west, north and south, has to come through Utah.

I have been caught several times in traffic jams at the junction of south bound I-15 and I-84 on my way home from Yellowstone. I have witnessed first hand what happens when our roads can not handle the confluence of out of state traffic – miles and miles from any signs of civilization, let alone Salt Lake City.

Will Stamps
1939 N. 550 W.
Clinton, UT 84015
801-589-0435

GP-761

From: Devery Goodey [dgoodey@p5health.com] **Sent:** Wed 3/2/2005 1:40 PM
To: Legacy
Cc:
Subject: Legacy Highway Questions
Attachments:

Hello:

Please help! I am looking at building a home in Hooper, Weber County and would like to know the path of the Legacy Highway and estimated timelines. Also, will the Highway have stop lights?

Thank you,

Devery Goodey
dgoodey@p5health.com

Kimberly J. Stevens

To... bryanadams@utah.gov

Cc...

Bcc...

Subject: FW: Legacy Highway Questions

Attachments:

Here's one for you! Kim

-----Original Message-----
From: Devery Goodey [mailto:dgoodey@p5health.com]
Sent: Wed 3/2/2005 1:40 PM
To: Legacy
Cc:
Subject: Legacy Highway Questions

Hello:

Please help! I am looking at building a home in Hooper, Weber County and would like to know the path of the Legacy Highway and estimated timelines. Also, will the Highway have stop lights?

Thank you,

Devery Goodey
dgoodey@p5health.com

GP-762

RECEIVED MAR 23 2005

March 15, 2005

Federal Highway Administration
2520 W 4700 S, Suite 9A
Salt Lake City, UT 84118

Re: Legacy Highway

Dear Sirs:

Before we undertake to build the Legacy Parkway, we must look for better alternatives to handle the transportation woes that we are faced with. Mass transit is a better alternative, as it would cause less pollution, and not infringe on the wetland areas. Though some say that people will keep on coming regardless of whether or not we get a highway, I think that, if there are no roads to drive on, they will think twice before settling in Davis County. People have a love affair with their vehicles, and the only way to get them out of their cars and into buses, car pooling, or mass transit, is if there are no roads.

We must encourage growth further north. I've lived in Davis County for 60 years, and I've seen the unrestrained growth on the mountainside and west of the RR tracks, and have often wondered where are all the city planners, and what could they possibly be thinking to allow such a rape of this beautiful county . . .

I hardly ever agree with Rocky Anderson or the Sierra Club, but on the issue of the Legacy Parkway/Highway, I'm on their side.

Thank you for your time and consideration, and may we all be able to live with the final decision.

Sincerely yours,

Sharon B. Langevin

GP-762

Ms. Sharon B. Langevin
50 S 500 E
Kaysville, UT 84037

SALT LAKE CITY UT
PM
17 MAR
2005

H

Federal Highway Administration
2520 West 4700 South, Suite
Salt Lake City, Utah 84118

84118-1880

GP-763

From: Ann Zuspann [ann@shadowlink.net] **Sent:** Mon 3/21/2005 12:57 PM
To: Legacy
Cc: Legacy
Subject:
Attachments:

March 21, 2005

Mr. Gregory Punske
2520 West 4700 South, Suite 9A
Salt Lake City Ut 84118

Dear Mr. Punske,

I am writing in opposition to the proposed Legacy Highway Project.

Since we do not have enough oil reserves to ever be oil independant, Our Country should not be made any more dependant on oil for our energy source. It is time to begin conserving that natural resourse.

Making the automobile our primary source of transportation is unsustainable. Our children are being harmed by the air quality. Our military is being stretched too thin for their good in order to protect the shipping lanes and the supply lines. We are more vunerable to terrorism.

Maybe you caught the comment in the Salt lake Tribune this morning about "Prirates release sailors abducted last week." This incident occurred in the Malacca Strait and is not the first act of piracy in that area against cargo vessels. There are three choke points that oil must pass through to get to the United States. The Suez Canal and the Straight of Hormuz are two others. We cannot allow ourselves to become any more dependant on oil from areas of the world where people are willing to blow themselves up in order to attack us.

The connection between the Legacy Highway and increased dependancy on oil are apparent.

Utah has a high bankruptcy rate. That is directly related to the high cost of living in this State. Americans have the most expensive transportation system in the World. Americans spend between 18 and 22% of their income on transportation; Japan spends 7-9%; Europeans spend less than 10%. They depend on mass transportation to keep costs down. It would make a big difference to Utah families to only need one car and one insurance premium instead of two or more.

I grew up in Colorado and went to school in Arizona. We used to say "please don't californicate Colorado" But of course the entire west is road rage central now. Tales of people being shot while driving are common in Colorado, Phoenix and California. We can do otherwise.

Please consider our lungs and our pocket books and our National Security and choose the Citizens' Smart Growth Alternative.

Sincerely

Ann Zuspann
P.O. Box 657
Midway, UT 84049
alz@shadowlink.net

From: Cori Ward [Cori.Ward@hsc.utah.edu] **Sent:** Mon 3/21/2005 3:41 PM
To: Legacy
Cc:
Subject: Legacy Highway Comments
Attachments:

GP 764

Federal Highways and U.S. Army Corps of Engineers

Please give full and fair consideration to the Smart Growth Alternative, putting transit first and extending Redwood Road north to provide another vehicular route through south Davis County.

I fully support the AVOIDANCE of urban sprawl and feel the Legacy Highway will promote it as well as one-person car travel. Thus I am against the Legacy Highway.

Cori Ward
Salt Lake City/County Citizen

RECEIVED MAR 1 4 2005 GP765

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-8-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Marion D. Cowan Title (if applicable):
Telephone: 801-359-5052 Fax:
Organization/Business (if applicable): Email:
Address: 252 Hubbard Avenue
City: Salt Lake City State: Ut Zip: 84111

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Absolutely we need the Legacy Highway. It is ridiculous all this political infighting over a situation that is so critical.
Just get it done!!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP 766

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/8/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Carol Bake Title (if applicable):
Telephone: Fax:
Organization/Business (if applicable): Email:
Address: 561 So. 300E
City: Centerville State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I feel that building this highway is absolutely essential, not just for convenience, but as a matter of safety.
As a resident of Centerville, I see the impact that is made whenever there is an accident - even a minor one - on I-15. Our City's Main street gets clogged for hours, and much of it is through semi-residential areas.
I also wonder how we would ever evacuate safely, if necessary, as I-15 is very busy nearly 24 hours on a "normal" day - we may be faster walking!
As a matter of convenience, I am confused as to why light rail is not being extended to Davis Co. before commuter rail, or any other option. I believe that measures would not only have a great impact on reducing traffic, but would certainly "re-vitalize" downtown!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 1 4 2005 GP 767

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-7-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Kim Coleman Title (if applicable):
Telephone: 298-6115 / 295-2603 Fax: 298-3171
Organization/Business (if applicable): Email:
Address: 217 E. 1300 N.
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the construction of the Legacy Hwy. I realize there are growth and air quality concerns. However, Davis County & beyond (to the North) will continue to grow, with or without Legacy. If you don't build it, we'll be even worse off in the future. Buy the land, build the Hwy, & get the problems addressed NOW while they're a little smaller. If we wait, the land costs will increase, construction costs will undoubtedly increase (local asphalt rates just jumped from $19.50 to $22.50/ton), & you'll be running into homes & other buildings that were constructed while we were busy playing games in court instead of constructing the Hwy. Many of us have only one evacuation route to the North if there's an emergency. That alone should be a big concern & reason for Legacy. Thanks for your consideration of the above. K. Cole

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Susan Tanner Holmes [stannerholmes@msn.com] **Sent:** Mon 3/14/2005 12:01 PM
To: Legacy
Cc:
Subject: Favor Legacy Parkway
Attachments:

GP768

I feel that UDOT has done a tremendous job of analyzing, working with cities and citizen groups and planning for this roadway. It is vital to the area. I have lived in Farmington for 27 years and have been actively working with transportation people in the City, in the state and my neighbors in trying to ensure an additional roadway access to Salt Lake.

I am angered that people who don't live and work in the area are trying to block this highway.

The EIS has been well documented and carefully prepared.
The plan will benefit thousands of people as well as preserve many wetlands.
The highway is vital to secure safe travel.

Susan

Susan Tanner Holmes
Holmes & Holmes LLC
Small Business Solutions Experts
P.O. Box 677
Farmington, UT 84025
Phone: 801.661.5659
Home: 801.451.0078
Fax: 801.451.0078
stannerholmes@msn.com

From: Paul Cutler [pcutler@cisco.com] **Sent:** Sun 3/13/2005 9:11 PM
To: Legacy
Cc: 'Paul Cutler'
Subject: Public Comment on Legacy highway
Attachments:

GP769

To Whom It May Concern,

I strongly support the construction of the Legacy Highway through South Davis county -- and especially through Centerville -- in order to provide an alternate route to I-15.

For 16 years I lived on Main Street in North Centerville. Every time there was a significant accident or closure of I-15, a steady stream of Semi-Trucks and cars would immediately flood Main Street in Centerville, causing congestion and safety problems. I have since moved to a lower traffic neighborhood, but I-15 delays or closures are still a big safety problem for all of Centerville and Farmington. Legacy Highway would get the large trucks and dangerous traffic off the residential streets of West Bountiful, Centerville and Farmington. For this reason, I strongly support the Legacy Highway, or any other alternate Route that is WEST of I-15 through Centerville and Farmington.

Respectfully,

Paul Cutler
812 Mountain View
Centerville, UT 84014
801-390-3444 (m)
pcutler@cisco.com

Kimberly J. Stevens GP-770

From: Tina Compton [tinacompton@comcast.net]
Sent: Thursday, March 17, 2005 4:41 PM
To: Legacy
Subject: Legacy Highway

Mr. Gregory Punske, FHWA

Please give full and fair consideration to the Citizen's Smart Growth Alternative.

I support the Smart Growth Alternative, which will meet future travel needs while
greatly avoiding the loss of hemispheric significant wetlands of the Great
Salt Lake.

Thank you for your consideration,

Tina Compton
225 1/2 A Street
Salt Lake City, UT 84103

From: Roberta Glidden [rglidden@access4less.net] **Sent:** Sun 3/13/2005 8:13 PM
To: Legacy
Cc:
Subject: comments, Gregory Punske
Attachments:

GP 771

I believe that the Legacy Highway should not be permitted because there is a better alternative that will cost less, destroy less wetlands and reduce urban sprawl. That is the Citizen's Smart Growth Alternative which promotes "transit first" improvements to I-15 along with upgrading and extending Redwood Road. roberta Glidde, Odgen 801-394-5688.

From: KF Achter [kfachter@msn.com] **Sent:** Sat 3/12/2005 11:41 PM
To: Legacy
Cc: Howard K Achter
Subject: support of Legacy Hwy
Attachments:

GP 772

Legacy Hwy will stimulate the regions (not just Davis County's) economy, reduce accidents, benefit the environment (stalled traffic causes pollution), enhance Hillfield's advantages, provide wetlands improvements, provide an alternative route for crises management, accommodate a growing population. It is a win/win for all concerned.

LET'S GET IT STARTED!

Sincerely, K. F. Achter

Outgoing mail is certified Virus Free.
Checked by AVG anti-virus system (http://www.grisoft.com).
Version: 6.0.449 / Virus Database: 251 - Release Date: 1/27/03

From: Karl Huish [Karl@tribecapartners.net] **Sent:** Sat 3/12/2005 10:34 PM
To: Legacy
Cc:
Subject: Build legacy now!
Attachments:

GP 773

It is time to finally move forward with the Legacy Highway project.

- The population north of SLC will only increase in the future, placing demands that I-15 can't handle (I-15 can't handle the current demands!)
- Transit "solutions" are not viable. Really, does anyone think that bus and light rail will actually solve the current and future transportation needs of Davis County?
- Further delays will only increase costs.

What is at work here is a vocal minority that really desires "zero growth." That's not going to happen. Let's build Legacy now.

From: Rileywx6@aol.com [Rileywx6@aol.com] **Sent:** Sat 3/12/2005 1:14 PM
To: Legacy
Cc:
Subject: Legacy Highway Construction
Attachments:

GP 774

To whom it may concern,

I am a citizen of Davis County and a great supporter of the Legacy Highway program. I have lived in Davis County all my life and have personally seen the growth that has occurred here in our county. The need for an alternate means to commute between North Davis County and South Davis County has become a matter of extreme importance in todays growth of the county. One only needs to look at the demographic change that has occurred in Davis and Weber Counties to understand that unless another route is created, the state of Utah will soon be faced with great challenges in the near future.

I served an LDS mission in Los Angeles, California during the completion of the Century Freeway. In talking to many people in that county, I discovered that the Century Freeway had begun construction fifteen years prior to completion. The construction had stopped with partial completion due to the tax payers complaints that the freeway was not needed, and that additional mass transportation was being built. Fifteen years later, at triple the original cost, the freeway was completed due to the inability of the mass transit and current freeway systems to handle the number of commuters in that county. Let us not be as nearsighted as those in Los Angeles so long ago.

It takes only one major accident, one semi-tanker spill, or one rail accident (due to the approximity of the Union Pacific Rails to I-15 in Davis county) to shut down the I-15 corridor to commuters. The streets of Woods Cross, Bountiful, and Centerville cannot handle the flow of commuters that would normally be on the freeway without serious danger to residents in those cities. As for the environmental impact, I would prefer to see 2,000 acres of wetland protected officially by the State of Utah from further urban expansion, than to maintain 200 acres that would be destroyed for the construction of said highway. We cannot stop urbanization of the Wasatch Front from continuing at the rapid rate it is growing at, but we can properly prepare for the future now at a lower cost environmentally and financially.

In closing, I am a supporter of the Legacy Highway, the Commuter Rail, and further expansion of TRAX in Salt Lake County. All of these means will be necessary in order to provide for the transportation needs of Salt Lake, Davis and Weber Counties. My only complaint would be, don't stop the Legacy Highway in Farmington, the need extends through Weber County up to North Ogden.

Thank you,

Chad Riley
Woods Cross, Davis County

From: Josh Chapman [jpchapboy@hotmail.com] **Sent:** Fri 3/11/2005 9:49 PM
To: Legacy
Cc:
Subject: Build the legacy parkway
Attachments:

GP 775

I say The legacy parkway is a no brainier. It should be built yesterday. (actually 3+ years ago) I15 is too busy as is. From an environmental POV Increasing speed of cars will significantly reduce pollution as they produce more noxious fumes in stop-n-go traffic as well as slow traffic.
The state is expanding and the highway is mandatory to our growth unless you want us to start flying to work. Quite frankly I don't care if we displace a few rodents and mosquitoes in favor of the human population. I think the legacy parkway is to the best interest of every person it affects, and I can't believe the ridiculous claims in favor of wastelands that those stupid environmentalists are so concerned about.
Josh Chapman
473 N 1100 west
SLC, UT 84116

From: grandpa34@comcast.net [grandpa34@comcast.net] **Sent:** Fri 3/11/2005 3:46 PM
To: Legacy
Cc:
Subject: LEGACY HIGHWAY
Attachments:

GP 776

WE NEED LEGACY HIGHWAY!!!!

I HAVE BEEN HELD UP ON I-15 TOO MANY MORNINGS AND HAVE BEEN LATE TO WORK TOO MANY TIMES!! HAS ANYONE THOUGHT OF THE HIGHWAY BEING DEDICATED TO TRUCK USE ONLY? MAYBE THEY COULD THEN PAY THE MAJORITY OF COSTS FOR IT AND MAYBE WITH THEM OFF THE ROAD, THERE WOULD BE LESS TRAFFIC TO MANEUVER AROUND WHEN THERE IS AN ACCIDENT UNTIL ....

WE CERTAINLY NEED THE OLD BAMBURGER BACK, BUT IN THE MEANTIME. LET'S GET LEGACY OFF THE DRAWING BOARD AND OUT OF THE COURTS AND UNDERWAY!!

I HOPE THIS INPUT IS CONSIDERED.

DEON O. STEVENS
1425 SOUTH 50 WEST
KAYSVILLE, UT 84037
801 444 0035

From: Camille Chapman [zippijig@yahoo.com] **Sent:** Fri 3/11/2005 2:42 PM
To: Legacy
Cc:
Subject: Support for Legacy
Attachments:

GP 777

I'm writing to add my support for the Legacy Parkway. I grew up in Layton and now live in Salt Lake. My family is still in Layton, so I travel there frequently. If there is ever an accident or backed up traffic, it is impossible to get there in a timely manner. There are no other alternatives, so you just get stuck in traffic. Having grown up in Layton, it is amazing to see the growth of Davis County. There is no other choice but to build the Legacy Parkway AND expand public transit. It isn't fair to allow those that do not live in Davis County to decide the fate of what happens there.

*Camille Chapman

Do you Yahoo!?
Yahoo! Mail - Helps protect you from nasty viruses.
http://promotions.yahoo.com/new_mail

From: Kevan Blair [kevan@wadsco.com] **Sent:** Fri 3/11/2005 2:07 PM
To: Legacy
Cc:
Subject: I support it
Attachments:

GP 778

The Legacy Highway project needs to go forward. I support it 100%. It's good for the people and will make their lives easier.

Thanks,

Kevan Blair

From: Ucon Website [udotweb@utah.gov] **Sent:** Fri 3/11/2005 1:44 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

GP 779

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Jody Lewis

---[Address]---
262 W 1000 N

---[City, State, Zip]---
Farmington UT 84025

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I support the legacy highway and am frustrated at the delays incurred because of rampant environmentalists.

==========

From: June Call [swjfc2@interfold.com] **Sent:** Sun 3/20/2005 9:03 PM
To: Legacy
Cc:
Subject: Legacy Parkway & Preserve
Attachments:

GP 780

March 19 2005

To:

Utah Dept. of Transportation	Federal Highway Administration	U.S. Army Corps of Engineers
Legacy Parkway & Preserve	Att'n: Legacy Parkway Project	Att'n: Legacy Parkway Project
360 North 700 West Suite F	2520 West 4700 South Ste. 9A	533 West 2600 South Ste. 150
Salt Lake City, Utah 84054	Salt Lake City, Utah 84118	Bountiful, Utah 84010

I appreciate the opportunity to express comments on this proposed project, as I did at a public hearing years ago.

1. The delays have been costly, yet the need to proceed building increases faster every month. **I favor proceeding with the project!** Many issues have been explained, debated, and alternate proposals made. May the contention stop soon and the Parkway begin! Personally, my choices are Alternative A, B, or E. Alternative B diverting west is good to separate traffic from existing residence areas and still allow residential expansion.

2. Legacy Nature Preserve and the Trail System are excellent side benefits.

3. Wetland issue ought to be acceptable with these Alternatives.

4. Redwood Road extension is an idea that is too late.

5. As a resident of Davis County for over 50 years, I wish to thank each entity for the planning done, but please consider the benefits to this area from those choosing to live here, while most opponents live elsewhere.

6. Is it possible there would be a potential decrease in mosquito breeding areas with improved wetlands? Would there be a possible reduction in Mosquito Abatement needs and taxes?

2

Sincerely,

June F. Call

533 West 3000 South

Bountiful, Utah 84010

Kimberly J. Stevens

From: Kimberly J. Stevens **Sent:**Fri 3/25/2005 9:39 AM
To: richard.sagers@gmail.com
Cc: Kimberly J. Stevens
Subject: RE: Legacy Map
Attachments: Legacy DSEIS Distribution Libraries and Cities 3.21.doc(32KB)

Mr. Sagers:

GP781

Maps of the proposed Legacy Parkway project can be found on two websites listed on the attached document. The attached document also includes locations where hard copies of the draft SEIS are available for review.

For any maps related to Utahns for Better Transportation Citizen's Smart Growth Alternative, you will need to contact UBT directly.

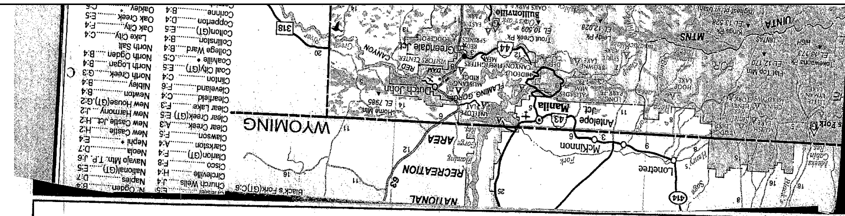
Let me know if you have further questions.

Kimberly Stevens

-----Original Message-----
From: Richard Sagers [mailto:richard.sagers@gmail.com]
Sent: Thursday, March 24, 2005 10:58 PM
To: Legacy
Subject: Legacy Map

Hello. On your website, "Utahnsforbettertransportation.org," the map of the proposed Legacy Parkway shows many alternate routes, but I have noticed that the actual proposed route itself is not visible on the map. If possible, could you send me a map on which the Legacy is clearly labeled, or at least tell me how to get one?

Thank you.
*RS



Date: 15 Mar 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

GP782

Name: James R. Tucker Title (if applicable):
Telephone: 801-825-7161 Fax:
Organization/Business (if applicable): Email:
Address: 2170 W. 5075 S.
City: Roy State: UT Zip: 84067

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

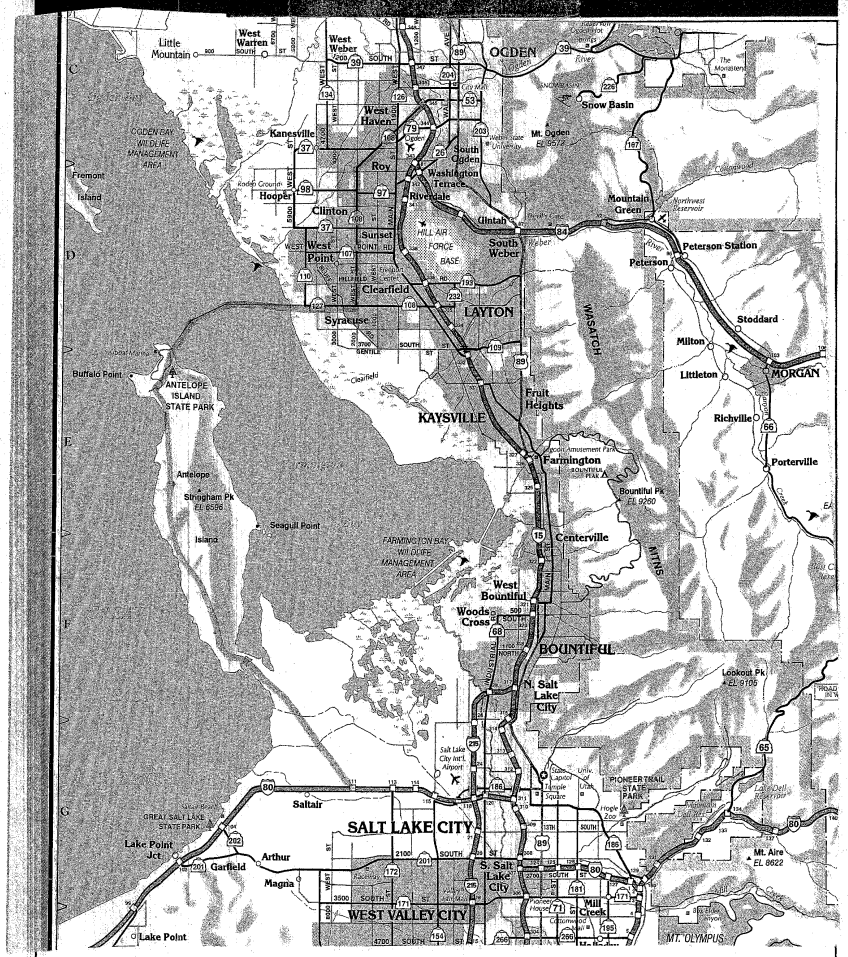
If you funnel all the traffic from Northern Utah into one narrow section by Lagoon what happens when you have a Hazmat spill. No one from Ogden gets to the airport, no tour bus gets to Wendover.

Why not an alternate route that will not conflict with I-15 during construction.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP782

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card



Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP783

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 16 MAR 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: BYRON S. JONES Title (if applicable): —

Telephone: 292-0345 Fax:

Organization/Business (if applicable): Email: bys150@earthlink.net

Address: 266 WEST 2300 SOUTH

City: BOUNTIFUL State: UTAH Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

When you drive at speeds that are stop + go a lot there is considerable polution required into the atmosphere. If the added highway is built this will be improved for many years to come. People are going to live further away from Salt Lake City because the life is much nicer in surrounding areas. We need the highway right away. We also need commuter rail + light rail or a much improved bus system servicing Davis County. You need to have improved bus or light rail system for Salt Lake to encourage people to use light rail, buses or commuter rail. The affect on the wet lands will be short term. They will be much improved afterwards. Don't let the minority agenda delay or dictate what we do in Davis County.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP 78

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-14-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: GARY LITSTER Title (if applicable): POLICE OFFICER.
Telephone: 801-292-8442 Fax: 801-296-2078
Organization/Business (if applicable): CENTERVILLE City Email:
Address: 250 North Main
City: Centerville State: Ut Zip: 84014

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is IRRESPONSIBLE and short sighted for someone to think the Legacy parkway is not needed. During peak traffic times I15 is obviously insufient. This causes serveral problems such as, Poor air quality from slowing and stopped traffic. Overflow traffic's only alternate route is going through residential and business areas which are not designed for such heavy traffic. As traffic is forced to be delayed drivers become impatient, resulting in aggressive driving, increased number and severity of auto accidents and many times road rage which can result in personal injury. This entire growing problem is and overwhelming strain on public safety resources.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-785

RECEIVED MAR

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Tom N. Hori Title: Pres. / CEO
Telephone: (801) 298-2401 ext 101 Fax: (801) 298-2024
Organization: REDCON, Inc. Email: tom@redcon.com
Address: 90 No Main
City: Bountiful State: Ut Zip: 84010

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: See copy of enclosed e-mail

Signature

MAR 2 8 2005

GP-785

Tom Hori

From: Tom Hori [tom@redcon.com]
Sent: Monday, February 28, 2005 11:27 AM
To: 'legacy@jsanet.com'
Cc: 'tom@redon.com'
Subject: In support of Supplemental Environmental Impact Statement (SEIS) for Legacy Parkway (Army Corps of Engineers)

As the President/CEO of REDCON, Inc. an engineering consultant firm located in Bountiful, I have long advocated for the need of the Legacy Parkway due to the daily gridlock on I-15 during the peak periods in the morning and evening traffic commute to and from home to office. Additionally, when there is a accident on I-15 traffic comes to a complete halt which results in lost time on behalf of my employees who also commute up and down I-15 which means time lost resulting in lost revenues to my business.

In addition to my personal concerns, I support the Davis Chamber of Commerce and their reasons to vote in favor of the Legacy Parkway, as follows:

I support the SEIS and the process used to create it - CPIC meetings, review of draft studies.

I support the conclusion that the D&RGW right-of-way is not an appropriate location for the Legacy Parkway - the study is correct in finding that the community impacts would be too severe - relocation of numerous home and businesses, noise and disturbance of remaining nearby homes, schools and businesses, and division of the communities.

I support the conclusion of the study on sequencing of projects to implement the shared solution - Legacy and transit, then I-15 reconstruction. We and UTA are pursuing the construction of commuter rail as quickly as possible. In fact, because of the delays due to the lawsuits, it is likely now that transit will be up and running before the Legacy is completed, making the whole question of sequencing moot.

I support the conclusions of the study on transit usage - while we have a high percentage of workers in our county that commute to Salt Lake County, far fewer of them go to downtown Salt Lake than the percentage in Salt Lake County. We also have more through traffic, which will not be served by transit.

I support the shared solution for travel through the South Davis corridor - the growth rates in northern Utah make it obvious that no one project can meet the need that will exist in the near future - we need them all.

I support the conclusions of the study on the width of the right-of-way for the Legacy - I am glad to see that it could be reduced somewhat in width, but do not want to see it reduced any further because I support the landscaped parkway areas and the trail that will be part of the route.

I support the conclusions of the SEIS that impact to wildlife will be minimal, and that any impact will be more than offset by the provision of the substantial Legacy Wetlands Preserve.

Sincerely,

Tom N Hori
President/CEO

GP-786

From: Wendy Ajax [wendy.ajax@library.utah.edu] **Sent:** Mon 3/21/2005 4:18 PM
To: Legacy
Cc:
Subject: Support the Smart Growth Alternative
Attachments:

Greetings,

I'm writing to strongly encourage the Federal Highways and U.S. Army Corps of Engineers to give full and fair consideration to the Smart Growth Alternative. There are other proven transit solutions than the controversial Legacy Highway proposal, which has proven to be poorly planned and enormously costly. It is imperative to minimize further environmental damage and toxic degradation to the fragile and irreplaceable ecosystem of the Great Salt Lake, which sustains millions of migratory birds that travel from South America to Canada. The Smart Growth Alternative offers better solutions for both transit and the environment.

Sincerely,
Wendy G. Ajax

GP-787

From: doug@bigbangcreativecompany.com [doug@bigbangcreativecompany.com]
Sent: Wed 3/16/2005 4:38 PM
To: Legacy
Cc:
Subject: Smart Growth
Attachments:

Dear Mr. Punske,

I'm writing to ask you to please give full consideration to (and implement) the citizen's smart growth alternative to the Legacy Highway. It will best serve the transportation needs of our community (and neighboring communities). We must reduce air pollution in the valley. When we get an inversion here, the air is not safe to breathe. The pollution from more cars makes it even worse. It's time we stop wasting money on the Legacy. Please make the smart decision and help reduce air pollution and preserve our wetlands.

Thank you.

Sincerely,

Doug Burton
1864 S. Berkeley Street
Salt Lake City, UT 84108

GP-788

From: John Urgo [jurgobk@hotmail.com]
Sent: Wed 3/16/2005 5:09 PM
To: Legacy
Cc:
Subject: Don't Build the Legacy Highway, Consider Alternatives
Attachments:

Dear Mr. Punske, Please give full and fair consideration to the Citizen's Smart Growth Alternative. We do not need to build the legacy highway. It will result in environmental degradation and even more traffic problems. The Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of the unique wetlands of the Great Salt Lake. Thank you, John Urgo 174 N. Main St. Apt 10 SLC, UT 84103

_____ Express yourself instantly with MSN Messenger! Download today - it's FREE! http://messenger.msn.click-url.com/go/onm00200471ave/direct/01/

GP-789

Kimberly J. Stevens

From: Udot Public Relations [SRWEBMAIL@utah.gov] **Sent:** Tue 3/22/2005 4:08 PM
To: Joe Walker
Cc:
Subject: 050322.F, Legacy
Attachments:

>>> Ucon Website <udotweb@utah.gov> 3/22/2005 3:45:16 PM >>>
Name:: Kerry L. Ruth
City and State of Residence:: Farmington, Utah
Phone:: 801-451-5808
E-mail:: klruth@worldnet.att.net
Comments/Questions:: I am in support of the Legacy Highway Project. I would like to see UDOT and the opposing Environmentalist lobby address the issue more fully of Mass Transit. Davis County is made up of the cities of Syracuse, West Layton, Clinton, West Point and other points in the Western most points of Davis County. They need other access than having to travel through congestion towards I-15 to make their way south into the Salt Lake Valley for employment. The environmentalists say that mass transit is the answer. Can someone tell me how mass transit will solve the problem of all the traffic flow from Davis County into Salt Lake County ie. People have to commute to the International Center by the Airport, to Jobs located in West Valley, West Jordan, Sandy, Murray, and other cities and Salt Lake County areas that are also located west of I-15 and west of I-215 West. Can UDOT make public how the opposing environmentalist groups expect Mass Transit will allow for a timely and economical commute from the Western reaches of Davis County into the Industrial areas of the North and Western areas of Salt Lake County? Will UDOT ask the media and others to have the environmentalist lobby explain their fix in light of their opposition to a Davis County transportation issue? The only good thing about mass transit is if a person lives very, very close to I-15 and they work in Downtown Salt Lake City. Thank You
What is your overall impression of the Utah Department of Transportation?: Excellent

RECEIVED MAR 2 8 2005 GP-790

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-21-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: RYAN SNARR Title (if applicable):
Telephone: 416-1990 x 110 Fax: 416-1991
Organization/Business (if applicable): DESTINATION HOMES Email: ryan@destinationhomes.com
Address: 8844 N. University Prk. Blvd.
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

IMAGINE NEEDING TO GET TO SALT LAKE FROM DAVIS COUNTY TO TAKE CARE OF AN EMERGENCY THAT COMES UP ON A WEEKDAY MORNING. WHILE YOU SWEAT IT OUT IN TRAFFIC YOU TOO WILL WONDER WHAT IS TAKING THE LEGACY HIGHWAY SO LONG TO BE BUILT. BUILD IT.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 8 2005 GP-791

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/20/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: James Hirst Title (if applicable):
Telephone: 801-860-7151 Fax: 801-583-5133
Organization/Business (if applicable): Global Wholesale Net Email: james@gwn.us
Address: 63 N. 1400 W.
City: Centerville State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I think we've done enough studies, commuter rail is coming but will not handle enough traffic to ellerieate the problem of only 5 lanes of traffic in Davis Cnty to 9 lanes in Salt Lake. We need more, we are sucking the life out of Davis Cnty. SLC will get more biz if its built. Fewer traffic jams means cleaner air & more safety for all of us. The sierra club is out of touch. Rocky Anderson is not a "Know it all" Our way of life is great lets keep it that way - Progress - evolve - invent new cars that don't pollute, give us roads to drive on so we'll buy those new cars! Build Legacy!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 8 2005 GP-792

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-16-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ryan G Poll Title (if applicable):
Telephone: 525-9800 Fax: 525-6814
Organization/Business (if applicable): Email: ~~rpoll~~ rpoll12@yahoo.com
Address: 1916 N. 700 W suite 230 Layton UT 84041
City: Layton State: UT Zip: 84041

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am taking the time to write as a very concerned citizen of Davis County. I have listened to the facts and have heard both sides of the arguments. The more that I study the issue, the more convinced I am that those opposing the Legacy Parkway aren't worried about the road's locacation or the wetlands. They have a completely different agenda!! It makes me very upset that this is obviously the case. More than enough discussion, study, and time has gone into this. It's time to do what is best for the environment, the wetlands, the growing infrastructure, and all of N. Utah.... Build the Legacy Parkway!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 8 2005 GP-793

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Delmae Pease Title (if applicable):
Telephone: 801 2958192 Fax:
Organization/Business (if applicable): Email:
Address: 277 West 2300 So.
City: Bountiful Utah State: Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We live in Bountiful and drive North often and know how important it is to have this Legacy Highway completed. We need this highway NOW!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-794

From: R. Paul Ord [paul_ord@yahoo.com] **Sent:** Wed 3/2/2005 9:23 AM
To: Legacy
Cc:
Subject: comments on legacy highway
Attachments:

I have lived in Bountiful for 60 years, and have seen much growth in this county. I am grateful that my children can live in this county also. In the last 5 to 10 years the freeway through Davis County has become very crowded, with the truck traffic, tourist, and and with new residences living in the county. There is not much space for alternative highways in the county because of the lake and mountains making a small corridor through the Centerville and Farmington areas. The Legacy highway is a needed project that should have been done many years ago. It has now become a safety problem, because of accidents that occur on the highway and the traffic jams that do not let the emergency people get to the accident in a timely manner. I suppose that a person has a greater chance of dying because of this problem than in other highway areas of the state.
I have been stalled in traffic when an accident occurs many times, and have had to sit in my car for at lease an hour if not more before getting through the problem area.
I hope that this highway will be built soon, as well as some of the other mass transit proposals. however mass transit by itself will not fix our problems.
R Paul Ord
1022 So 1650 East
Bountiful, Ut. 84010-1512
295-5106

GP-795

From: BRUCE CHUGG [bpc2995@msn.com] **Sent:** Wed 3/16/2005 9:45 PM
To: Legacy
Cc:
Subject: Legacy Highway future
Attachments:

I've driven the length of Davis County 5 days a week, for over 4 years now to the International Center in Salt Lake. The completion of the highway would make my commute safer and quicker, and I'm willing to pay more in gas tax to get projects like this done.

Why are the protesters of Legacy not trying to stop the new subdivisions being approved in Davis & Weber counties, that make this road a necessity?

GP-796

From: FRANK HAGAN [FHagan@tularehhsa.org] **Sent:** Thu 3/17/2005 7:59 AM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

As one who has vacationed in Utah and will visit the state again, (and again), I am in favor of the "Smart Growth" Alternative. The more we can alleviate "the commuter nightmares" - improved air quality will result. I live in the San Joaquin valley of California - currently the "asthma capital" of the United States. I really do have an awareness of the importance of air quality. The Smart Growth Alternative looks like a winner to me. Thank you.

GP-797

From: Margaret H. Christensen [path2peg@yahoo.com]
To: Legacy
Cc:
Subject: Citizen's Smart Growth Alternative
Attachments:

Sent: Fri 3/18/2005 1:34 PM

from: Margaret H. Christensen
266 Fourth Ave. #108
Salt Lake City, Utah 84103

This email notice is to voice my support for the Citizen's Smart Growth Alternative and to ask for your full and fair consideration of it.

Commuter Rail is a gift to us and to the future: it means less traffic on the roads, time efficient transportation, and equal access to citizens. Thank you.

Margaret (Peggy) H. Christensen

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!
http://smallbusiness.yahoo.com/resources/

Kimberly J. Stevens

GP-798

From: Willie Duersch [willied@inovar-inc.com]
To: Legacy
Cc:
Subject: Legacy Highway comment due March 21
Attachments:

Sent: Mon 3/21/2005 1:54 PM

Dear folks.
I am 100% behind having the Legacy highway built. It is ludicrous to have the environmental movement stop such a much needed alternate route.

In California, there was a lot of foresighted building of Freeway systems (I was there 35 years ago) and if we do not do something now, the traffic and issues with one major route through SLC will be our downfall. The costs of not having the access is extreme. People from the cache valley are experiencing a similar situation with only 89-91 and have allowed so much development on the west end of the city that to do something now would be very difficult. We actually started once, but people were too conservative and not foresighted.

The environmental movement has cost the citizens of this state millions of dollars in delays and lost revenues from people outside of the SLC area who refuse to go to SLC because of the traffic and inconvenience. If the environmental extremists want to impose their small narrow minded views on someone, have them go somewhere else where they can be happy.

We have lost revenues that could have been used in Logan Canyon and Sardine canyon because of the constant law suits....but look at how nice Sardine is now...and even safer. The DOT does environmental impact studies and we should let them do their job.

Please make a note that the highway as planned, should be implemented as first planned.
Best Regards,

Willie Duersch
Business Development Mgr.
Inovar-Inc.
1073 West 1700 North
Logan, Utah 84321
Cell: 435-881-2219 (Best)
Fax: 435-792-4950
Phone: 435-792-4949 (Message only)

****

CONFIDENTIALITY NOTICE: The information in this electronic mail transmission is legally privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of the transmission is strictly prohibited. If you have received this transmission in error, delete the message and immediately notify us by telephone at 435.792.4949 or by responding to this email.

****

GP-799

Kimberly J. Stevens

From: Susaflem@aol.com [Susaflem@aol.com] **Sent:** Mon 3/21/2005 1:34 PM
To: Legacy
Cc:
Subject: Comment on Legacy Highway
Attachments:

For Gregory Punske, Environmental Program Manager:

I hope you will seriously consider the alternative to the Legacy Highway which has been offered as an option by Utahns for Better Transportation. We need to provide an alternative vehicular route by extending and improving Redwood Road north of I-215.

The **Citizens' Smart Growth Alternative** which includes the Legacy Nature Preserve will improve air quality, provide more transportation choices, help to foster quality growth, and will reduce the wetlands which are destroyed.

Sincerely,

Susan F. Fleming
PO Box 58858
Salt Lake City, Utah 84158-0858

GP-800

From: TJ Green [tjgreen66@gmail.com] **Sent:** Wed 3/2/2005 10:03 AM
To: Legacy
Cc:
Subject: Legacy Highway delay
Attachments:

I urge you people to get the politicians off their back sides and get on with the builing of the Legacy Highway. It is disgraceful how they have stalled the UDOT and keep doubling the eventual cost of the project . There is a great need for this highway and also Mass Transportation.

T. J. Green
905 So. Fremont Rd.
Bountiful, Utah 84010
205-7742

GP-801

From: Debbie Hardy [Debbie.Hardy@ihc.com] **Sent:** Wed 3/2/2005 9:47 AM
To: Legacy
Cc:
Subject: For Legacy Highway
Attachments:

As a resident of Davis County, I am very much in favor of the Legacy Highway.

It has long been a need in our county for an alternative freeway to I-15. Residents in Salt Lake County have several - I-215 east and west. When there is an accident on I-15 northbound, residents and communities in Davis County feel the effects of only having one major thoroughfare from Salt Lake to Farmington. Motorists must stay in locked up traffic for long periods of time, or try to get off the freeway and meander through side streets in our cities.

I believe every effort has been made to conform to the requests of environmentalists and others who would block this construction even longer. It is amazing that as taxpayers we continue to pay for this because of issues raised that have been long since resolved.

My vote is to move forward and get this freeway built. We've needed it for a long time - please don't let it stall or end. Please build the Legacy Highway!

Thank you.

1

GP-802

From: Daniel A. Bartholomeusz [D.Bartholomeusz@m.cc.utah.edu] **Sent:** Wed 3/2/2005 9:24 AM
To: Legacy
Cc:
Subject: Legacy Highway comment
Attachments:

I grew up in Southern California. Before the 1984 Olympics, Los Angeles put in many freeways in hopes of reduce congestion and leave it as an Olympic "legacy". Now, the congestion is the same only it occurs on more freeways. Please don't repeat that here in Salt Lake. What kind of "Legacy" is a crowded freeway. You might as wqell be building another poorly planned Bangater highway. (What a poor legacy for that family name).

1

In your cost estimates, please consider costs of accidents and paroling more congested freeways vs. pay as you go public transportation. Extend the rail system to both David County AND Utah County.
If you build it, they will come - look at the TAX line. It is crowded on a daily basis. If you build on the great existing public transportation infrastructure of Salt Lake, the commuters will use it, and the I15 can be used for commerce transportation.

2

Sincerely,

Daniel A Bartholomeusz
4271 Park ST
Salt Lake City UT 84107

GP-803

From: kimball krantz [krkrantz@mstar2.net] **Sent:** Wed 3/2/2005 9:28 AM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

To Whomever It May Concern:

I strongly support the long-awaited Legacy Parkway. I would also like to express my frustration and anger at the constant whiney tactics of never-ending delay employed by the minority opponents: the Sierra Club, Utahns for Better Transportation, and Salt Lake City Mayor Rocky (Wannabe King of Utah) Anderson. They have had their day and their say. The time to move on is overdue.

GP-804

From: Dawn Schofield [dschofield@dsdmail.net] **Sent:** Wed 3/2/2005 11:01 PM
To: Legacy
Cc:
Subject: legacy
Attachments:

Hi My name is Dawni Schofield of West Point Utah and I say get the Legacy built. This delay has been ridiculous. It has cost so much money it isn't funny. Rocky can close his mouth and stop worrying about us northerners. I won't use the Legacy to enter his city but once a year, I spend my money in my hometown area. I don't support his city. Besides, look at how many people commute to his city to work anyways. I would think he'd want their trips to his city to run it much easy and quicker. BUILD THE LEGACY.

dschofield@dsdmail.net
Dawni Schofield
4th Grade
Fremont Elementary
Sunset,Utah 84037
(801)402-2300

GP-805

From: Dean Youngkeit [young@brigham.net] **Sent:** Wed 3/2/2005 10:29 PM
To: Legacy
Cc:
Subject: two projects could have been one
Attachments:

The Northwest Corridor (NWC) was to eventually be connected to a Southwest corridor and total as a shortcut for through traffic like the CanaMex truckers. I understand that the first goal is still a longer range plan and could offer up to a 26 mile shortcut for those not wanting a SLC stop. This shortcut would be over 100 miles long, and initially be only 2 toll road lanes as announced by Rep Jim Hansen.

The beauty of this was to subtract much heavy truck traffic from the commuter traffic and taxpayers would be free of the tax burden.

The idea that a new highway was being planned was hijacked by locals that want a shortcut to a different portion of the Salt Lake Valley from Davis county. For a short while, it kept the same name as the NWC. The news media accused the governor as wanting a highway legacy similar to the Bangerter Highway. I wrote the governor (Leavit) after seeing possible routes. I saw that the zig-zag paths would not be the shortcut that through traffic patrons expected . I told him that the road would not leave a pioneer type legacy if it did not include the original shortcut. The next week the "legacy" name first appeared on the project. I then wrote the national DOE office and complained that shortcut alternatives that would save much fuel were not being considered. This resulted in the first stoppage request. stating that alternates were not adequately considered.

The great mix-up would not have occurred if the originally planned toll road (NEW) for mostly truckers could have been kept as well as the totally separate and much shorter parallel route (Legacy). The finalized Legacy has lost much of it's zig-zag and is appropriate for Davis County residents.

The North and South Western Corridor route Can still become a near future development if the Socialist UDOT gets enough pressure to allow competition from Capitalist investors for the toll concepts.

Dean Youngkeit

45 East Center Street

Willard, Utah 84340

(435) 734-0681

GP-806

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Betty Roth
Phone #: None Given
Date: 3/9/05
Time: 11:26 a.m.

I want to leave a message. This is Betty Roth and I live in Bountiful and I am just so in favor of the Legacy Parkway and I don't...I think there will still be plenty of room for the birds and everybody else. I think it's desperately needed and I think that we have spent enough as taxpayers on studies and studies and studies and we should go ahead with the project as the department and their new proposal, anyway, the latest that UDOT has come up with on it just needs to go forward and I would like that message to get to the powers that be. Thank you.

GP-807

RECEIVED MAR 2 2 2005

March 16, 2005

U.S. Army Corps of Engineers
533 West 2600 South Suite 150
Bountiful, Utah

Mr John Thomas
UDOT Director,

In regards to the LEGACY PARKWAY, it is so very interesting that Marc Heileson, Rocky Anderson, and the others who object to this Highway do not live in this area and are not involved with the present "I-15 gridlock" problem. Therefore, they have nothing to do with this highway. 95% (or 100%) of those who write letters to the Newspapers in objecting to the Legacy Highway are all from outside of this area. Many members of the Sierra Club...(including Marc Heileson)...and other opponents are **from outside of Utah.** This is none of their business. Why should they be dictating what takes place in our State.

When Marc and Rocky filed the lawsuit at the beginning, they were claiming that the road would be very detrimental to the wetlands and the environment. That was their big objection. When that was shown not to be a valid argument, they don't harp on that as much. . So, they show their true colors, just plain **anti Legacy.**

When growing up on the farm, my good Dad had a saying for these kinds of people that surely applies in this situation. "Don't be a dog in the manger."

Interpretation: "That old dog over there doesn't eat hay, but he is going to lay in that manger and make damn sure the cows can't either."

Sincerely,
Leo Johnson
Layton, Utah

GP-808

Kimberly J. Stevens

From: Mckinnon Family [mckinnonfamily2115@hotmail.com]
Sent: Thursday, March 17, 2005 8:57 AM
To: Legacy
Subject: Legacy Highway

I would like to comment on the building of Legacy Highway. Although the highway is needed, there is no excuse to ignore federal laws to build it. I have seen this too many times in Utah, where the wild wild west mentality prevails. It is unfortunate that it was not constructed correctly in the first place, following the enviromental laws. It is not the Sierra Club's fault that many dollars in legal fees that have occured. It is the fault of those that did not plan it correctly in the first place. States have to follow federal laws.

If we can't build it correctly, then don't build it until you can. I do not think that the Sierra Club's proposal is necessarily the right one. The current proposal to purchase wetlands and have a compromise is a step in the right direction. But some wetlands should be saved. It should be a good balance. If that is not possible, then use emminent domain and move the highway closer to I-15. Neither way is pleasant, but destroying the little habitat we have left shouldn't always be the option.

FREE pop-up blocking with the new MSN Toolbar - get it now!
http://toolbar.msn.click-url.com/go/onm00200415ave/direct/01/

GP-809

Kimberly J. Stevens

From: Nathan Peterson [npeterson89@yahoo.com]
Sent: Thursday, March 17, 2005 9:39 AM
To: Legacy
Subject: legacy

It's about time that some one listens to the majority and not the loud minority that thinks they are protecting us. I wish some one with UDOT or FHWA had more back bone and would counter sue Rocky and friends. It's time to build the road.

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

GP-810

Kimberly J. Stevens

From: mccoy@xmission.com
Sent: Thursday, March 17, 2005 10:00 AM
To: Legacy
Subject: Legacy Highway Comments

ATT125123.htm
(27 KB)

March 17, 2005

Gregory Punske
FHWA - UT Division
2520 West 4700 South Ste 9A
Salt Lake City, UT 84118

via email: legacy@jsanet.com

Dear Mr. Punske,

I write today in opposition to the construction of the Legacy Highway. Please give consideration to the Citizen's Smart Growth Proposal because this proposal looks to the future needs of commuters and it works to preserve the wetlands along the Great Salt Lake, while also attempting to keep our air clean.

The Smart Growth Alternative is the right choice for transportation planning and development because it addresses five integral ares: Commuter rail to and from Ogden; Light Rail or Bus Rapid Transit (light rail on tires) to Farmington; Improvements to I-15 (widening and reconstruction of Beck Street and Parrish Lane interchanges); Revitalizing Redwood Road, creating a low-impact extension to Parrish Lane, and improving a frontage connector to Highway 89 in Farmington; and retention of the Legacy Nature Preserve

In addition, the Alternative will greatly reduce the loss of valuable wetlands compared to the Legacy Highway alternative by maximizing transit and slow sprawl growth, it will save an estimated 300 million in state funds and it will create a non-freeway, alternative transportation route through Davis County.

Thank you for considering this approach. It is only logical and smart.

Sincerely,

Liz McCoy
1872 South 1600 East
Salt Lake City, Utah 84105
(801) 486-1272
mccoy@xmission.com

Kimberly J. Stevens GP-811

From: Jsrckb@aol.com
Sent: Thursday, March 17, 2005 12:44 PM
To: Legacy
Subject: for Legacy

It is dangerous to have only one highway. When an accident shuts down I-15 there is usually no alternate route.

People are late for work, delayed getting to a doctor or hospital, delayed getting to the airport.

Emergency vehicles and personnel would not be able to use commuter or light rail.

Traffic stalled on I-15 due to an accident causes air pollution.

We need Legacy in addition to light or commuter rail.

Thank you.

John Robinson
Bountiful

RECEIVED MAR 2 2 2005 GP-812

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-1-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Meridee Litster Title (if applicable):
Telephone: 402-5482 Fax: 402-5483
Organization/Business (if applicable): Davis School Dist Email:
Address: PO Box 162
City: Farmington State: UT Zip: 84025

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I live in Farmington. My husband works for Centerville Police. A few years ago, a gasoline tanker was involved in an accident & hit the sound wall (I-15) on the Centerville/Bountiful border. The traffic was stopped for hours. The city streets in all of the neighboring cities were a nightmare. My husband was called in to help. He had to turn on his lights & siren so he could get out of our drive way. The street was solid cars. If we had Legacy, this would not have happened. Traffic could have been diverted to Legacy & not into the cities

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-813

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Wed 3/23/2005 12:04 AM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Robert Ellis

---[Address]---
1594 Sorrento Dr

---[City, State, Zip]---
Woods Cross, Utah 84087

---[Phone]---
(801) 292-1119

---[Fax]---

---[E-mail]---

---[Project Comments]---
Sure wish we could get this project completed. Having been stuck in traffic after several bad accidents on I-15, I can say we need this road.

==========

GP-814

From: Tom Metcalf [thojammet@worldnet.att.net]
To: Legacy
Cc: pronet@upnet.org
Subject: Citizens' Smart Growth Alternative
Attachments:

Sent: Tue 3/22/2005 9:35 PM

Dear Federal Highway Administration:

Please consider the Smart Growth Alternative – give it a **full** and **fair consideration**, please. It has been carefully developed to preserve the wetlands of the Great Salt Lake, **and** to meet adequately the transportation needs of Davis County with less environmental impact.

Thanks very much,

Tom Metcalf

3745 Viewcrest Circle, Salt Lake City, Utah 84124-3931, 801-272-5927

GP-815

From: DekeSe9@aol.com [DekeSe9@aol.com] **Sent:** Wed 3/2/2005 9:56 PM
To: Legacy
Cc:
Subject: Legacy Hi Way
Attachments:

Please get it going again, InterState 15 is congested, and weNeed aother route, We needed it when it ws started, The Sierra Club is way out of step telling us people upNorth we can sit in the traffic. So Is Mayor Rocky Anderson.

Thank You Delmer W Smith & Deloris E Smith and our family Get The Construction Crews Back on the Job Hurray.

GP-816

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 8:53 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Michele Wilson

---[Address]---
229 East Monticello Dr

---[City, State, Zip]---
Kaysville UT 84037

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I am in favor of the Legacy Highway project. We need another route to move traffic through Davis County. Not everyone can use public transportation to get to their destinations in Salt Lake and beyond.

GP-817

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 8:40 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Frank Kuba

---[Address]---
2269 N. Cheryl Way

---[City, State, Zip]---
Layton, UT 84040

---[Phone]---
801-544-8943

---[Fax]---
801-547-8910

---[E-mail]---
frankkuba@comcast.net

---[Project Comments]---
Lets get on with it. Anyone with a little common sense can see that there is a bottleneck where the highway is squeezed between the mountains and the Salt Lake. Beyond this area going south, the Beck Street area is another bottleneck. Were we to have a accident like to Propane truck rollover in either of these areas, all traffic to and from SLc would be halted. Rocky Anderson may be obnoxious and may be a little strange, but so are all enviromentalists. In spite of this, he is not stupid!~ As long as he can maintain the status quo, the northern part of the state will not grow economically. The road needs to be built, and the cause people will have to find another great cause to banter while they smoke their pot. economically.

GP-818

From: trent florence [trentflorence@comcast.net] **Sent:** Wed 3/2/2005 1:08 AM
To: Legacy
Cc:
Subject: opinion on Legacy Highway:
Attachments:

I really support the legacy highway. I really think it needs to go innnnn from Brigham city to Pacin now or never and I really think it should be now. I really think the traffic is hurrennnnndous along I fifteen and I two fiften and along the Bangeter highway and along the old Mountain doad us highway eighty nine and the jim hansen highway overpass. I really think we need to relieve the congestionn of these highways and freeways and the legacy highway parkway will only do it better. The soonner it is built the better. We really need to stop the legal and political wrangling over it and just start going to town on it building it and getting it done. Let's don't take another fifty to one hundred years to get it done.The traffic is even worse on the other freeways when a wreck is involved and these highways are shot down for hours and then the whole valley's traffic snarls up but if we had legacy highway then some of the snarling would be relieved.

Trent Florence

1601 fox park Drive

Apt #10h

West Jordan, UT 84088

801-566-0833

trentflorence@comcast.net

Thank you very much again for your time.

Trent Florence

GP-819

From: Kathy Bell [kbell@xmission.com]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Wed 3/2/2005 1:59 PM

As a long-time resident of Davis County, I wish to express my support for the Legacy Highway. I am certain that by building it we will have a safer, more assessible drive, saving hundred's of hours of productive people-time, verses, time wasted sitting in traffic. I would also encourage the commuter rail, of which I will use. There is room and need for both.

Thank you. Kathy Bell Farmington Resident

GP-820

From: Carrie Morgan [gimmeatree@yahoo.com]
To: Legacy
Cc:
Subject: Legacy Highway / SGA Response
Attachments:

Sent: Wed 3/2/2005 5:11 PM

Dear Mr. Punske,

I would like to voice my strong support for the Smart Growth Alternative (SGA) for the Legacy Highway.

I have been very opposed to the idea of the new highway and the sprawl it will undoubtedly generate.

The SGA is an important proposal for Utah. We have seen the success of TRAX and it's high usage. The use is much higher than projected even for the year 2030. To create a Light Rail solution to transportation problems is obviously much more efficient than creating more opportunities for air and land pollution.

I believe Utah needs to find smart growth solutions to development immediately. We are fast running out of land and the highway will only exacerbate the problem.

The revitalization of Redwood will be less environmentally hazardous than a new highway and it just makes good sense to expand on what we have rather than expand and develop on precious land.

Thank you.

Carrie Morgan

Celebrate Yahoo!'s 10th Birthday!
Yahoo! Netrospective: 100 Moments of the Web
http://birthday.yahoo.com/netrospective/

Kimberly J. Stevens

GP-821

From: Dan Bradshaw [info@topomap.to]
Sent: Wed 3/2/2005 5:47 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

To Whom it may concern:

I am in favor of Legacy Highway. The residents of Davis and Weber County need additional highways. I-15 is used a great deal for interstate commerce, long haul trucks are on this roadway at any hour of the day in great numbers. Us residents that commute have to squeeze into an already busy roadway during the commuting rush hours. In the past month a major accident closed down I-15 for many many hours on a Saturday. The traffic problems caused in our small communities as a result was a mess, our smaller city streets are not equiped to deal with large "interstate" volumes of traffic.

Mass transit is not the solution now, a new highway which is mostly in place is, please build it now, then consider the mass transit solutions.

Dan Bradshaw
1216 East 2050 South
Bountiful, Utah 84010

GP-822

From: Ucon Website [udotweb@utah.gov]
Sent: Wed 3/2/2005 2:18 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Mont and Becky Ford

---[Address]---
638 N. 500 E.

---[City, State, Zip]---
Centerville, Ut.84014

---[Phone]---
801-292-8249

---[Fax]---

---[E-mail]---
montkf@msn.com

---[Project Comments]---
We fully support the legacy highway Parkway. Our community suffers when I-15 is shut down due to any blockage on the freeway and our side roads become impassible due to the traffic routed off from the interstate. There have been many times when we could not even get from our home to 400 east in Centerville because of the re-routed traffic from the I-15 freeway. Our concern is that if a major disaster occurs, we would have no access outside the devestated area. Centerville has the most narrow strip of land anywhere near I-15. Also, we do not feel that special interest groups should be able to dictate issues that effect our safety and our ability to get around in our city.

==========

GP-823

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 2:19 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
John B. Ure

---[Address]---
PO Box 160456

---[City, State, Zip]---
Clearfield, UT 84016

---[Phone]---
801-776-0220

---[Fax]---
801-773-3785

---[E-mail]---
jure@paintsundries.com

---[Project Comments]---
1. Time to stop listeningt to the mouse that roared.
2. Safety of people doesn't compare to ducks.
3. Competition in the world is enough without fighting with SLC. They are willing to take our tax dollars in what we buy and the airline dollas they must take the rest of what comes with it.

4. Time to stop holding the rest of the state hostage.
5. It will happen, the publics best interest is served by getting it done now.

==========

GP-824

From: Lou Kunde [lkunde@telamerica.com] **Sent:** Wed 3/2/2005 2:25 PM
To: Legacy
Cc:
Subject: Legacy Highwa
Attachments:

While I do not live in Davis County, I do have occasion to travel that direction to visit family that lives there and other family that lives in southeastern Idaho. At certain times of the day it is a real trial to get to my final destination and sometimes there have been great delays in traveling through that section of my trip.

I believe we are all concerned with the environment and the air we breathe, but a certain idiot " Mayor Rocky" continues to challege the building of the much needed alternate route on the basis it will add our already polluted air. It is his belief that the current challenges can be met with the addition of public transportation. Public transportation will remove a small percentage of the population from the roads, but since this is a major north-south route throught the state of Utah we should not consider just the residents of Davis County for the building of this highway. Politicians continually espouse economic growth for their towns along this corridor as does the state of Utah. It does not seem like rocket science to me that you can't have continued economic growth without urban growth as well. It is time to suck it up and build this highway. I believe the end result would be for people to get to and from their destinations in a shorter amount a time because they are not sitting idling in traffic for hours and going nowhere. It will also allow an alternative route in the event of a major tie up of the roads that has already occurred more than once in the past couple of years.

I think it is time for the tax payers to be heard. We are the ones that end up footing the bill. I am sick and tired of special interest groups that file lawsuits to stall completion of this project and additional hundreds of million dollars that it will now cost to complete the project. I think it is time for the tax payers to band together and counter-sue those that have caused the delays and the additional monies to complete the project. There need to be consequences for the actions of these special interest groups that end up costing us all more money in taxes.

A Midvale Utah Resident

GP-825

From: Steve Snow [ssnow@dsdmail.net] **Sent:** Wed 3/2/2005 2:32 PM
To: Legacy
Cc:
Subject: Comments on the Legacy project
Attachments:

I am and always have been in favor of the Legacy Highway. I think that having mass transportation in addition will be fine, but will not solve all of the transportation needs in the wasatch front. We definitely need an alternative to I-15.

I have not talked to anyone (personally) who is against this project.

Steven Snow
1466 E Oakridge Dr
Layton UT 84040

GP-826

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 2:35 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Ross Vellinga

---[Address]---
785 E. Oxford

---[City, State, Zip]---
Kaysville, UT, 84037

---[Phone]---
444 0157

---[Fax]---

---[E-mail]---

---[Project Comments]---
Just Do It!! I have reviewed the summary and the proposed solution look great! Go for it!!

==========

GP-827

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 2:44 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Mary Wehunt

---[Address]---
1197 Wild Tree Circle

---[City, State, Zip]---
Draper, Utah 84020

---[Phone]---
801-572-7688

---[Fax]---

---[E-mail]---
marywehunt@comcast.net

---[Project Comments]---
Each day I drive in the carpool lane north and south on I -15. Whenever there is an accident or traffic jam I look over to view the 4 lanes of individuals each driving (or sitting) in their cars as I cruise by. The carpool lane is quite fast because it isn't used. What a shame! And then people wonder why days go buy without seeing the sun and respiratory infections and alergies are on the rise. Let's use some common sense or the air

Utah will be unbreathable in 25 years. If you build another highway it will continue to stay jammed up with individual drivers -- a senseless waste of fuel and clean air. Build high speed rail please!!! Trax has proven that people with use efficent public transporation. Get rid of the buses if you have to because nobody rides them!! They are too inefficent and never on time!!

So, to conclude, no to Legacy Highway and yes to high speed rail (from Ogden to Provo). Sincerely,
Mary Wehunt

==========

GP 828

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name LR Thackeray Title owner
Telephone 546 8495 Fax
Organization La Ross Dances Email:
Address 195 E Gentile No 5
City Layton State Ut Zip 84041

☐ Add me to the USACE mailing list to receive info and meeting notices

2-27-05

Comments: I am NOT in favor of the legacy Parkway and am hoping that it will be stopped. I am against organizations who destroy natural habitats for wildlife and destroying farmlands. For what? Rich businessmen to drive to waste air to the golf courses!

Signature

RECEIVED MAR 3 2005

GP-829

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-17-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Joann Stoddard Title (if applicable):
Telephone: 774-8831 Fax:
Organization/Business (if applicable): Email: pjstodd@peoplepc.com
Address: 502 N. 2400 W.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-830

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Feb. 23, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Debra Carter Title (if applicable):
Telephone: 825-4524 Fax:
Organization/Business (if applicable): Email:
Address: 358 N 4500 W
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Does any of us want the Legacy Highway? No, probably not. But, the reality is that we need it. Our community is growing. Prolonging the building of the highway won't change that. Long-time residents of the area have known it was coming. People who have moved in only contribute to the need. We might as well make the best of the reality we live in. Let's get it done.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 831

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Craig & Ted Tueller
Title: Pres. & V-Pres.
Telephone: 801-298-1881
Fax: 801-298-4971
Organization: Tuellers' Ink
Email: ted@tuellersink.com
Address: 365 North 200 West
City: Bountiful
State: Utah
Zip: 84010

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: Our inhouse survey shows 100% support for the Legacy. Let's get this thing built! Boycott SLC until it is finished!!

Signature: Craig Tueller / Ted Tueller

GP-832

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-10-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Scott Johnson
Title (if applicable): MLGA
Telephone: 801-296-2000
Fax: 801-294-4524
Organization/Business (if applicable): American National
Email: scott@anpac.net
Address: 533 W. 2600 So. Ste. 135
City: Bountiful
State: UT
Zip: 84010

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please build the Legacy Highway. We need it!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-833

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: MAR 10, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: CAROL CATLIN Title (if applicable):
Telephone: 292-7063 Fax: —
Organization/Business (if applicable): — Email: —
Address: 2311 S. 350 W.
City: BOUNTIFUL State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We certainly need the Communities around us to realize our only source of departure from Davis Co. is I-15, and when a disaster comes we won't be able to get away. Another access road from Davis Co. is a must.

The Salt Lake area appears to be interested in only their needs, not ours.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 834

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Spencer Jones Title: Vice President
Telephone: 801-296-7411 Fax: 801-298-4967
Organization: Bailey's Moving & Storage Email: Spencerjebaileysallied
Address: 400 W. 700 S.
City: North Salt Lake State: UT Zip: 84054

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: I have lived in Farmington for 16 years and watched traffic continually increase. If there is the slightest impairment there are no options for commuters except through neighborhoods. I am an avid sportsman but it amazes me everyday I commute that more importance has been placed on wetlands and waterfowl than the hundreds of thousands of hours wasted by individuals who fund the operation of state and local government and yet we let the minority dictate the outcome of this project. Rocky Anderson nor the Sierra Club represent me nor even close to a majority. I'm sure it is closer to 1% of the public they represent and yet we are paying an additional $220 million so they can fight for a cause they probably don't even believe in they are just fighting against mainstream Utahns. It is time to cut them off and move ahead full speed on this project.

Signature: Spencer Jones

GP-835

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Dixon Davis
Title: Admin
Telephone: 773-7232
Fax:
Organization: Davis Family Physicians
Email: ddavis@davisfp.com
Address: 2084 N 1700 W
City: Layton
State: UT
Zip: 84041

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments:

Build Legacy Parkway. We need it and want it!

Signature

GP-836

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Jim Hill
Title: Manager
Telephone: 298-8917
Fax: 298-0196
Organization: Deseret Industries
Email: hill-rj@msn.com
Address: 158 E. Pages Lane
City: Centerville
State: Ut.
Zip: 84075

☑ Add me to the USACE mailing list to receive info and meeting notices

Comments: The sooner we get this the better!

Maybe we could find a way to move all our interests away from Salt Lake City along with any revenues they gain from us!

Signature

GP 837

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Mark Pugmire
Title: Dir. Contract Director
Telephone: 801-444-8823
Fax: 801-444-8802
Organization: HCA
Email: Mark.Pugmire@HCAHealthcare.com
Address: 1120 W. Sportsplex Dr.
City: Kaysville
State: UT
Zip: 84037

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: We need this highway to go through ASAP. Every time there is an accident or freeway closure, we have no other options! Traffic is increasing and affecting our quality of life adversely. The future will not be pleasant if we don't do something now.

Signature: Mark J. Pugmire

GP-838

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: WENDELL W. WILD
Title: CITY ADMINISTRATOR & INDIVIDUAL
Telephone: (W) 292-4486 (H) 295-4924
Fax: 801 292-6355
Organization: WEST BOUNTIFUL CITY & FAMILY
Email: wwild@westbountifulcity.com
Address (WORK) 550 NO. 800 W. and 735 W. 1000 NO. (HOME)
City: WEST BOUNTIFUL
State: UTAH
Zip: 84087

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: I have been in our city government for over 30 years and have known of and supported a West Davis Highway Concept for many more years than that. It is necessary besides improving transit which we all support as well. It is unfortunate that others, a majority of which are not even from our area are fighting us on this front! our family has helped develop and shape the wetlands that are now being used against us by opposition groups. Their efforts are costing us millions & millions of dollars fighting us on a project that will be of great benefit to all including wildlife. We want Salt Lake City, the freeway, wetland preservation and enhancement. We want to complete the Legacy Parkway as soon as possible. our entire family supports it.

Sincerely,

Signature: Wendell and Mary Wild & Family

GP-839

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Farrell Cook Title: City Council
Telephone: 801-825-0355 Fax:
Organization: West Point City Email: imbarpc@msn.com
Address: 2485 W. 800 N.
City: West Point State: UT Zip: 84015

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: I support the SEIS as the route for the Legacy Parkway because it is the best long term solution to Davis County transportation. The Redwood Road route looks to impact neighborhoods significantly more than SEIS.

Signature: Farrell Cook

It's time to hear the majority.

GP 840

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Victoria Cramer Title: Attorney
Telephone: (801) 299-9999 Fax: (801) 298-5161
Organization: Cramer & Cramer Email: VCRAMER@qwest
Address: 845 S. main st. Suite 23
City: Bountiful State: UT Zip: 84010

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: Legacy Highway is a bad idea and only a temp. solution. Make public transportation a reality where busses run every 10-15 min and can get you anywhere in the valley. Need also light rail. Need to change lifestyles and teach people to walk and bike. Maybe drivelines will be smaller!! More highways lead to more bad air, more crashes, more gas, more health care costs!

Signature: V Cramer

GP 841

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Gary R O'Brien
Title: President
Telephone: 801-298-3413
Fax: 801-298-6300
Organization: O'Brien Glass
Email:
Address: 55 E 400 So
City: Centerville
State: UT
Zip: 84014

☒ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: I have fifteen Trucks on the Road. They are often Back late because of Traffic - We need this Parkway Badly

Signature: Gary R O'Brien

GP 842

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Kay W. Briggs
Title:
Telephone:
Fax:
Organization:
Email:
Address: 978 E. Eagle Way
City: North Salt Lake
State: UT
Zip: 84054

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: Please let's build Legacy to help provide Salt Lake City & County Residents an escape route North. Also, provide an alternate route for I-15 traffic. I support legacy. Commuter Rail, light rail etc. I do not support the redwood road alternative!

Signature: KWBriggs

GP 843

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Stan Elmer
Telephone: (801) 295-2255
Title:
Fax:
Organization:
Email:
Address: 15 W 1200 S
City: Bountiful State: Utah Zip: 84010

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: I AGREE WITH THOSE LEADERS AND CITIZENS IN UTAH WHO WANT THE LEGACY PARKWAY AND PRESERVE IN ADDITION TO COMMUTER RAIL AND LIGHT RAIL. WE NEED EACH MODE AS QUICKLY AS PRACTICABLE

I'M ALSO IN FAVOR OF BALANCING OUR TRANSPORTATION, INDUSTRIAL, COMMERCIAL, RESIDENTIAL & RECREATIONAL DEVELOPMENTS WITH PRESERVATION OF OPEN SPACE AND WILDLIFE HABITAT.

THE LEGACY PARKWAY PLAN DOES A GOOD JOB IN ADDRESSING THESE VARIOUS NEEDS.

FEB, 2005 Signature: Stan Elmer

GP 844

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Steve H. Thacker
Telephone: 801-295-3477
Title: Centerville City Manager
Fax: 801-292-8034
Organization: City of Centerville
Email: stevet@centervilleut.com
Address: 250 N. Main
City: Centerville State: Ut Zip: 84014

☒ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 2 8 2005

Comments: The five court-mandated issues have been thoroughly studied. The Legacy Nature Preserve will protect the Great Salt Lake from further development encroachment. I also support Commuter rail, but it is not enough to meet the need. The Redwood Road alternative proposed by environmentalists has not even been reviewed by local planning commissions and therefore should not be a consideration.

Get on with it!!! Build the Parkway!!!

Signature: Steve H Thacker

GP 845

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: BRETT COLEMAN
Title:
Telephone: 801-614-9090
Fax: 801-614-9091
Organization:
Email:
Address: 780 S. 2000 W. #E304
City: SYRACUSE State: UT Zip: 84075

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: THE LEGACY HIGHWAY ONLY MAKES SENSE! WITH SYRACUSE AND OTHER DAVIS COUNTY CITIES BEING SOME OF THE FASTEST GROWING IN THE STATE, WHAT OTHER SOLUTION MAKES SENSE FOR THE INCREASE IN FREEWAY TRAVEL! IT'S AN INEVITABLE PROBLEM AND SOLUTION. LET'S STOP THE DELAY AND GET THIS TAKEN CARE OF NOW!

Signature: Brett R. Coleman

GP 846

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: David K Snow
Title: VP Branch Manager
Telephone: 801-409-5262
Fax: 801-773-6786
Organization: Bank of Utah
Email: dsnow@bankofutah.com
Address: 717 W Antelope Drive
City: Layton State: Utah Zip: 84041

☒ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: LEGACY IS NEEDED. ITS A PUBLIC SAFETY ISSUE — IF I-15 IS CLOSED DUE TO AN ACCIDENT TRAFFIC SPILLS IN CITY STREETS & NEIGHBORHOODS. ONE OF THESE DAYS A KID WILL BE HIT & KILLED ON A CITY STREET BECAUSE OF DIVERTED I-15 TRAFFIC. LEGACY IS THE OPTION, NOT CITY STREETS.

Signature:

GP 847

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 2 8 2005

Name: Bill Sanders Title: Director
Telephone: (801) 336-3930 Fax: (801) 336-3931
Organization: Heritage Museum of Ut Email:
Address: 403 No. Wasatch Drive
City: Layton State: UT Zip: 84041

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: We need to move forward with the highway. The delays are stupid. Must we wait until there is bumper to bumper traffic from the Idaho border to SLC before we act.

Signature: Bill Sanders

GP-848

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 2 8 2005

Name: KAY CHANDLER Title: Economic Dev
Telephone: 825-2788 Fax:
Organization: Email:
Address:
City: State: Zip:

☒ Add me to the USACE mailing list

H. KAY CHANDLER
1168 S. 1175 EAST
CLEARFIELD, UT 84015

Comments: The Legacy project is needed. Build it now.

Signature: H. Kay Chandler

GP-849

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Marilyn B. Cook
Title:
Telephone: 825-0355
Fax:
Organization:
Email:
Address: 2485 W 800 N
City: West Point State: Utah Zip: 84015

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: I agree with the building of the Legacy Parkway as proposed with the SEIS. Other options as proposed by the Sierra Club do not address the future long term needs. I also support other mass transit

Signature: Marilyn B. Cook

GP-850

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: MICHAEL THOMPSON
Title: President
Telephone: 801-936-4501
Fax: 801-936-4601
Organization: MEDICAL TECHNOLOGY
Email:
Address: 125 North 400 West Suite C
City: NSL State: UT Zip: 84054

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: Davis County needs an alternative route just like Salt Lake City has with I-215. One accident stops all North & South traffic.
Where was Rocky Anderson when they made the Bypass Hwy of I-215? I'm tired of Rocky Anderson's single minded and Elitist ...

Signature: Michael A. Thompson

GP-851

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Alan Doman
Title: CEO G.M.
Telephone: 801-292-8100
Fax: 801-591-2591
Organization: County Fun & Surfco
Email: cx-web@countyinns.com
Address: 999 N. 500 West
City: Bountiful
State: UT
Zip: 84010

☒ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: We will not beable to maintain the transportation, tourism, and quality of life unless we learn from the mistakes of having only one transportation route from Davis County. Bottle necks must be dealt with not ignored and we have the worst Bottle Neck of any major City, State, or Nation. yes those trash could be part of the answer but look at Europe they have $5.00 gasoline and a lasting quality of life. Get out of the dark ages and move the highway system forward.

Signature: Alan Doman.

GP-852

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: FRED PETTERSSON
Title:
Telephone: 801 299-1458
Fax:
Organization: DAVIS COUNTY RESIDENT
Email:
Address: 39 E 1200 N
City: CENTERVILLE
State: UT
Zip: 84014

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: I AM A DAVIS COUNTY RESIDENT AND AVID DUCK HUNTER. SINCE I SPEND MANY DAYS ON THE FARMINGTON BAY MARSHES AND LIVE & WORK IN DAVIS COUNTY, THE LEGACY PARKWAY ISSUE EFFECTS ME AS MUCH AS ANY ONE!!

PLEASE BUILD THE PARKWAY AND STOP WASTING TAXPAYER MONEY IN LAWSUITS!

MY DAILY COMMUTING TO WORK WILL BE IMPROVED AND WILDLIFE (AND MY DUCK HUNTING) WILL STILL BE AVAILABLE

Signature: Fred W Pettersson

GP 853

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Leon J Nielson
Title: Owner
Telephone: 801 298-2228
Fax: 801 298-2229
Organization: Leon J Nielson, CPA
Email:
Address: PO Box 429
City: Centerville
State: UT
Zip: 84014

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 28 2005

Comments: One accident can shut down the whole freeway. It is the only North-South route thru this part of Utah.

The legacy Freeway is needed for Non local traffic also - Truckers, etc.

It is past time to get it done.

Signature

GP-854

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Barry Mower
Title: CEO
Telephone:
Fax:
Organization: Lifetime Products
Email: bmower@lifetime.com
Address:
City: Clearfield
State: UT
Zip:

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: We need to move ahead with the Legacy Parkway. It has been delayed for too long by special interest groups and the lost. It is adding to taxpayers is disgusting. I-15 is way overcrowded and mass transit isn't going to solve the problem. I think the majority should decide this issue and not Rocky Anderson + the Sierra Club. Is this a democracy or what? We've spent too much on studies and law suits. I think most Utah citizens are sick + tired of the stalling. Just Do It

Signature: Barry Mower

GP 855

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: JEREMY EVERTS
Title: OWNER
Telephone: 801-725-1550
Fax: 801-447-8448
Organization: STICK-IT
Email: STICKIT_03@HOTMAIL.COM
Address: 996 W. COUNTRY LN
City: FARMINGTON
State: UT
Zip: 84025

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: AS PART OF THE DAVIS CHAMBER AND A FIRE FIGHTER FOR FARMINGTON. I SEE FIRST HAND THE AFFECTS A FREEWAY CLOSER HAS IN THIS PART OF THE STATE NOT JUST THE COUNTY. ALSO IF A NATURAL DISASTER WERE TO OCCUR ALL OF THESE CITIZENS WOULD BE TRAPPED WITH NO PLACE TO GO. I FEEL STRONGLY THAT THE LEGACY HIGHWAY GOES THROUGH AND WE HAVE AN ALTERNATE ROUTE TO TAKE THAT HELPS THOSE CITIZENS THAT LIVE NOT JUST IN DAVIS COUNTY BUT ANYWHERE NORTH OF SALT LAKE TO TRAVEL FREELY SOUTH TO PARTICIPATE IN WHAT EVER ACTIVITY IT IS THAT THEY ARE GO TO, BE THAT IT IS BUSINESS OR PLEASURE.

Signature: Jeremy Everts

GP-856

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Doug Olson
Title:
Telephone:
Fax: 801-295-3432
Organization: New State Duck Club
Email: dougolson2@qwest.net
Address: 2301 So Main Street
City: Bountiful
State: Ut
Zip: 84010

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: yes, I would like to encourage the Army Corps of Engineers to go ahead with the legacy highway as drafted.

Thanks,

Signature: Doug Olson

GP-857

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Pamela Petroff
Title:
Telephone: 801-774-0220
Fax: 801-825-4919
Organization:
Email:
Address: 4945 W. 800 N.
City: West Point
State: UT
Zip: 84015

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: Davis & Weber Counties NEED the Legacy Parkway ASAP!

Reasons:
1. Alternative route when I-15 is blocked
2. Protect wetland build out
3. Service & spread out motorists & truckers already driving I-15 to & from S.L.C. & south

We need commuter rail as well & want to support Salt Lake City's economy while lowering pollution by stalled traffic. Utah is a beautiful state & a wonderful place to live - and we must keep pace with growth with effective foresight & traffic management.

Signature: Pamela S. Petroff

GP 858

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Bill Cochran
Title: Program Development
Telephone: 801.2321/626 ext
Fax: 626.7558
Organization: Weber State
Email: bcochran@weber.edu
Address: 4050 University Circle
City: Ogden
State: UT
Zip: 84401-4050

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: We can't wait for the people to come before we build the highway - they're already here. Don't make us suffer any longer with the I-15 parking lot

Build Legacy NOW

Signature: Bill Cochran

GP-859

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Von D. Hill
Title: PLS - President
Telephone: 298-2236
Fax: 29
Organization: Hill Drive
Email: vdhill@cuud.net
Address: 1814 200 W
City: Bountiful
State: UT
Zip: 84010

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: This project will prevent + create more congestion than it displaces

Its a good project

Signature

GP 860

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Mark Romney
Title: Engineer
Telephone:
Fax:
Organization:
Email:
Address: 384 W 1465 N
City: Centerville
State: UT
Zip: 84014

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: We need Legacy now to help the traffic situation!

Signature

GP-861

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Debis Stinson
Title: President
Telephone: 725-8927
Fax:
Organization: Survival Solutions
Email: info@survivalsolutions.com
Address: 2864 N Fairfield Rd #110
City: Layton
State: Ut
Zip: 84040

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: This is needed so bad. But I think the expense of all the delays should be given to Rocky. For once he should be made to take responsibility for what he causes. I think all of his "friends up north" should boycott "his city" & refuse to spend any money there. It wouldn't take long before he would be begging us to come back to his city. He is only mayor of one city - not God, & not mayor of Utah.
Make him drive the freeway every morning & he would see how bad it is needed.

Signature: Debis Stinson

GP 862

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: James W. Barlow
Title: Advisor
Telephone: 801-975-6288
Fax: 801-475-6280
Organization: Jim Barlow Advisors
Email: jim@jimbarlowadvisors.com
Address: ~~[illegible]~~ 320 E. 1975 S
City: Clearfield
State: Ut
Zip: 84015

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: We greatly need the Legacy Parkway. It only takes 1 accident to stop all traffic north & south

Signature: [illegible]

GP 863

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Janette VanLeer
Title: Mrs.
Telephone: 801-547-1651
Fax: 801-295-2182
Organization:
Email: jvanleer@msn.com
Address: 695 No. 350 W.
City: Kaysville
State: Ut
Zip: 84037

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: The legacy highway would solve alot of problems for those traveling through Davis County. If you really look at the concerns from those opposing the project, they really don't support their concerns.
Davis Co. is only going to get bigger and it is imperative that that highway is built to help with traffic problems & congestion.
Please quit using our money to fight this and lets get the show on the road!!

Signature: Janette VanLeer

GP-864

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Alan Hess
Title: Pres.
Telephone: 292-8687
Fax: 292-8694
Organization: Hess Travel
Email: alhess@hesstravel.com
Address: 150 N. Main St.
City: Bountiful
State: UT
Zip: 84010

☑ Add me to the USACE mailing list to receive info and meeting notices

Comments: This highway is needed. Selfish special interests have cost the taxpayers millions and have hurt the public good long enough. Please approve this project.

Signature: [illegible]

GP-865

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Justin Manning
Title: Partner
Telephone: 801-628-9440
Fax: 801-294-9124
Organization: Extreme Auto
Email: manningsfreedytek.net
Address: P.O. Box 823
City: Farmington
State: UT
Zip: 84025

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: Any Society that is interested in growth, Prosperity and Advancement, Must face the challenges Associated in accomplishing it. A well thought out Plan, has been presented, including all improvements to all transit systems Currently Available. The Majority is paying the price & shouldering the burden for the views of a small minority. Which minority appears to be "pressing personal agendas verses "Listening" to reason. In Regards to the Minorities views on Pollution, Advancements in technology & Govt regulations to reduce emissions emitted by vehicles, will only improve. If Concerns of the Minority have been addressed, and All of the "Facts" are leaning in favor of the Parkway, Why aren't We Proceeding?

Signature

GP 866

RECEIVED MAR 28 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Brian Berg
Title: Administrator
Telephone: 801-393-1111
Fax: 801-393-1116
Organization: Mountainwest Surgical Center
Email:
Address: 1651 S Renaissance Tower Drive Suite 200
City: Bountiful
State: UT
Zip: 84010

☒ Add me to the USACE mailing list to receive info and meeting notices

GP-867

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: Steven S. Jensen
Title: General Mgr.
Telephone: 801 544 4298
Fax:
Organization: Plaine Jensen RV Center
Email:
Address: 780 N. 900 W.
City: Kaysville
State: Utah
Zip: 84037

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: The impact for good that this Road will have is immense. I can not count the number of complaints we get from our customers trying to get to us when there has been any kind of incident on I-15. We expect the traffic to increase in the coming years. The need for this Alternate/Supportive Road is without question.

These delays are pure politics and baseless in fact. The Road MUST go in ASAP.

Signature: [illegible]

GP 868

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name: David Van Beekum
Title: Manager
Telephone: 801-778-8843
Fax: 778-8707
Organization: America First C.U.
Email: DVanBeekum@AmericaFirst.com
Address: 1220 N. 225 W.
City: Ogden
State: Ut
Zip: 84404

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: Although not affected directly by legacy I employe the Army Corps of engineers not to hinder any longer the construction of this Road. More Damage is being done by having the same amount of cars idling down I-15 when the parkway could get them to work & home in a shorter period

Signature: [illegible]

GP 869

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: JOAN SIMPSON
Title: JOB COORDINATOR
Telephone: 801-298-3521
Fax: 801-298-3272
Organization: RR ROOFING
Email: rrroof@xmission.com
Address: 1263 W 75 N
City: CENTERVILLE
State: UT
Zip: 84014

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: We certainly support the building of the Legacy Highway because our company, RR Roofing, is located in Davis County. Our employees drive all over the Salt Lake Valley to do work for our clients. We are very aware of the congestion along I-15 & the need for a second corridor.

We decry the costly delays & the total waste of taxpayer monies to this point. Please expedite the approval process. The residents of Davis County deserve to be heard & to have their needs met.

Signature: Joan Simpson

GP 870

Kimberly J. Stevens

From: J.N.Willmore [jnwillmore@comcast.net]
Sent: Thursday, March 17, 2005 7:19 PM
To: Legacy

Please give full and fair consideration to the Citizen's Smart Growth Alternative.

I support the Smart Growth Alternative, which will meet future travel needs while
greatly avoiding the loss of hemispheric significant wetlands of the Great
Salt Lake.

Thank you for your consideration,
J.N. Willmore
225 'A' St.
Salt Lake City, UT 84103

GP-871

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Wesley Johnson Title: Pres.
Telephone: 801-295-3481 Fax: 801-296-2814
Organization: Menlove Dodge Toyota Email: wjohnson@menlove.com
Address: P.O. Box 909
City: Bountiful State: UT Zip: 84011-0909

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: The lawsuit brought by the Sierra Club is senseless!!! I definitely support the immediate start of the much needed Legacy Parkway.

Signature: 2-26-05

GP-872

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Terry Teigeler Title: Director Ogden CTR.
Telephone: 801 728-2771 Fax: 801-626-8897
Organization: Utah STATE UNIV. Email: terryt@EXT.USU.EDU
Address: 3104 University Circle
City: Ogden State: UT Zip: 84408-3104

☒ Add me to the USACE mailing list to receive info and meeting notices

Comments: The amount to be gained through further delay is much greater than what will be saved if the dispute continues.

The safety of thousands of commuters is evident on a daily basis. The orderly travel of goods and services frequently comes to a standstill.

I live in Davis Co. and know 1st hand of the congestion that needs relief. Please don't let further delays occur!

Signature: Terry R. Teigeler (EDD.)

GP-873

From: Koons [lbk7724@mstar.net] **Sent:** Wed 3/2/2005 8:45 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

We have lived in Farmington for approximately 11 years, we moved here from Alaska. The Legacy Highway is not only for convenience but for safety also. Now that there are so many homes by the Sheriff's Department, the back roads are no longer useful for Farmington residents to get around the traffic. The real danger that we run into is when there is an accident on the freeway. People exit the freeway and block the Frontage Road and also 200 at the top of our street (1470 S) and we can not get out of our residence. Many times we have failed to pick up our children from school or activities because we could not get out of our residence. If a chemical spill were on the freeway we would not be able to get out of the vicinity with the traffic.

Thank you.

Lori B. Koons
21 W. 1470 S.
Farmington, UT 84025
(801) 451-4544

GP-874

RECEIVED MAR 2 8 2005

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name: Kent C Ericksen Title: President
Telephone: 299-5513 Fax: 801-203-1178
Organization: Orbit Irrigation Email: KCE@orbitonline.com
Address: 845 North Overland Road
City: No. SLC State: Utah Zip: 84054

☐ Add me to the USACE mailing list to receive info and meeting notices

Comments: It is essential that the Legacy Parkway and Preserve be complete. We currently have many delays as a result of over crowded freeways. Our Company Associates cannot count on a specific time to leave for work. With more capacity available we would also be able to run our company more efficiently. We experience delays in loading and unloading trucks decreasing our ability to remain competitive in a very competitive market place. We need the Army corps of Engineers to step up and help relieve the stress created by improper planning and a city that is going to continue to grow. I hope you not only approve this project, but also look out another 20 or 30 years in your planning

Signature: Kent C Ericksen 2-28-05

GP-875

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

Name	Conway K Hansen	Title	Owner
Telephone	801 913 1444	Fax	801 298 2217
Organization	C K Hansen Co.	Email:	ckhansen@msn.com
Address	830 N. 500 W.		
City	Bountiful	State UT	Zip 84010

☐ Add me to the USACE mailing list to receive info and meeting notices

RECEIVED MAR 8 2005

Comments: I fully support the efforts to complete the Legacy Highway as proposed.

While I appreciate the need to protect habitat it is of greater benefit to ease overcrowding immediately for future, long term solutions to be implemented

Signature Conway K Hansen

Kimberly J. Stevens

GP-876

From: Dominique Storni [dominiquestorni@hotmail.com]

Sent: Thursday, March 17, 2005 8:34 PM

To: Legacy

Subject: Utah's Legacy Highway

Most of my friends call this the "Leavitt Highway". If the leaders of Utah, most of whom haven't lived in a city with light rail, took their heads out of the sand, they'd see how light rail benefits all species AND saves money.

If Utah spent the money wasted on legal battles, 1/2 the light rail from Ogden to Salt Lake City would already be done. I have commuted the stretch thru Davis County. I have also lived in the city. If we had a decent light rail, I'd almost never take my car out. In my own un-scientific calculations, if only 10% of the commuters took light rail instead of the freeway, there would be no need of more freeways lanes or another freeway. Its pretty simple to calculate the amount of cars in a 1 mile stretch during peak hours and deduce that 10% fewer automobiles would alliviate the crowded freeway.

In my humble opinion, it is money that drives these decisions, not what is the right thing to do. Trace the money trail to those most fervently advocating this atrocity.

Thank you for listening,

Dominique Storni... 801-593-6969

A beetle fell in love with a caterpillar and she returned his love, but she died and lay still, wrapped in a cocoon. The beetle grieved over his beloved's body. Suddenly the cocoon opened and a butterfly appeared. The beetle decided to kill the butterfly because it disturbed his meditations over the body. He rushed over to her and saw that the butterfly's eyes were familiar--they were the caterpillar's eyes. He had almost killed her, for after all, everything was new except the eyes. And the butterfly and beetle lived happily ever after.

But you need to look things in the eye for that, and not everyone can do it, and sometimes a lifetime isn't long enough

-Dmitri Shostakovich

GP-877

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/21/2005 6:35 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Chris Russo

---[Address]---
6513 W 2920 S

---[City, State, Zip]---
West Valley City, UT 84128

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
Stop the urban sprawl and save the wetlands...

==========

Jennifer Bassett

GP-878

From: Zachary Todd [palewriter76@yahoo.com] **Sent:** Mon 3/21/2005 3:36 PM
To: Legacy
Cc:
Subject: Legacy comment
Attachments:

It's clear there has been considerable research and thought put into the SEIS, but regardless of the cotton candy packaging, the Legacy Highway is still a highway, with all the noise, pollution, traffic accidents and asphalt that come with it. The expanded nature preserve is, no doubt, a plus. But it remains suspect that this highway will do much long term good for tightly congested Davis County. We may add another artery, but we'll still have too many capillaries in too little space. And the sprawl that will come is unquestionable. It's interesting that, thus far, some of the strongest supporters of the highway have been developers, who are already pushing the envelope with giant housing projects on the shores of GSL, some of them less than 10 feet in elevation above the 1983 flood stage.

At this point, the highway probably needs to be built so we can all move on. Yet it's sad that all the brain power that has gone into this project couldn't have, instead, come up with something fundamentally different than what we've done for the past century in dealing with growth.

"Build another highway," has been the default solution for too long...

Regards,

Zachary Todd

Do you Yahoo!?
Yahoo! Small Business - Try our new resources site!

GP-879

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Paul
Phone #: None Given
Date: 3/8/05
Time: 5:48 p.m.

Yes, my name is Paul. I am a Salt Lake City citizen. I think the Legacy Highway should be built and the Supplemental Environmental Impact Statement in the first place should not have been required. It was due to a bad court decision pushed by people who were using the environmental law just as an obstructionist policy in my opinion and I think that it indicates the Supplement Statement is perfectly good and sufficient and it should be approved and the building of the highway should go forward. Thank you very much.

GP-880

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Merlin Tracy
Phone #: 295-4137
Date: 3/8/05
Time: 4:33 p.m.

Yes, Merlin Tracy. I would like to make a comment on this Legacy effort. I believe that we need to terminate all outside sources of income that are against the building of the Legacy. We need the Legacy. Yes we need the Legacy Highway. I would like to ask and if so what is the answer…has there been any investigation into the hunters or the duck clubs, the rich man, the millionaire duck clubs that are out there west next to the lake. If this hasn't I think that this should be definitely a thing that should be investigated, put in the paper, put on the news and indicate that they are part of the money that is being wasted to challenge the building of the Legacy. This is Merlin Tracy. 295-4137. Thank you.

GP-881

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Larry Holbrook
Phone #: 936-7149
Date: 3/8/05
Time: 7:24 a.m.

Yes, I am just calling to give my complete support in favor of the Legacy Highway. I have lived here in Davis County my entire life and am appalled at the organizations who disapprove this because of the fact that most of them don't live here and I'm the one who has to contend with the traffic, with the congestion, and any time there is a major accident you can't move from one end of the county to the other because of the fact that we do not have alternate routes through Davis County unlike Salt Lake City County have numerous highways to go east, west, south, or north. We have nothing. It's time to that these other vested interests who I have no idea what their agenda is doesn't give us an opportunity and a chance to improve our own highways systems and our lives but they don't understand it is our county not theirs. I think that we know what is best for us. But I am calling in support of this highway system. I hope that we do everything humanly possible to pursue this and make sure that this happens. My name is Larry Holbrook. I live in North Salt Lake City. My address is 88 South 350 East. My phone number is 936-7149. Thank you very much.

GP-882

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Wed 3/9/2005 4:51 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Mark Lennartz

---[Address]---
1200 N. Church St. # 6

---[City, State, Zip]---
Layton, Ut. 84041

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
Legacy should be a go. I grew up in Farmington lived ther through the mudslides and have watched as areas that used to be "wet lands" have turned into residential communities (The Farmington ranches for instance) West of Redwood road in North salt lake new houses are being built in the old wet lands but no one stops that. I drive for a living average about 200 miles per day locally delivering barricades for various companies and with the increasing volatility on I- 15 and the reckless behavior of a growing percentage of impatient people The Legacy is the best interest for all parties, Thank you.

==========

GP-883

From: Mark Coulam [m_coulam@hotmail.com]
Sent: Wed 3/16/2005 10:36 AM
To: Legacy
Cc:
Subject: legacy comments
Attachments:

First, let me say that I have opposed Legacy Highway ever since I became aware of it, mainly because I believe that our country is already far too dependant on petroleum fuel for travel. Our over-reliance upon oil reserves is responsible for poor air quality from automobile exhaust, not to mention urban sprawl, noise, and water pollution. Additionally, we contribute directly to tension in the Middle East as our need for fuel has required U.S. military personnel to "protect our interests and our way of life." Perhaps if our "way of life" is so strongly connected to conflict, we should take a look at what changes we can make, before having to resort to war and conflict.
However, I do not oppose the Legacy Highway being built all together. I realize that the road is badly needed as an alternative major north-south route. I do however, favor any low-impact, environmentally sensitive alternatives that would allow travel through the Legacy corridor. Please be as considerate as possible to the surrounding Great Salt Lake area.
Thank you.

Mark Coulam
Salt Lake County resident

GP-884

From: kasey.child@L-3com.com [kasey.child@L-3com.com]
Sent: Wed 3/9/2005 2:14 PM
To: Legacy
Cc:
Subject:
Attachments:

I am 25 years old and have lived most of my life in Kaysville, Utah. Over the years the traffic has gotten much worst going through the corridor between Lagoon and Salt Lake City. The freeways are busy all of the time, but when an accident or disaster takes place it is total GRIDLOCK. There are no other good alternate routes from Lagoon to Salt Lake City.

While I have been caught in traffic various times, one day stands out in my memory. An accident on the freeway in North Layton caused such a gridlock that my normal 15 minute commute took 2 1/2 hours. The trouble is that there is not an alternate route to even consider when the freeway is locked up like that.

I have tried carpooling to work. My biggest problem is that a minority group--"The Sierra Club" and Mr. Rocky Anderson have been successful in blocking the construction of the Legacy Highway which is a much needed alternative roadway from Lagoon to Salt Lake City. This highway is badly needed. I am also in favor of alternate forms of transportation (a commuter train, improved bus system, etc.) However, that will only lessen a problem. The major problem of having only one major roadway between Lagoon and Salt Lake will still exist.

I am firmly infavor of the Legacy Highway.

I am really frustrated that minority factions carry more weight in the approval process than the majority of the people. There are very few people I have talked to who are not in favor of the Legacy Highway. The silent majority may not be as vocal as these minority groups, but our desires should carry as much weight (if not more) than the minority.

I am not sure where to send my comments but I would like my opinion to be heard. I am in favor of having Legacy Highway built as soon as possible.

Thank you,

Kasey Child
1071 S. 225 E.
Kaysville, UT 84037

GP-885

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:
Sent: Wed 3/2/2005 6:31 AM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Justin Carlson

---[Address]---
1895 E 3900 S

---[City, State, Zip]---
Salt Lake City

---[Phone]---
801-274-2774

---[Fax]---

---[E-mail]---
jcarlson@usxpress.com

---[Project Comments]---
One of the key assumptions underlying traffic growth projections is that the supply of transportation fuels will remain stable and inexpensive. But a growing body of petroleum geologists (e.g. Simmons, Campbell) and other scientists point to a *near-term* and *permanent* decline in oil supply. Add to that the instability in countries upon which we Utahns heavily depend for a steady/inexpensive supply (especially the Middle East). In light of this accumulating evidence, shouldn't state transportation departments such as UDOT be asking if the time of perpetual highway capacity expansion is winding down? Shouldn't we be looking at fundamental shifts to more energy efficient modes?

To put it another way, what if in ten years, we're paying $7-$10/gallon for gasoline? Can we economically afford to continually ramp up our single-car commuting distances and capacities?

And what if in 15 years the price is $15-$25 / gallon? Can a transportation system like the one we're expanding remain *economically* viable in such a scenario?

Thank you for your time.

==========

GP-886

From: Thomas Ball [tball@utah.gov]
To: Legacy
Cc:
Subject: Legacy Highway SEIS Comments
Attachments:
Sent: Wed 3/16/2005 11:10 AM

My name is Thomas Ball and I live in the city of Bountiful in Davis County. I commute 4 to 5 days a week into Salt Lake City. I quite often use mass transit for this commute. On the days that I drive to work I use I-15 and Redwood Road as my routes. I have seen what happens when I-15 is congested or shut down even for a short period of time and I support the construction of the Legacy Highway. 1

More mass transit will not solve the whole problem. I like using mass transit, it saves me money, but how will mass transit solve the problem of a shutdown of I-15? It can't. An alternative is needed.

In your review of comments I hope that you place more importance on comments from those of us who live and work and use the roads in the area impacted by the highway. There are many who don't want this highway built, but many of them do not live in this are and have never even visited the area. 2

Build it!!!

Sincerely,
Thomas Ball

GP-887

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/16/2005 3:40 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Kathy Van Dame

---[Address]---
1148 E 6600 S

---[City, State, Zip]---
SLC, Ut 84121

---[Phone]---

---[Fax]---

---[E-mail]---
dvd.kvd@juno.com

---[Project Comments]---

The Citizens Smart Growth Alternative claims it would save money and have a reduced environmental impact. This option should be fully explored to verify the claims. If it lives up to the claims, it would be irresponsible not to use it.

Please give the Smart Growth Alternative careful consideration.

==========

GP-888

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 7:10 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Jill Willoughby

---[Address]---
1057 S Via La Costa Way

---[City, State, Zip]---
Kaysville, UT 84037

---[Phone]---

---[Fax]---

---[E-mail]---
jill@willoughbys.net

---[Project Comments]---
As one who lives in Davis County and works in Salt Lake, I see daily the need for Legacy. Just this morning there was another wreck during the commute that caused a major slow down. This parkway is desperately needed and is a good proposal. I'm happy about the multiple-use trail that would parallel the highway. Please build it!

==========

GP-889

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

Sent: Fri 3/18/2005 12:49 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Carrie Howes

---[Address]---
2966 S 200 E #81

---[City, State, Zip]---
SLC, UT 84115

---[Phone]---
706-1806

---[Fax]---
n/a

---[E-mail]---
ptbath@hotmail.com

---[Project Comments]---
Hi Greg, please
1) give full & fair consideration to the Citizen's Smart Growth Alternative.
2) The Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake.
THANK YOU!

==========

GP-890

From: wayne.kartchner@L-3com.com [wayne.kartchner@L-3com.com]
To: Legacy
Cc:
Subject: Legacy
Attachments:

Sent: Wed 3/2/2005 7:09 AM

We need the Legacy highway. Today on my way into work there was a minor accident on I-15 which slowed traffic to a crawl.

We do need the commuter rail but we need Legacy also.

Wayne Kartchner
396 N. 200 E.
Farmington, UT 84025-2501

(801)451-5724

GP-891

From: Sandra P. Nelson [nelson@connect2.com]
Sent: Wed 3/2/2005 7:49 AM
To: Legacy
Cc:
Subject: we need legacy highway!
Attachments:

Over the years I have watched as I-15 has become more and more crowded, with rush hour traffic inching along, while officials dither over environmental concerns, and Rocky Anderson disparages Davis County residents who out of necessity must enter his elite domain.

The explosive growth in northern Davis County and the added traffic it brings will only intensify this problem. Public transit in the form of light rail and bus service is fine, but we still need an additional route for the heavy congestion which clogs our one and only route to points south, as most people will continue to drive in their own vehicles.

I hope this much needed highway will soon be out of the discussion phase and and become a reality.

Sincerely,

Sandra P. Nelson
Bountiful

Jennifer Bassett

GP-892

From: Trisha Wright [larubia@gmail.com]
Sent: Mon 3/21/2005 5:12 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Please build the legacy highway! We are residents of Syracuse and my husband (as well as most of our neighbors) works in Salt Lake. Afterall, those are where the jobs are. Davis county has more residents than large companies to keep it's residence employed. It seems obvious to everyone but Rocky Anderson that one freeway system by which this many people can commute to either Salt Lake or Ogden, where the jobs are, just doesn't make sense. We need the legacy highway so that the long commute doesn't have to be so long. It only makes sense! Let's not become California! Let's be wiser then they have been and build freeways so that our Fathers and Mothers can spend more time at home with their families than on the freeway trying to get there, getting impatient and causing accidents. Davis county will only continue to grow as families like ours move here for a safe place to raise children, with good schools and low crime rates. Please help us commute to our jobs on freeways that aren't so conjested and overcrowded. Please listen to us who will use it, not the mayor of Salt Lake who isn't affected by it and seems to be more concerned with birds, who I'm sure can migrate if needs be, then people with families. Thanks for listening!

Trisha Wright

Jennifer Bassett

GP-893

From: KEVIN F ROBINS [kevinrobins1@msn.com]
Sent: Mon 3/21/2005 4:51 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Build it now!

GP-894

From: gallison [gallison@xmission.com]
Sent: Wed 3/2/2005 9:59 AM
To: Legacy
Cc:
Subject: Highway
Attachments:

Legacy Highway

I am really getting tired of people talking about a certain outfit and other people against it. As to how much it is costing with the delays and suing the responsible parties. I for one---and I am sure that many others share my view -do not want it to be built. One good reason is that the congestion from Farmington will be still as bad or worse North on Route 15

Not long ago-there was a news item published in this paper that stated that Cities with a good commuter transportation-had 32 percent less traffic on their Highways That is one third less traffic-how can you support something that only puts more on the road?

On this-I have to agree with Rocky Anderson-Sierra Club and Utahns for better Transportation==have this money put it into Light Rail --once it gets to at least Ogden-there will be more people that will use that in favor of having to drive to Salt Lake City--the BUS you say?---not for me--slow and its in the traffic and very rough ride at that.Also it would be good to extend the Light Rail from Sandy to Provo.

As to Mr. Hansen-you like highways and the smog that goes with it???

MOVE TO LOS ANGELES

Richard Gallison
2374 W 2120 N
Clinton,Utah 84015
801-773-9563

Jennifer Bassett GP-895

From: Dennis Ostermiller [dennis.ostermiller@ihc.com] **Sent:** Mon 3/21/2005 4:21 PM
To: Legacy
Cc:
Subject: Legacy Highway Project
Attachments:

As a citizen of Northern Utah, I am pleased to see the progress that has been made on the Legacy project. I recognize that there are concerns for the potential impact on wildlife and natural spaces as a result of the project. We are fortunate to still have those natural areas to enjoy. However, we must be realistic in our expectations as a society. Our population continues to grow and that growth has an impact on our environment no matter what we do short of stopping growth. Our challenge is to manage that impact in the most responsible way that we can.

I feel that all of the work that has been proposed in this project is in fact responsibly managing the impacts. The data clearly indicates that we need the increased capacity that this project will provide. In my opinion the proposed Legacy Preserve in conjunction with the highway will actually have significantly enhanced the natural value of the area by returning those portions back to a similar to natural state and preventing the future development of those areas for other purposes.

I enthusiastically support this project and look forward to resumption of the construction.

Thank you for the opportunity to express my support.

Dennis Ostermiller
176 East 400 South
Hyrum, Utah 84319

MAR 2 2 2005 GP-896

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 14, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Susan Carter Title (if applicable):
Telephone: 774-9938 Fax:
Organization/Business (if applicable): Email:
Address: 166 N. 475 W.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

If it isn't built, they're still going to come. This area is already experiencing rapid growth. It will continue. We can't stop it. All we can do is accommodate it, and prepare for it. Our existing interstates and highways are already overcrowded. There is so much traffic on the interstate that some people choose the main streets through cities as alternative routes, making them overcrowded. It's hard to get anywhere anymore because of so much traffic.

Does anyone really want to put land and money into more roads? Probably not, but it's necessary to accommodate the growth which will continue.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Jennifer Bassett GP-897

From: NGMelling@aol.com [NGMelling@aol.com] **Sent:** Mon 3/21/2005 4:07 PM
To: Legacy
Cc:
Subject: Attn: Gregory Punske, FHWA
Attachments:

Dear Mr. Punske:

We are writing to ask you to please give full and fair consideration to the Citizen's Smart Growth Alternative for the Legacy Highway. We urge you do give this plan your consideration because this plan will meet our future travel needs while greatly avoiding the loss of significant wetlands, vital to so much wildlife, along the Great Salt Lake. We believe that it is important to address the transportation problems along this corridor. We also believe that just building more roads will not adequately work toward a solution: we must use every tool at our disposal to protect wildlife; we need to make every effort to reduce air polution; we need to offer viable mass transit, first, that will entice people to get out of their cars and to use mass transit; and we need to provide the best solution to alleviate traffic congestion. We believe that the Citizen's Smart Growth Alternative will be the best way to address this issue.

Thank you for giving your time and attention to the Citizen's Smart Growth Alternative.

Sincerely, Nancy & George Melling

GP-898

From: Ucon Website [udotweb@utah.gov] **Sent:** Wed 3/2/2005 11:26 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Wendy Warner

---[Address]---
333 South 975 East

---[City, State, Zip]---
Layton, Utah 84041

---[Phone]---

---[Fax]---

---[E-mail]---
wendy.warner@gcinc.com

---[Project Comments]---
Every day I am more convinced that we need an alternate route to and from Salt Lake. Even if we had the use of public transit it would not change the fact that there is only one road in and out. In Salt Lake you have the option to take other major or minor arterial streets, not the case in the North. I fully support both Mass Transit and the Legacy Parkway. The wildlife will adapt to the changes in their environment, just like they have over tne last 100 years. Unfortunately, the residents in northern Utah will only continue to suffer if something isn't done soon.

==========

GP-899

From: Shirley Giles [sgiles@utah.gov]
To: Legacy
Cc:
Subject: LEGACY HIGHWAY IDEAS
Attachments:

Sent: Wed 3/2/2005 11:01 AM

The Legacy Highway is a very important and needed highway in our state to move national and local traffic through our highly congested Wasatch Front.

Concerns: Since the elimination of rest stops on the Wasatch Front the trucker accidents have increased which I believe to be due to tired truckers. Getting on and off at ramps and dealing with the traffic is a task that many try to eliminate to make "time" for their deliveries. Due to be tired, I believe they make bad decisions when exiting which results in laying their truck over.

Possible Solution: I would like to suggest that the Legacy highway be built with some of the same amenities that many other states offer and that the Autobaun highway offers in Europe. I travel a lot by vehicle and have found that one of the very important aspects of the highway is it's frequent rest stops and the European Autobaun add the convenience of a gas station/snack bar.

Would it be possible to offer rest stops with the gas stations/snack bars with the gas stations participating in the costs to be located on the highway? I understand that this is either offered or being considered in other parts of the United States.

The Autobaun has easy access right into the rest area and easy access back on the highway which would be similar to a pit stop at a race track.

Thank you for your consideration.

Jennifer Bassett

GP-900

From: Kelly Leishman [kleishman@comcast.net]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Sent: Mon 3/21/2005 3:46 PM

HI Kelly Leishman just wanted to let you know of my support of the legacy highway and fill the importance of planning for the future if we dont get it done now it will cost 8 to 10 times as much in the future. Im from cache valley and find we haven't planned for our future very well and we have terrrible traffic problems on main street. Lets get the legacy Highway in a.s.a.p. thanks Kelly

From: Joy and Patrick [joypat2000@networld.com] **Sent:** Sun 3/20/2005 9:55 PM
To: Legacy
Cc:
Subject: Legacy comments
Attachments:

GP-901

To whom it may concern:

I'd like to make my family's opinions known concerning the proposed Legacy Highway. I want all those who are part of the decision process, including the Federal Highway Administration:

1) To give full and fair consideration to the Citizen's (this is what the voting public wants) Smart Growth Alternative.
2) The Smart Growth Alternative will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake

We love the state of Utah we live in and want to keep it a great place to live and raise our families. Instead of creating more car access and increasing our already-below-average air quality, I want to see a rail system created to the North. Light rail was frowned upon in SLC and its ridership has exceeded expectations and assume the same would be true for the Northline.

Sincerely,

Patrick Watson

Networld's Email is Powered by ModusGate and Spamhaus Project.
For more information about Networld's Services visit http://www.networld.com

From: Mark Baranowski [markb@digipark.com] **Sent:** Mon 3/21/2005 9:00 PM
To: Legacy
Cc:
Subject: We're AGAINST Legacy Highway
Attachments:

GP-902

I and my family are AGAINST the Legacy Highway as currently proposed by the State of Utah.

Everyday the road between Salt Lake and Davis County is filled with cars containing just one person per car! Why do we have to sacrifice some of the most critical wetlands habitat in the NORTHERN HEMISPHERE to continue this selfish mode of transportation? The Legacy Highway is a quick-and-dirty fix to continue this ONE-PERSON-PER-CAR addiction of ours.

The "Smart Growth Alternative" is a better/smarter/cheaper alternative with an emphasis on public transportation and it provides an alternate non-freeway route while protecting vital wetland areas.

Please consider the Alternative!

Signed,
Mark Baranowski and Family

GP-903

From: John Cederquist [John.Cederquist@health.utah.edu] **Sent:** Wed 3/2/2005 11:48 AM
To: Legacy
Cc:
Subject: highway
Attachments:

Please support efforts to find alternatives to construction of the Legacy Highway.

Failing that, complete mitigation efforts must be made to preserve other undeveloped lands to compensate for the effects of this uneccesary construction.

John Cederquist
801-585-3204

GP-904

From: Ljmansell2@aol.com [Ljmansell2@aol.com] **Sent:** Mon 3/21/2005 10:11 PM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

We have lived in Fruit Heights for 23 years and my husband traveled to SL to work for 17 of those years. We lived in SL before that time. The commute was always slow and painful especially during the years of construction twice to widen I-15. Not enough insight to do it right the first time. But we love living in Davis County and try now to stay as far away from SL as we can since retirement. And especially because of Rocky Anderson. Those we talk to feel the same and dislike SL a lot and hope he is happy to ruin that city by insulting all of us who live closer than those south of SL.

We have two sons and their families that live in Texas. They don't ever want to come back to this backward city that can't see beyond yesterday and plan for the future and do something now! We lived in St. Louis for a time and everyone there felt SL was years behind the times with the shortsighted planning that goes on here. Texas roads are so much better than ours and we enjoy being there as often as we can. Legacy Highway should have been built years ago and those that stop the progress and cause so much distress for so many people because of their concern for the enviornment are crazy. People are going to come and build and drive and if they think they can stop that they are very misguided. This talk about light rail and extending Redwood Road should have been done years ago along with Legacy. Talk, Talk, Talk, and all we got was the most expensive, eloborate interchange in the country, in Farmington, twice. You people should all be ashamed of yourselves for calling yourselves leaders. What happened to common sense, your brains and the money for our roads? Someone, please get something done, now!

Dr. and Mrs L. V. Mansell

GP-905

From: Ucon Website [udotweb@utah.gov]
Sent: Wed 3/2/2005 12:21 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Brett Steinicke

---[Address]---
239 East Monticello Dr

---[City, State, Zip]---
Kaysville, UT, 84037

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
I feel that the SEIS provides a fair trade for the environment, public safety and transportation needs. I feel that the benefits of the legacy parkway outway the adverse affects.

==========

GP-906

From: Jeff and Jennifer Paulsen [mpulse@xmission.com]
Sent: Mon 3/21/2005 8:10 AM
To: Legacy
Cc:
Subject: Legacy highway DSEIS comment
Attachments:

As Wasatch Front residents committed to pursuing sustainable development patterns and transportation alternatives, we support full and fair consideration of the Citizens Smart Growth Alternative.
This alternative deserves your consideration because it will:

* Greatly reduce the loss of valuable wetlands compared to the Legacy Highway alternative.
* Meet future travel needs. (The agencies have greatly underestimated transit ridership projections)
* Promote a better quality of life with more transit friendly development patterns, better long-term air quality, and open space preservation.

The Citizens Smart Growth Alternative consists of five integral parts.

1. Commuter Rail to Ogden
2. Light Rail or Bus Rapid Transit (light rail on tires) to Farmington
3. Improvements to I-15 (widening and reconstruction of Beck Street and Parrish Lane interchanges)
4. Revitalizing Redwood Road, creating a low-impact extension to Parrish Lane, and improving a frontage connector to Highway 89 in Farmington
5. Retain the Legacy Nature Preserve

Thank you in advance for helping to protect the quality of life in Utah.

Sincerely,
Jeff and Jennifer Paulsen

GP-907

From: Billly L. Meyers [lumeyers@comcast.net] **Sent:** Wed 3/2/2005 10:44 AM
To: Legacy
Cc:
Subject: Highway
Attachments:

Just to put in my feelings - I am 100% for getting on with ths project - enough of the tree huggers - they seem to be able to double the cost of all projects - and the ones I have seen in the past, as soon as completed, always seem to be enjoyed by all and in most cases are indespensable

Please move forward

Bill Meyers

12758 S Marks Way
Riverton, UT 84065
254-2567

GP-908

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/8/05
Time: 8:19 a.m.

Uh, I just want to list my strong support in favor of Legacy Highway. Let's get it here ASAP and send everyone else who opposes it home. Thank you very much. Bye.

GP-909

From: Dennis Yarrington [yarringtond@comcast.net] **Sent:** Wed 3/2/2005 1:41 PM
To: Legacy
Cc:
Subject: Legacy comments
Attachments:

I wanted to write and express my desire and full support to see the Legacy Highway built. We need it. Don't let the wackos stop it again. Is there a way to make them pay any additional costs that are incurred due to their meddling? I wish there were.

Dennis Yarrington

1356 N. Main

Centerville, UT 84014

292-3803

GP-910

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Donna Isaacson
Phone #: 299-1262
Date: 3/8/05
Time: 8:13 a.m.

Hello, this is Donna Isaacson calling, I live in Centerville and I'm not opposed to the Legacy Highway. I do have a question and that is when it was first proposed it would be a toll highway and I'd like to know if that is still in the picture and it never mentioned it. So, if you could give me a call and let me know on that at 299-1262. Thank you. Goodbye.

GP-911

Anderson, that were made about our County residents -
We do have ill feelings toward those who have been so negative in holding up this vital project.
We do so appreciate all the long time & efforts the Army Corps & the Utah Highway Dept have spent, fighting the Legacy.
We firmly support the project in every way.

Sincerely
LaVance & Norma
Nelson
Bountiful residents

Mr. & Mrs. LaVance P. Nelson
1608 So. 400 E.
Bountiful, Utah 84010

RECEIVED MAR X 6 2005

GP-911

Dear Sir:
We saw the article in the newspaper asking for comments from Davis County residents, with regard to the Construction of the Legacy Highway Project.
We were both born and raised in Davis County and still reside in the County.
We are very disturbed over the long delay of building of the Highway which is desperately needed.
It is long over due - it could of been completed and practically paid for while it has been postponed - due to Salt Lake Mayor Rocky Anderson and the ACLU interferance and court decisions. It's totally uncalled for. It is certainly no concern of their's.
The Mosquitoes can still hatch & the ducks still fly over the road.
When accidents & emergencies happen - the traffic is clogged for miles & for hours. There is no alternate route - as every one knows.
We agree they also need the Rail. There is such a drastic need for both.
We are furious, this has dragged on for so many years.
We discontinued shopping in Salt Lake City after the Nasty and Mean statements, made by Mayor

GP-C-560

GP-912

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/9/05
Time: 11:06 a.m.

I would like to see the Legacy Highway built. There is a lot of traffic on the other road and it would take some of the traffic away. Please build it. Thank you.

GP-913

Mary Jane Taylor
4164 Bevwood Circle
Salt Lake City, Utah 84124

March 11, 2005

Federal Highway Administration
2520 W. 4700 South
Suite 9A
Salt Lake City, Utah 84118

U.S. Army Corps of Engineers
533 W. 2600 South
Suite 150
Bountiful, Utah 84010

Dear Mr. John Thomas and Legacy Project Members:

I am writing to express my opposition and concerns with regard to the Legacy Parkway. I was recently in Illinois and read in *The Chicago Tribune* of an area where the government is trying to reclaim a marsh and natural habitat that had been developed. The people missed what they used to have. We need to learn from the mistakes of others and preserve this unique ecosystem.

Not only does this area provide natural purification for water going to the aquifers underneath the ground; but, there is the natural beauty of such an area. Look at the trash along the freeways and listen to the noise and smell the pollution. A freeway will greatly impact the birds and animals that depend on this area.

Couldn't we give more of an effort to promote mass transit and car pooling? What if we didn't have the option of all this extra "unused" space?

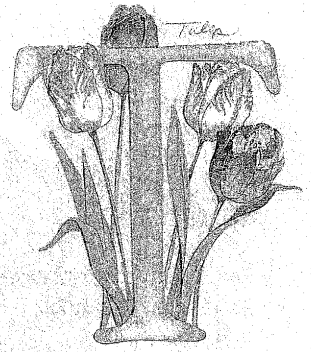
My son, Ben, wrote a research paper on "Wetlands, Waterfowl, and the Proposed Legacy Highway." My husband and our two sons drove out to the Jordan River Delta. They marveled at the beauty and they saw where the highway would run right through this pristine area. Ben's report was so revealing that I've enclosed a copy of it for you.

Let us be wise with that which was here long before we were—and with what we leave behind for our children and grandchildren.

Sincerely,

Mary Jane Taylor

Mary Jane Taylor



Ben wrote this report last year as a 7th grader at Wasatch Jr High

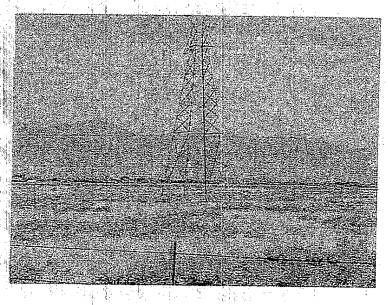
I would also recommend an article in Sunset magazine (Feb 2005) called "Paradise Saved" on pg 102 to 107

Wetlands, Waterfowl and the Proposed Legacy Highway

By, Ben Taylor

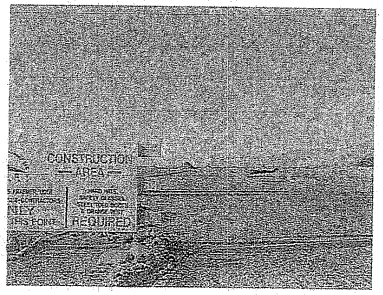
I decided to do my photo essay on the impact the Legacy Highway would have on the life of the wetlands on the east shore of the Great Salt Lake. There are many migratory birds that migrate through these wetlands such as the Mallard, the Tundra Swan, the Pintail, the Gadwall, the Green-winged Teal, the Redhead, the Canvasback and more. There are even eagles that nest in these wetlands. This brought great concern to me and that's how I decided to do my photo essay on the effects the legacy highway would have on the waterfowl and the wild life. I hope to learn about what the effects may be if the highway is put into place.

This is a picture showing how close the Legacy Highway would be to Salt Lake City. The Legacy Highway is almost going to parallel the power lines already in place. Even though the highway would not run through the wetlands at this part of the plans the noise alone would likely impact life in the wetlands.



The Jordan River is the whole reason we have these wetlands. The Jordan River forms the Jordan River Delta or the wetlands. This is the Jordan River with Salt Lake City in the background.

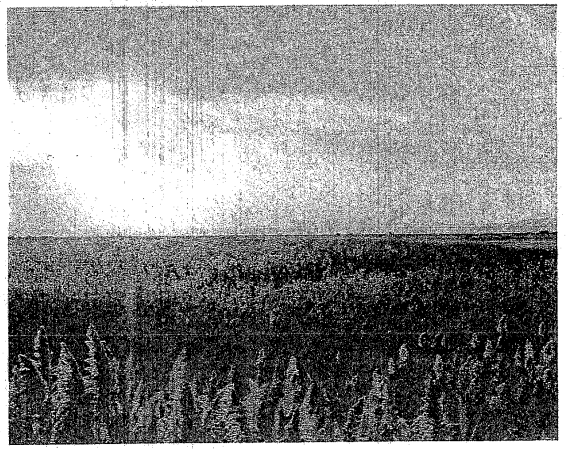
This is where the construction was started before it was it was halted by the courts. The sign on the left indicates no trespassing. The wetlands would be to the left of the road in this



picture. Why the federal government stopped workers from continuing construction is because the state failed to research the hydrology of the land and the denseness of soil underneath the proposed highway. The state also only researched how life would be affected 1,000 ft. around where the proposed highway is supposed to be constructed. They were supposed to research further than just 1,000 ft according to Roger Borgenicht, member of "Friends of the Great Salt Lake."

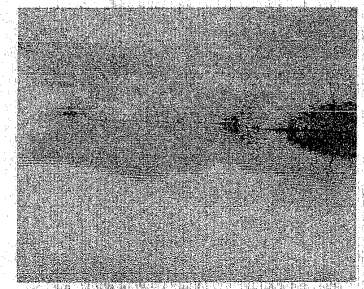
Wetlands are found on every continent except Antarctica and in climates ranging from the tropics to the tundra. They occupy about 6 percent of the land surface of the world, or approximately 890 million hectares (approximately 2.2 billion acres). The United States contains about 111 million hectares (about 274 million acres) or approximately 12 percent of the world's wetlands. Wetlands can be classified into three general categories: marshes, swamps, and peatlands. Within each of these categories, wetlands can vary widely. Because wetlands depend on water sources, their boundaries can change. The characteristics that describe each category include vegetation, soil type, water supply, and water chemistry.

Wetlands improve water quality by removal of nutrients and contaminants from the water by growing wetland plants and by chemical processes in wetland sediments. Wetlands may also serve as sites where surface water can seep into the ground and replenish the groundwater.



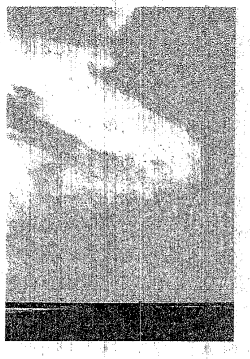
Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. About one-fourth of the plants, one-half of the fishes, two-thirds of the birds, and three-fourths of the amphibians listed as threatened or endangered in the United States are associated with wetlands.

Here are some Mallard ducks (Anas platyrhynchos), in the water enjoying a nice day. The Legacy Highway would likely shatter this tranquility for these birds. It would also probably shatter this beautiful site. More than 2,750,000 different kinds of birds migrate through these wetlands. <195,000 different birds breed producing millions of offspring in these wetlands also.

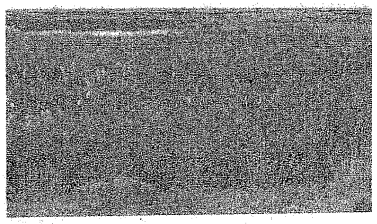


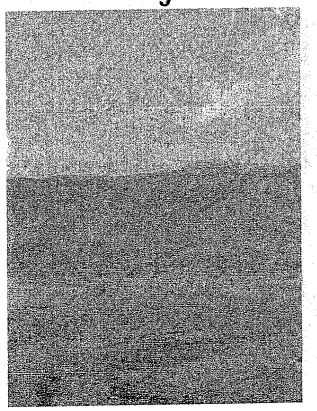
The ripples you see in the water aren't ripples caused by rain; they are caused by the small insects. There are also fish jumping to eat the small bug overhead.

Ducks, geese, mergansers, cranes and other waterfowl that migrate in these lands depend very much on small bugs such as migs, mosquitoes and mayflies. The ducks also help keep the mosquito population down by consuming mosquito larvae.

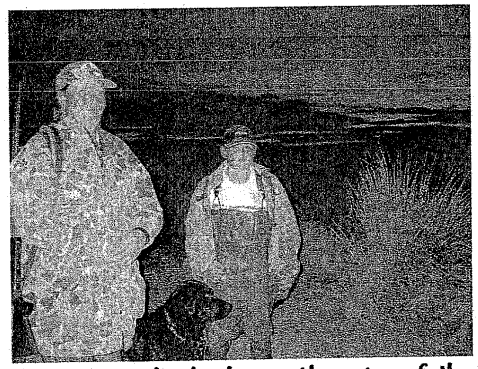


Ducks, geese, mergansers, cranes and other waterfowl don't only eat meats, they need their veggies too. The plant without the feathery top is what the ducks and waterfowl eat. Ducks also glean small aquatic animals from the surface or from shallow bottoms that they can reach without diving.





This is an eagle perch. They have these so that big birds like eagles have a place to put their nests. In a tree in northern Utah, people have found an eagle's nest. This is the only eagle nest in northern Utah and 1 of the only 4 in Utah. 2 eaglets were born in this nest. Their names are Mike and Jackie. This nest is less than a mile from the proposed highway. Eagles are very private birds. They would likely leave.



Families enjoy these wetlands by fishing and hunting. I saw a brother and a sister fishing. The girl had 2 rainbow trout and the boy had a carp. This happiness would likely be gone if the Legacy Highway came through. People probably aren't going to do recreational activities right next to the highway. Here is a father and son with their dog "Bamma" after a day's hunt. In this part of the Legacy Highway it would go straight through where this father and son had been hunting. This would most likely be devastating for both the waterfowl and this father and son.

This is one of the wetlands that the Legacy Highway is proposed to run straight through. This beautiful atmosphere would be taken over by the commotion of the highway. One reason this may be devastating is since the late 1700s, over half of the wetlands of the United States, excluding Alaska, have been lost. About 35 percent were gone by the 1950s; wetland destruction during the next two decades resulted in an additional loss equal to the combined area of Massachusetts, Connecticut, and Rhode Island. Although still substantial, the rate of loss has since decreased, with inland marshes receiving better protection but forested wetlands sustaining more damage. Wetland losses have resulted in greater flooding and erosion, reduced water quality, and reduced populations of many plants and animals.

Interview

I interviewed Roger Borgenicht, a member of "Friends of the Great Salt Lake." Roger Borgenicht handles the Legacy Highway affair. On the next page it will show the questions I asked and the answers I received.

Now that you have seen all the effects the Legacy Highway could have on the wetlands you might agree that it be wise to consider alternative solutions to over-crowded highways. This highway would likely take away a lot of the wetlands that haven't already been taken by us humans.

QUESTIONS FOR WETLANDS AND THE LEGACY HIGHWAY

1. What types of water fowl and wild life live in the wetlands?
   100 types 1,000,000's for migration
   Fox, mice,

2. What times of the year do water fowl stop during migration at the wetlands? Mostly during spring ↑ north in fall ↓ south
   follow good weather

3. If the proposed Legacy Highway is put into place how will it effect the population and migratory patterns of the water fowl?
   What road building more pressure on land
   Lakes rise, mountain flow
   hydrology, haven't studied property
   Underneath

4. Since the government says that they are going to create new wetlands if the highway goes into place, do you think that they will be used by water fowl or do you think the water fowl will just find a different migratory pattern? Preserve upland wetland
   hemispherically. Place for building up energy
   Birds would probably adapt
   No nest next to highway

5. How many water fowl are born in the wetlands on average?
   1,000,000's of birds

6. Will the highway stop bird hunting because of the drop of population in birds? Rec. no highway next to it. Between
   lake shores and land

7. Are manmade wetlands as effective as natural wetlands?
   Not. Doesn't have everything bad about but
   not as good as natural.

8. Why are wetlands so important and valuable?
   Critical piece of ecosystem delicate land between
   land & wa
   Ruin many ecosytematic sequences
   Important

9. Where is the Legacy Highway in the courts right now?
   Federal didn't do required study
   on 1,000 ft. within road
   Neverstudied
   Inadaquit UDOT to fill wetlands can't
   avoid
   Suplemental Envirement al Impact Statemen

GP-914

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Oliver Price
Phone #: None Given
Date: 3/8/05
Time: 9:21 a.m.

This is Oliver Price of Kearns, Utah. I just wanted to comment about the highway. I think it should be built. I think that I've been in the grid-lock of going between Salt Lake City and Davis County and its… People are going to not park all of their SUV's, people are not going to stop having children and we need to get rid of the grid-lock that happens on that stretch of highway especially when there is an accident or something. It's inevitable that it needs to be built and you can't carry a couch on the trax or a bus. You need to move things with trucks and with cars. People will not park all their cars and they'll not stop having children. If the environmentalists delay a little longer it will cost more but it will eventually be done anyway. That's my opinion and I think it should be built. Thank you.

GP-915

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Jay Shields
Phone #: 295-1613
Date: 3/8/05
Time: 11:09 a.m.

Is this the proper place for input on Legacy? This is Jay Shields in Bountiful. 295-1613. I wanted to voice my opinion in favor of Legacy. It just amazes me that a small group of individuals can have sway over the majority of the population. Its shows a breakdown in our judicial system or something where three judges or you know the Sierra Club, Mayor Anderson, whoever, can dominate this whole process to the detriment of the population in general. There's something wrong with the system and I'm not sure if its judiciary or what it is even though they are republican appointees apparently. But I just wanted to let you know I am in favor of the Legacy. I think it's vital. I think its time to quit counting to these special interest groups. Thank you, I will support it in any way I can. Thanks.

GP-916

Punske, Gregory

From: John Cederquist [John.Cederquist@health.utah.edu]
Sent: Wed 3/16/2005 2:42 PM
To: Punske, Gregory
Cc:
Subject: HIGHWAY
Attachments:

Greetings -

In any version, the Legacy Highway team must meaningfully address issues related to mitigation of wildlife impacts caused by this uneccesary road.

Thank you.

John O. Cederquist, Coordinator
Natural Resources Learning Courses
University of Utah
Dept. of Parks, Recreation, & Tourism
Instructor, National Outdoor Leadership School
phone: (801) 585-3204
fax: (801) 581-4930 attn: John
email: John.Cederquist@health.utah.edu
office: Annex 1106
mailing address:
1901 E. South Campus Drive, Room 1085
SLC UT 84112

GP-917

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Keith Carter
Phone #: 544-8184
Date: 3/8/05
Time: 4:26 p.m.

Hello, this is Keith Carter. I wanted to ask a couple of questions and also make a comment about the Legacy Highway. Of course my first question is does Mark Hellison even a member of Utah at all or does he live outside of Utah? One of my comments is that their idea of an alternate road route being extending Redwood Road is a totally ridiculous thought. That Redwood Road doesn't even come north past the place where its such a big bottle neck on I-15. So the Redwood Road extension is totally asinine. That's all there is about it. I'd like to know just how many people who belong to that Sierra Club live in Utah and how many live outside of Utah. I would appreciate an answer to that. My phone number is 544-8184. Thank you very kindly.

Punske, Gregory

GP-918

From: brian poulsen [bp_elguapo@hotmail.com] **Sent:** Wed 3/16/2005 3:27 PM
To: Punske, Gregory
Cc:
Subject: about the legacy highway
Attachments:

Mr. Punske,
I use the TRAX light rail in salt lake on a regular basis. I am in favor of the expansion of the TRAX system into Davis County before any more roads are built to accomplish the same goal including the Legacy highway.
thank you,
Brian Poulsen

GP-919

From: Buddy Roach [buddyroach@utahbroadband.com] **Sent:** Sun 3/20/2005 7:50 AM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

I urge you to consider the suggested alternatives to building Legacy Highway that are set forth in the Smart Growth Alternative. If these ideas are implemented, the traffic problem would be resolved and the environment could be preserved more effectively.

Sandra Roach

RECEIVED MAR 2 2 2005 GP-920

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 16 March, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Barbara Jones Title (if applicable):
Telephone: 292-0345 Fax:
Organization/Business (if applicable): Private Citizen Email:
Address: 299 W 2300 S
City: Bountiful, Ut State: Ut Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We in Davis County who travel north to Ogden regularly are well aware of the need for the Legacy Highway. Even with the additional lanes traffic is quite congested at many times during the day. I can't even Imagine the nightmare that would occur if evacuation of SLC and Davis County were to happen because of an earthquake or man made disaster. We need light rail, commuter rail and the highway to meet the needs of the our growing population. The pollution from stop and go traffic is damaging to the enviroment as well.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-921

From: Kathy Gilbert [kgilbertus@yahoo.com]
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:
Sent: Sat 3/19/2005 8:34 PM

Gregory Punske, Environmental Prgoram Manager

I am a resident of Logan that commutes regularly to Salt Lake and am well aware of the congestion on I-15 when one approaches Salt Lake from the north. I am writing to support The Citizens Smart Growth Alternative. It is imperative that we foster better air quality in the Salt Lake valley, protect the significant wetlands of the Great Salt Lake and minimize urban sprawl. This alternative also saves money. Please give full consideration to this alternative that is supported by so many citizens.

Sincerely: K. Gilbert
1636 Sunset Drive
Logan, UT 84321

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

GP-922

RECEIVED MAR 2 2 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 15 MARCH 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Michael L Deamer Title (if applicable): Mayor

Telephone: 801 531-0444 Fax: (801) 531-0424

Organization/Business (if applicable): City Email:

Address: 732 So 650 E

City: Centerville, State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I support the Legacy Highway. The Sierra Club's "Smart growth incentive" is NONSENSE. Can you really put 8 lanes of freeway traffic on a frontage road? NO.

The absence of legacy completely gridlocks the city of Centerville (where I live), when the I-15 is shut down. This is dangerous to my children + my family. Build Legacy now.

M L Deamer

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-923

From: Philip Carlson [Philip@storycupboard.com] **Sent:** Tue 3/22/2005 12:01 AM

To: Legacy

Cc:

Subject: No on Legacy Parkway

Attachments:

To whom it may concern,

Please put a halt to the Legacy Parkway. Let's think about it again in 20 years or so, after puting in a commuter rail line. Please do put in a commuter rail line into Davis County.

Thank you,

Philip Carlson
1917 E. 2700 Sout
SLC, UT 84106

801-486-9448

GP-924

RECEIVED MAR 2 2 2005

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: MARCH 16th 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: R. DEAN LAYTON Title (if applicable): CENTERVILLE CITY COUNCIL

Telephone: 801-295-2575 Fax: 801-295-7282

Organization/Business (if applicable): Email: RDEAN@EXBLS.COM

Address: 66 SO. 200 EAST

City: CENTERVILLE State: UT Zip: 84014

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

LEGACY HIGHWAY IS A VITAL NEED FOR OUR COMMUNITY. MANY TIMES WHEN TRAFFIC IS STOPPED BECAUSE OF ACCIDENTS ALL FREEWAY TRAFFIC COMES THRU THIS BEDROOM COMMUNITY IT IS VERY DANGEROUS AS HUNDREDS OF CARS ARE TRYING TO FIND THERE WAY HOME. SIERRA CLUBS SMART GROWTH ALTERNATIVE IS CRAZY. DON'T LISTEN TO ROCKY, HE DOES NOT KNOW OR CARE ABOUT WHAT IS NEEDED IN THIS AREA.

R. Dean Layton

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-925

From: Charles and Emily Hall [candehall@webtv.net] **Sent:** Sat 3/19/2005 2:56 PM
To: Legacy
Cc:
Subject: The alternate solution to the Legacy Highway
Attachments:

The solution as proposed by Utahns for Better Transportation is a good first step toward alleviating traffic congestion. By ignoring these alternatives traffic wll build up thereby making people think they need the Legacy Highway. Before building this massive project please give these alternatives a chance
Emily Hall
Bountiful

RECEIVED MAR 2 2 2005 GP-926

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 4, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Teri Smith Title (if applicable):
Telephone: 292-4638 Fax:
Organization/Business (if applicable): Email: teri@smithfamo.org
Address: 162 E Rolling Hills Dr
City: Centerville State: UT Zip: 84014

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We live in northeast Centerville. We can't go more than a block or two in either without going on main street. I have wondered how long it would take an ambulance or the fire department to get to our area on those days when the freeway is closed and main street is ~~[illegible]~~ clogged with that traffic.

Both my husband and I are absolutely in favor of Legacy Parkway.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-927

From: Stacey Sigler [crazystaceus@yahoo.com] **Sent:** Sat 3/19/2005 1:19 PM
To: Legacy
Cc:
Subject: Comments
Attachments:

Mr. Punske,
Please fully consider the impact that the legacy highway will have on future generations of Utahns. Such great loss to vital wetlands is something that can never be replaced.
If we are to continue to provide an outdoor experience for our children we simply must embrace the idea of lessening our ecological footprint. The Smart Growth Alternative to the legacy highway is an excellent step in the right direction and shows that Utah wants a healthy and diverse future for its residents. Not only will this plan save Utahns money but it will also help to reduce congestion and sprawl and provide an alternative mode of transportation for the masses.
The positives on the side of the Smart Growth Alternative are many while the legacy highway is narrow and lacking in vision. Look to the future and into the future of your children and you will see the right answer. Thank you for listening to the informed voice of the citizens of this state.

Stacey Sigler
843 E. 220 N.
Heber, Ut 84032

Do you Yahoo!?
Make Yahoo! your home page

RECEIVED MAR 2 2 2005 GP-928

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/14/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jason Hausey Title (if applicable):
Telephone: 801 775 8825 Fax:
Organization/Business (if applicable): Email:
Address: 2141 W 250W
City: Sunset State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please consider the overall benefits to building the Legacy highway. Davis cnty cannot continue to grow w/out it. I believe enough environmental impact studies have been performed

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-929

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-17-06

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: KIRK ROGERS Title (if applicable):
Telephone: 801-547-1935 801-336-8483 Fax: 801-393-1177
Organization/Business (if applicable): Email: centurywireless@hotmail.com
Address: 30 WEST 350 SOUTH
City: KAYSVILLE State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I admit initially to being concerned about legacy Highway. I worried about environmental impact, and over spending of limited tax resources. After studying the proposal however, I discovered a well planned construction project that included commuter rail, hiking & biking trails and improved wetlands use. From all I can see, this project will add to the best possible use of the western part of the county. I support the current alignment and encourage you to approve this project.

Thank you

Kirk Rogers

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-930

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 18, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Mark Altom Title (if applicable):
Telephone: (801) 546-4604 Fax:
Organization/Business (if applicable): Email: kramaa@msn.com
Address: 4495 S. 925 E.
City: Kaysville, State: UT Zip: 84037

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy Parkway & Preserve need to be built, and the sooner, the better, and the less constly. The project would enhance the environment by creating a permanent boundary so development would not take place west of the project. The original E.I.S. and the S.E.I.S. Have address the environmental issues. Move it forward, please!

Also, please recognize that the extreme groups are not looking out for the best interst of the environment. They are in the movement and effort of controversy, not resolution. They are also self-interest perpetuation.

Thank you.
Mark Altom

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-931

From: Al Herring [al.mary.herring@worldnet.att.net] **Sent:** Sat 3/19/2005 9:30 AM
To: Legacy
Cc:
Subject: COMMENT ON DRAFT LEGACY PARKWAY SEIS
Attachments:

Dear Mr. Punske,

The Draft Supplemental Environmental Impact Statement for the Legacy Parkway does not adequately consider the Redwood Road alternative which is a part of the Citizen's Smart Growth Alternative. Utilizing and extending Redwood Road will reduce wetlands destruction, cost less, and meet future traffic needs as well as the Legacy option.

Let's not build the Legacy Parkway. The Redwood option is not only a practicable alternative, it should be the preferred alternative.

Allan P. Herring
3113 Tanglewood Drive
Layton, UT 84040
(801) 444-9574

RECEIVED MAR 2 2 2005 GP-932

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-14-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Ann K. Schubert Title (if applicable):
Telephone: (801) 292 5080 Fax:
Organization/Business (if applicable): Email: anns@xmission.com
Address: 598 West 1000 South
City: Bountiful State: UT Zip: 84010

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-933

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date:

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: DON MOORE Title (if applicable):
Telephone: (801) 589-3065 Fax: (801) 397-8848
Organization/Business (if applicable): Email:
Address: 721 W 1000 S.
City: WOODS CROSS State: UT Zip: 84087

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I commute between Woods Cross and Layton. It is very evident that an additional roadway between Salt Lake and Ogden is very necessary. When a very complicated plan has been put together to address adequately environment concerns and mitigate those environmental issues and then can be overturned or thwarted by a small minority it is very frustrating to those of us who actually are impacted by a lack of a secondary access between Salt Lake and Ogden.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-934

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-17-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Niles Bartleson Title (if applicable):
Telephone: 801-292-8991 Fax:
Organization/Business (if applicable): Email:
Address: 250 N. Main
City: Centerville State: UT Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

This is a vital need for Davis County. There Needs to be another route that provides ~~for~~ safe traffic flow through the County.

The impact, if any, on the game in the wet lands will be minimal.

There are more pollutants emitted by vehicle sitting on I-15 idling due to a blocked freeway, than if they can continue driving at 55-70 mph. It's a no brainer that vehicles burn cleaner at ~~the~~ higher speeds.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-935

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/17/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jill Hankins Title (if applicable): Wetlands Consultant
Telephone: 801-792-1693 Fax:
Organization/Business (if applicable): Alpine Environmental Email: jillhankins@comcast.net
Address: 257 W. Jeffrey Dr.
City: Centerville State: UT Zip: 84014

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

(1) Wetland Mitigation Is More Than Adequate For These Project Impacts. Mitigation Done On This Project Should Not Set Presidence For Mitigation On Future Projects. The Beaucratic Standstill Of This Project Has Made A Few Developers Very Rich At The Tremendous Expense Of The State/Tax Payers. 1

Lessons Learned From This Project Should Streamline Wetland Mitigation To Enable Permits To Be Issued In A Timely Manner.

(2) Weight Of Roadway Will Dam Sub-Surface & Surface Flows. Culverts Need To Be Large Enough To Handle Future Hydrolic Flows. Culverts Must Be Maintained. Oil/Water Separators Must Be Cleaned Out. 2

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-936

From: Ucon Website [udotweb@utah.gov]
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:
Sent: Fri 3/18/2005 7:21 PM

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Alf Seegert

---[Address]---
335 Fifth Ave #4

---[City, State, Zip]---
Salt Lake City, UT 84103

---[Phone]---
801-363-4336

---[Fax]---

---[E-mail]---
alfseegert@yahoo.com

---[Project Comments]---
THANK YOU for listening! Please, let's provide a viable mass transit system between Salt Lake and Ogden. Roads invariably fill to capacity--and if we build more freeways, then people will just keep filling up them up--with typically one person per vehicle. That's just not sustainable any more.

Please, follow the Smart Growth Alternative as proposed by UBET--we need to extend Redwood Road and add viable mass transit options to the public.

I am a native Utahn and I have health problems that are exacerbated by vehicle exhaust, so I have an invested interest in clean air. I've also ridden UTA for over 25 years (and I continue to ride it almost every day) and I know that if you build a TRAX line to Ogden, the people will come and ride it--in droves. Please, let's leave a REAL Legacy to our children--air we can breathe, and wetland open space for migratory waterfowl and human recreation (please maintain the Legacy Nature Preserve!). Thank you for your consideration!

Alf Seegert

==========

GP-937

From: rjs23@utah.edu [rjs23@utah.edu]
To: Legacy
Cc:
Subject: More appealing alternatives
Attachments:
Sent: Mon 3/21/2005 6:15 PM

Hello,
I am writing to express my concern about the potential highway from Davis County to Salt Lake County.

The proposed building ground for the highway is is one of Utah's most biologically diverse habitats. There is not another place like the wetlands that surround The Great Salt Lake for thousands of miles. Building a highway that will create pollution, chemical and noise, will not positively effect the migrating and permanent animals that use this area as a source of revjuvination.

Large cities across the country are connected by commuter trains that alleviate traffic and make travel more accesible to those without cars. A commuter rail to Davis county would divert the number of communters who drive on the roads to using the train. Also the rail would bridge a class divide that would allow those who cannot afford cars to get into the city if they have business. Perhaps one day Boise will be connected to Salt Lake by a high speed commuter rail; creating a commuter rail between Salt Lake and Davis Counties is the first step.

I think that major concern here is the quality of life that will have after we make the choice to build or not to build the Legacy Highway. A commuter rail is cost efficient and the scenery for the ride is like no other in the nation. I don't want to see us make the decision to build a commuter rail too late when the scenery is similar to that which can be see on the train from NY to DC.

Please consider the alternatives to the legacy highway for a better quality of life.

Thank You,
Renae Skordas

GP-938

From: Michael Wright [rahmuss@hotmail.com] **Sent:** Mon 3/21/2005 6:16 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

I'm sure you get a lot of these so I'll keep this short. The Legacy Highway would be of great benefit to me and my family since I live in Syracuse it would a great help to have that there for us.

-Michael Wright

RECEIVED MAR 2 2 2005 GP-939

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: Mar 15 05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Nathan & Michele Wood Title (if applicable):
Telephone: 299-0311 Fax:
Organization/Business (if applicable): Email:
Address: 1704 Sorrento Drive
City: Woods Cross State: Ut Zip: 84087

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need this highway! If we're concerned with protecting environment and land let's stop the houses from going up and over every mountain.
Let's preserve the beauty we all look at, and be realistic about our needs with the growing population.
Sometimes (most of the time) people don't have a choice where they are employed and the commute they must make. Why not ease everyones stress & reduce road rage!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-940

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Marilyn Hart
Phone #: None Given
Date: 3/21/05
Time: 8:44 a.m.

Hi, my name is Marilyn Hart and I wanted to say that I strongly support the building of the Legacy Parkway as soon as possible. The building of this highway is urgently needed and long over due. Thank you so much.

GP-941

From: Ucon Website [udotweb@utah.gov]
Sent: Mon 3/21/2005 6:10 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Tawni Russo

---[Address]---
6513 West 2920 South

---[City, State, Zip]---
West Valley City, Utah 84128

---[Phone]---
508-9566

---[Fax]---

---[E-mail]---
tkcr76@yahoo.com

---[Project Comments]---
Please withhold construction on the legacy highway project. There are so many alternatives to this highway, and construction of the road will only benefit the additional sprawl that the highway will ultimately produce. Let Utah set an example for the rest of the country by using fuel efficient mass transit, coordinated street lighting, freeways that are modern and benefit carpoolers. Let's not emulate Las Angeles with their traffic, incredible delays, expansive freeway systems, etc.

==========

GP-942

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Janet Willey
Phone #: None Given
Date: 3/21/05
Time: 12:36 p.m.

This is Janet Willey. I have been a Davis County resident for over twenty years living in Centerville, Utah. I believe this Legacy Highway has been needed for many years and yes we do need the other transportation forms but they will not be available in case of an emergency and an emergency will come. We have been told over and over that we will have an earthquake. We don't know what else is going to happen in this world today. We do need some other alternative out and in Davis County. This is a matter of safety. This money that has been spent over these needless lawsuits would have gone toward other transportation factors that are needed in this county. It is such a sad situation, very sad, that we have leaders elected that they cannot overcome these environmentalists. Yes, I love the mountains and I take care of my property, but we do need this Legacy Highway. Thank you.

GP-943

From: Earl Owen [earl.owen@comcast.net]
Sent: Mon 3/21/2005 8:16 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Gregory Punske,

If there is one thing we can learn from cities like Los Angeles and Seattle, it is that building more highways brings more cars. Building better mass transit systems is a much preferred solution. I urge you to consider safer and greener alternatives to the Legacy Highway. I urge you to preserve the Great Salt Lake bird refuge. I urge you to look closely at the Citizen's Smart Growth Alternative supported by Utahns for Better Transportation.

Thank you,

Earl F. Owen
880 No. 1260 E.
Provo, UT 84604
earl.owen@comcast.net

GP-944

From: elizabeth prisbrey [betsy_41@hotmail.com]
Sent: Mon 3/21/2005 6:44 PM
To: Legacy
Cc:
Subject: Smart Growth Alternative to SEIS Plan
Attachments:

Please give full and fair consideration to the Citizen's Smart Growth Alternative.

I support the Smart Growth Alternative, which will meet future travel needs while greatly avoiding the loss of hemispheric significant wetlands of the Great Salt Lake.

Thank you for your consideration

Elizabeth Prisbrey

2733 Stony Hill Way

Spanish Fork, UT 84660

RECEIVED MAR 2 9 2005

GP-945

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/7/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jon Schneider Title (if applicable):
Telephone: 801-773-0731 Fax:
Organization/Business (if applicable): Email:
Address: 595 N. 4100 W.
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It's time to be pro-active about transportation needs rather than re-active. We still live in a democracy, and the murmers of the few should not be considered over the desire of the majority. Lets build legacy Now!!!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-946

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/19/05
Time: 10:41 a.m.

Yes, I've felt and had spoke in one of the meetings about the importance of having the Legacy Highway and having an additional access through Davis County. That really irritates me that most of the people voting against it are creating a ruckus and I've lived along the corridor from Salt Lake to Ogden and I really feel we need to have it, so I vote for it. Thanks!

GP-947

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/16/05
Time: 1:26 p.m.

Just calling to respond to say that definitely we need Legacy. Everyone I've talked to around my neighborhood are definitely for it. Living here in Davis County it's such a hassle when we have no way out but the freeway. We need an alternate route and the lines to wait out there on the freeway are so long. So we're hoping that we get some good answers and somebody that will listen and take our feelings into consideration. Thank you.

GP-948

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/15/05
Time: 10:59 a.m.

I'm for Legacy. Thank you.

GP-949

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/11/05
Time: 8:55 a.m.

In today's Deseret News there's a letter from Mark Hellison saying that Jim Hanson seems to forgotten about the U.S. 89 that runs on the east side of Hill Air Force Base, I-84 across the north end of Hill Air Force Base and U-193 on the south side of Hill Air Force Base. That is a total idiotic statement. What do those roads have anything to do with the one single lane from Salt Lake to Kaysville. A total idiotic statement. Thank you.

GP-950

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: Kay Actor
Phone #: 544-1160
Date: 3/11/05
Time: 10:43 a.m.

Hello, this is Kay Actor and regards to the Legacy Highway I see the future economy of the region, not just Davis County, depending on the Legacy Highway and other roads. So to me the Legacy is a must and we're counting on it and it's just important not just for the economy but I also believe for the environment as well. You can contact me at 544-1160. Thank you.

GP-951

Legacy Parkway SEIS Hotline
(801) 951-1039
Message Retrieval

Name: None Given
Phone #: None Given
Date: 3/11/05
Time: 9:26 a.m.

Yes, thank you for letting me make a statement. I've live in Bountiful for over 40 years and we are so much in favor of the Legacy Highway. A lot of people have commented. I've been parts of these groups before like the environmental groups that are fighting this tooth and nail. Really and truly what it all comes down to is that these groups really represent a small portion of the population and some of these people have been in the same offices for years like the ones from the Great Salt Lake. I really feel that it's time to get this highway be built. In addition to that, what these small groups of people, this minority is doing is obviously not only costing us so much money in delay as well as anything, but they keep claiming well if we build more highways more people will come. Well, the people are coming regardless of whether they build the highways or not. So for what it is worth, our whole family, which represents a large portion of Davis County I mean considering a family, we just want you to build it and as soon as possible. Thank you for letting me make this comment. Bye.

GP-952

From: Eric Lee [Ericl@farmingtonut.com]
Sent: Wed 3/16/2005 9:00 AM
To: Legacy
Cc:
Subject: highway input
Attachments:

Hi
Thank you for listening to my comment. I live in Clinton City located in Davis County. I am sure you have heard all the justifcations from everyone else, so I will just leave it at, I will not support this project, please do not waste money on this project.

Thank you
Eric

GP-953

From: Ucon Website [udotweb@utah.gov]
Sent: Wed 3/16/2005 8:54 AM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
SnowOwl Sor-Lokken

---[Address]---
141 East 2nd Ave #804

---[City, State, Zip]---
SLC, UT, 84103

---[Phone]---
801-355-0463

---[Fax]---

---[E-mail]---
voltairescorvette@hotmail.com

---[Project Comments]---
Please consider the amount of traffic and air pollution that Legacy Highway will create. Please look at more environmentally friendly ways of dealing with our ongoing traffic problems. Building more roads will only bring more vehicles on the road causing more accidents, traffic jams, and road rage. Lets keep Utah beautiful and clean.
Sincerely, SnowOwl

==========

RECEIVED MAR 2 2 2005

GP-954

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Marilyn Manwaring Title (if applicable):
Telephone: 295-1624 Fax:
Organization/Business (if applicable): Email:
Address: 662 E. 650 N.
City: Centerville State: Ut. Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

When an accident occurs on the freeway it blocks the off roads going North & South to a stand still.

Legacy Highway is needed for additional access. I support the Legacy Parkway Project & am in favor of proceeding with it.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-955

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Delbert Dillingham Title (if applicable): Court Clerk Supv.
Telephone: (801) 295-8344 ext. 182 Fax: 294-0459
Organization/Business (if applicable): City Justice Court Email: delbertd@centervilleut.com
Address: 250 N. Main St.
City: Centerville State: Utah Zip: 84014

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

The Legacy Parkway highway is a very necessary road! The congested freeway and side roads are making it a nightmare to get through south davis county & north salt lake county area! If there is ever an accident or emergency — especially at rush hour — it's gridlock. I hope & pray that opponents to this Legacy project are sitting in the gridlock — late for something very important — every time it happens, which is daily! With continued growth & travel & traffic congestion increasing, it can only get worse — if that is possible! Please get that Legacy Hiway complete so we can get around without long delays — it's a vital necessity in both counties! Thank you. It's long overdue

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005

GP-956

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-15-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Norma Denson Title (if applicable): Court Clerk
Telephone: 295-9326 Fax:
Organization/Business (if applicable): Email:
Address: 713 North 400 East
City: Centerville State: Utah Zip: 84014

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I feel we definitely need another alternative of going to Salt Lake City + points south other than I-15 because when there is any problem on I-15 it ties up all smaller roads sometimes for hours. I absolutely support the Legacy Parkway Project.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-957

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/15/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Jana L. Parker Title (if applicable):
Telephone: 801-825-5900 Fax:
Organization/Business (if applicable): Email:
Address: 231 N 3000 W
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I would really like to stop examining Legacy Highway and get it underway. More money and time is being wasted by putting off something that is truly need, and badly.
With all the construction and developement that is going on is going to either cost more or put us out of a badly needed alernative transportation route. I am all for light rail, but I don't think that will be enough! We need & want Legacy!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-958

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-15-2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Chet E Parker Title (if applicable):
Telephone: 801-825-5900 Fax:
Organization/Business (if applicable): Email:
Address: 231 N 3000 W
City: West Point State: Ut Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am for the legacy Highway as I feel it is a much needed asset to the Wasatch Front.
My business spans cache county to Utah County and makeing the Commute as the Road system is now can be very difficult.
The saying "If you build it they will come" is Not at all the case. "They came (and keep coming) Now it is time to build IT"
Not building it wont stop or slow the growth or the need to have Safe, unconjested Roads.

Chet E Parker

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-959

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/16/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Lisa Reeves Title (if applicable):
Telephone: 292-6731 Fax:
Organization/Business (if applicable): Email:
Address: 2336 S 350 W
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We definitely need the Legacy Parkway.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-960

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/16/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Curtis Reeves Title (if applicable):
Telephone: 292-6731 Fax:
Organization/Business (if applicable): Email:
Address: 2336 S 350 W
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I am in favor of the Legacy Parkway. We need it!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 3 2005 GP-961

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 2-11-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Keith Winward Title (if applicable):
Telephone: 292-5746 Fax:
Organization/Business (if applicable): Email:
Address: 325 W. 2350 S
City: Bountiful State: UT Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please, don't prolong this project any longer. IT should have been done many years ago. We certinaly Need the Legacy parkway A.S.A.P.!

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-962

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 14/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Tammy Tanner Title (if applicable):
Telephone: 776-4269 Fax:
Organization/Business (if applicable): Email:
Address: 1571 W 50 S
City: West Point State: UT Zip: 84015

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is a simple fact that this road needs to be built. The time is far past. It only makes good sense that if there could be an alternate route to I-15, there should be one. The Legacy Parkway is this alternate route.

There is a famous line from the hit movie - A Field of Dreams. It says "If you build it, they will come."

Not if, but when this road is completed, people will use it, even those who now so strongly oppose it.

Stop wasting time and MONEY and build this road. Period.

Tammy Tanner
homemaker / mother of 8
caregiver for Alzheimer's patient.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-963

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 12 Mar 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Janet Winward Title (if applicable):
Telephone: 801-292-5746 Fax:
Organization/Business (if applicable): Email:
Address: 324 W. 2350 S.
City: Bountiful State: Ut Zip: 84010

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I believe that the legacy highway has been delayed way too long. It's time that people with selfish and/or unrealistic reasons for delaying this project be set aside and allow this, which is best for the largest % of the people, to be speedily completed

Summary

I am 100% in favor of the speedy completion of the Legacy highway project without further delay.

Thank you for participating in this important process.

Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-964

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-11-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: DWIGHT CHRISTENSEN Title (if applicable): POLICE OFFICER
Telephone: 292-8441 Fax: 397-1560
Organization/Business (if applicable): CENTERVILLE POLICE Email: DEW7621@MSN.COM
Address: 250 N. MAIN
City: CENTERVILLE State: UT Zip: 84014

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

THERE MUST BE ANOTHER NORTH-SOUTH CORRIDOR IN SOUTH DAVIS COUNTY. AS A POLICE OFFICER MY GREATEST CONCERN IS THE VULNERABILITY OUR TRANSPORTATION EXHIBITS WHEN WE HAVE A SIGNIFICANT TRAFFIC EVENT.

WE HAVE NO WAY OF EFFECTIVELY MOVING TO CALLS WHEN THESE EVENTS OCCUR. WE ARE GRIDLOCKED FOR HOURS AFTER THE EVENT IS CLEARED.

THOSE WHO OPPOSE THE ROADWAY DON'T LIVE HERE AND ARE NOT IMPACTED BY OUR ANTIQUATED TRANSPORTATION SYSTEM.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

RECEIVED MAR 2 2 2005 GP-965

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/21/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Julie Randle Title (if applicable):
Telephone: 296-8559 Fax:
Organization/Business (if applicable): Email: randle_family@hotmail.co
Address: 487 West 1420 North
City: Centerville State: UT Zip: 84014

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

It is imperative for the safety of Utah residents and the continuing commerce of the United States to build the Legacy Parkway. Plenty of provisions have been implemented to protect, replace and preserve the wildlife and environment. It is time - far past time - to move forward on this.

In addition to this, I believe the courts should hold the Sierra Club, Rocky Anderson and any like parties responsible for the costs of all delays incurred by their frivolous lawsuits and continuing threats.

Julie B Randle

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP 966

From: CJKLManning@aol.com [CJKLManning@aol.com] **Sent:** Tue 3/22/2005 12:14 AM
To: Legacy
Cc:
Subject: (no subject)
Attachments:

This is a Re-send with addition in RED.
Dear Persons,

Thank you for extending the period for comments on the Legacy Highway. I did not get a chance to view the SEIS, but I still would like to voice my concerns about this project. I feel that the people who worked on the original plan were very careful in their decisions, balancing the great need for a highway that would still preserve as much wildlife habitat as possible...even increasing the area for such habitats.

Now, because of a small group of people who consider themselves far more intellligent and important than the rest of the Wasatch Front population, we are at a standstill and the cost of the project keeps increasing dramatically. Yet they (ACLU) have given us no better plan than the first! Ironically, I don't think that all those making such a stink over this project even live in Utah! Marc Heileson writes that I-84 is an alternate route for I-15 to HAFB. That's impossible. Unless he's a plane. Even so, how is he going to get to I-84 from SLC?
(Especially during rush hour or when there's an accident on I-15)

It sound as though Rocky Anderson and his ACLU buddies want to shape the Wasatch Front into another Chicago or New York City. For transportation, if I wanted to be crowded, smashed, touched in places too personal, breathe in pungent odors from other people's misfortunes or lack of hygiene, then catch a transfer or two to get to my destination, I would go to New York. (Been there, done that.) Mass transit is not the solution for all people. It may work for some...that's great. But it should only be part of the solution. AND ONLY AFTER an alternate route (Legacy) for I-15 is complete!! It is long overdue. And I think that the ACLU people who blocked the first plan for Legacy should pay the difference in cost that it has caused!!!

After living on the west side of the RR tracks for 15 years, I have come to realize how important and even crucial it is to have alternate routes to destinations on the other side of the tracks. Many times ambulances and fire vehicles have had trouble getting to their destination in time. Time is valuable and irreplaceable at those times. **This idea illustrates the similar problem in Davis County... having only one main access to the north. We need another highway!!!**

As far as pollution problems, which creates more pollution? Cars slowing and accelerating all the way to their destination, or cars gliding along at an even speed?

WE NEED LEGACY! NOW!

Thank you for listening.

Sincerely,
Karen Manning

GP-967

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 9, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Joe Gertge Title (if applicable): Mayor - South Weber City
Telephone: 801-479-0336 Fax:
Organization/Business (if applicable): Email: jgertge@msn.com
Address: 8031 South 2250 East
City: South Weber State: Utah Zip: 84405

[X] Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

I totally am in full support of both the original and supplemental EIS. The D&RGW and the "Redwood Road" options is not logical because of the impact on existing homes and the associated costs.

There is no logical way the transportation needs of Davis county can be served now, let alone as another many thousands move into this area, with out all planned methods of transportation are built.

Logic tells me that building legacy and mass transit along with the eventual expansion of I-15, is the best way to proceed.

Thank you for your efforts

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-968

March 9, 2005

To Whom It May Concern:

I would like to add my name to the long list of those who are pleading with you to build the Legacy Highway.

We need it. We need it now. And then we need to extend it.

Sincerely,

Mrs. Mary K. Power
2334 Sugarloaf Lane
Sandy UT 84093

GP-969

Ellen L. Eckels 1056 West Tithing View Court Riverton, UT 84065-7006

Sirs:

I strongly recommend that the "Citizens Smart Growth Alternative" calling for Redwood Road to be extended in Davis County and the addition of commuter rail, bus rapid transit and light rail, take the place of current plans for Legacy Highway. In this way we can preserve important lakeside land and still provide fine transportation alternatives for our citizens.

Thank you for your attention

Sincerely,

Ellen Eckels

GP 970

From: Brad/Lynn Carroll [bradlynn@earthlink.net] **Sent:** Sun 3/20/2005 2:04 PM
To: Legacy
Cc:
Subject: Legacy Highway comment: transit first
Attachments:

Dear Mr Punske:

I want to see mass transit opportunities expanded before any new highways are built in Northern Utah. I was among the majority who voted to increase our sales tax to move commuter rail forward quickly. This should be advanced as rapidly as possible. Other transit improvements should be made to move people to and from the rail stations.

It is foolish to spend the money on highways first, making personal autos the most convenient travel method. Then people won't have as much incentive to use mass transit, and air quality and quality of life will suffer. I value the wetlands that would be impacted by the Legacy Highway more than I do an easy commute to Salt Lake City.

The Smart Growth Alternative to the Legacy Highway looks good to me, because it emphasizes transit before highway-building. Put the Legacy Highway as currently planned on the "back burner," to be reconsidered after a comprehensive transit system has been in place for at least three years.

In summary, the proposed Legacy Highway should not be built at this time.

Lynn Carroll
Ogden, Utah

GP-971

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/11/2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: ARBUCKLE ROBERT M Title (if applicable):
Telephone: 2950447 Fax:
Organization/Business (if applicable): Retired Email:
Address:
City: Centerville State: Utah Zip: 84014

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We all need & want Legacy Parkway.
Its a needed Freeway in our Area - Light Rail is a stupid Substitute for a the Legacy Parkway - Many of us Can't walk that far to use Light Rail. Most of us Could not use Light Rail.
We also agree:
Boyd Arbuckle 1351 E. 1700 S. Bountiful, Ut.
This single North-South I-15 freeway does not take Care of our needs today - we have grid-lock when any kind of a problem happens - Trucks from Canada - north take all the space - Brice Hallows
If I-15 is down Bountiful becomes a parking lots

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Niki Wylie [nikiwylie@hotmail.com] **Sent:** Fri 3/18/2005 3:15 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

GP 972

To Whom it may Concern:

I am a concerned citizen of Utah. I understand that Utah's growth warrants changes and developments in the transportation system. I do not, however, support the Legacy Highway plan. I support the Smart Growth Alternative.

Utah's beautiful and amazing natural world is what makes this state such a great place to live and visit. By destroying valuable wetlands, we are depriving birds of their homes and resting spots. Additionally, we would be destroying an entire ecosystem! An ecosystem functions in intricate ways; often, the components of the ecosystem that are invisible to the eye hold important roles and functions. By destroying this land, we would be destroying an intricate and delicate system.

Furthermore, Utah already has an extensive highway system. This highway system has contributed to urban sprawl. Utah does not need to worsen the impacts of urban sprawl by encouraging it more. Utah's population will grow rapidly in the coming years, we need to build to support this growth.

I have lived in Utah my entire life. I love many things about Utah, but I love the nature here the most. I strongly believe that we would be taking a step backwards with the Legacy Highway. Our priority has always been strenghtening the economy. For once, we should give the environment our priority. After all, a clean and healthy environment can provide good health and resources for Utah's citizens. It's time to look at the long-term plans for Utah. I DO NOT support the Legacy Highway's implementation.

Sincerely,
Niki Wylie

GP-973

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-10-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Marjean Wood Title (if applicable):
Telephone: 801-295-7215 Fax:
Organization/Business (if applicable): Email:
Address: 254 W. 2300 So.
City: Bfl. State: Ut Zip: 84050

☒ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We need to have this highway. There needs to be progress. Who ever is stopping it - I would like them to be stuck behind a traffic jam + not be able to go North.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

From: Ucon Website [udotweb@utah.gov] **Sent:** Mon 3/21/2005 2:48 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

GP 974

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Elizabeth Bogue

---[Address]---
2929 Flair St

---[City, State, Zip]---
West Valley City, UT 84120

---[Phone]---

---[Fax]---

---[E-mail]---
UTmouser1@comcast.net

---[Project Comments]---
I see from the design description that the proposed "highway" would be similar to the Lake Park Blvd located near my home. As I drive this every day to work, I think that I understand the proposal pretty well. This "road" is not the expected "freeway" that the legacy highway has been portrayed as being, however, it isn't a good answer to improved transportation, either. It is mostly to benefit businesses who want to build in the area - whether homes or business buildings. It is preferred by local cities as a chance to get more revenue through taxes and ticketing drivers who would treat it like a "freeway" - this is the story of Lake Park Blvd and the "Legacy Management" which owns and runs it. To truly improve public transportation there needs to be more than just a new road built. Additionally, although Lake Park is lovely and well groomed, it is expensive to maintain the manmade wetlands and ponds. The "Legacy Group" has done very little to encourage birds to use the area, 1

other than large flocks of Canada geese. The brown pelicans who pass through have very little pelican friendly areas and other water fowl, who originally used the wetlands in the area which are now missing, are having to seek water elsewhere. The hummingbirds who pass through the area are not finding the vegetation they need, either. Homes and businesses are important but so is the animal and bird life of the area. If the legacy highway must be built, please do more planning and more remission of the loss of the wetlands involved - not just a few manmade ponds..... 2

==========

GP 975

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3/12/05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Sherry Lynn Webster Baranowski Title (if applicable):
Telephone: 801-487-2920 Fax:
Organization/Business (if applicable): Email: sherybarwiski@aol.com
Address: 1738 Logan Ave
City: Salt Lake City State: UT Zip: 84108

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We don't need more roads. Fix or expand existing roads. Also, when we travel north from SLC we see car, after car with only one person in the car. What are they to good to carpool? Say NO to them. Start work on TRAX Now and maybe use Redwood Rd to help reduce traffic on I-15. I use Redwood Road to Avoid I-15 in this Area as far as I can. 1

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-976

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: 3-12-05

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Roy E Thomson Title (if applicable):
Telephone: 295-5748 Fax:
Organization/Business (if applicable): Email:
Address: 308 W. 2350 So.
City: Bountiful State: UT Zip: 84010-7620

☐ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

We have wasted a lot of money
Either build the Legacy highway
ARE Tell the people nothing
will be done.

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

GP-977

Legacy Parkway Supplemental Environmental Impact Statement
Public Scoping Meeting
Comment Card

Date: March 12, 2005

Thank you for your interest in the Supplemental Environmental Impact Statement for the Legacy Parkway Project. Public awareness and input is a critical element of the environmental review process and your comments are welcomed and encouraged. Please make your comments below.

(please print)

Name: Dick + Jane Hatch Title (if applicable):
Telephone: 298-1015 Fax:
Organization/Business (if applicable): Email:
Address: 490 E 200 No.
City: Centerville State: UT Zip: 84014

☑ Yes, I would like to be added to your mailing list to receive information mailings, and meeting notices.

Please build the legacy Hiway for all of us!

Thank you for participating in this important process.
Please drop this form off at the public scoping meeting, or fold, tape, and mail it to the address printed on the other side.

Kimberly J. Stevens GP-978

From: WILLIAM B DENSLEY [billdensley@msn.com]
Sent: Thursday, March 10, 2005 10:07 PM
To: Legacy
Subject: Response for Public Comment Period

I would like to voice my strong support for the building of the Legacy Highway. I feel the trucking industry needs an alternate route to move cargo through our state. I feel the citizens of Utah need an alternate route to travel through South Davis County without encountering the congestion of I-15 that occurs when residents of South Davis County must use I-15 as their only travel route. Growth in Davis County will continue regardless of whether or not Legacy Highway is built. We must have the foresight to build this much-needed road to help ease some of the burden being placed upon I-15 both now and in the future. Add my name to the list of those who say YES LET'S BUILD LEGACY HIGHWAY.
Cheryl Densley
563 E. Pheasant Circle
Bountiful, UT

GP-979

From: brad [brad@pcls.com] **Sent:** Mon 3/21/2005 2:51 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

The proposed legacy highway will not produce the desired effects you have convinced the public of. I am an Urban Planning major soon to be graduate at the University of Utah and have studied transpiration and society. From what history has shown new highways do not relieve congestion only create more. So for you to say that the legacy highway is the answer to a congested I-15 is misleading. Your other point about the need for the legacy highway as another way in and out of Davis County is a sham as well. If this were really the case then we would need at least 3 more highways going out of Salt Lake valley. I suppose that you do have one proposed to go south, to bad Utah County or is it Lehi that doesn't want it. When are you going to propose the highway going over Guardsman Pass? We do need another way going east just incase something happened on I-80.

I understand that it is the cities and landowners that really want this highway and have been planning on it for decades. It will bring them a lot of money, nothing like a freeway exit to build a tax base. I'm sure that the highway will be built, when it is just as congested on I-15 as before if not more so, it won't be a happy "I told you so". Maybe UDOT should hire some City Planners or have their engineers take planning classes because it's obvious that they don't have a clue about how a city works only how cars work. What happens when legacy and I-15 are jammed? Propose another freeway? Its time to let go of pride and tell those who are going to make money off this that highways are no longer the answer only the problem.

Maybe instead of a highway you could build a road, one like redwood road that would have more intersections, lights and businesses while at the same time expand redwood and let commuter rail development take hold. UDOT should attend some urban planning classes and read some urban planning books, it might help if they understood more then how to get a car from A to B in the least amount of time.

--
Brad Bartholomew
brad@pcls.com
--

GP-980

From: srabiger@comcast.net [srabiger@comcast.net] **Sent:** Mon 3/21/2005 8:47 PM
To: Legacy
Cc:
Subject: Legacy
Attachments:

The Legacy Highway is not needed other than during rush hours. That is the purpose of public transit to move people to and from work. Build a rail system first. If and when the Legacy highway is needed, it should be funded with toll fees. Toll fees will then shift the financial burden onto those who use the highway. IF there is not sufficient demand with toll fees, it should not be built at all. Dave Rabiger SLC 964 8190.

GP-981

From: Sylvia Gray [pdggray@xmission.com] **Sent:** Sun 3/20/2005 10:41 AM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Dear Mr. Punske,

I am writing in support of the Smart Growth Alternative because it simply MAKES SENSE.

It will meet the needs of future travel, which are undeniable, with commuter rail, light rail, and improvements to I-15 while still retaining the Legacy Nature Preserve and avoiding a great loss of valuable wetlands. AND it will save money.

We need to move away from continually building more and more roads and think creatively and productively. We can maximize travel opportunities while slowing the spread of sprawl.

Please consider these possibilities.

Respectfully,

Sylvia R. Gray

GP 982

Jennifer Bassett

From: Heining, Mike [Mike.Heining@Ingenix.com] **Sent:** Mon 3/21/2005 3:34 PM
To: Legacy
Cc:
Subject: Legacy Parkway
Attachments:

As a long time resident of Davis County and an even longer Commuter through Davis County, I believe that I have some insights into the difficulties of living north of Salt Lake and working in Salt Lake.

I have been in the Davis County area since I was a child. I remember the roads from about 1974 on. They sure have not changed much. In fact the only changes to the freeway have occurred in the last few years. There have been a couple of minor changes, an extra lane from Bountiful, to Farmington, and FINALLY1 extra lane in the very bottle-necked beckstreet area.

I think the state has done very well for the past 30 years on the existing infrastructure. I am glad that the planners who originally put together the plans for I-15 had enough fore-sight to look into the future.

It really is a shame that there are so many from outside the area that propose that they have ideas on how we should define our state. I am sick to death of the minority ruling in this country and especially over this issue.

This is a local issue and should be resolved by the people who are affected by this. Oh sure there are some larger impacts based on the wildlife changes, but overall, they wildlife plan will protect more land than it will change. More land will be protected from future development, and in fact more of this land will be available for enjoyment after the parkway is completed. Currently there is extremely limited access to enjoy the wetlands and the beauty they provide. With the parkway, these wetlands become viewable to the general public.

I could list all of the activities that I personally have missed because of the traffic problems associated with the short-sighted, narrow-minded people and groups that do not live here, do not travel here, and do not get stuck in the mess that occurs almost on a daily basis.

As we all know there can be such a small incident that can cause instant gridlock on the northern end. This can be as small as a car parked on the side of the freeway, to a major accident. We have all experienced extremely large back ups because of limited alternatives.

I have used Redwood road as an alternative. Even if this is expanded, it can in no way relieve the congestion that currently exists on our freeway, let alone provide a viable alternative for the next 30 years. Even if Redwood road were widened and extended to Centerville, we are still bottlenecked from Centerville to Farmington, with only a two lane road (US-89) and an expanded frontage road. This is not an alternative. If an accident occurs on the freeway between Centerville and Farmington, then there are no alternatives available. I have been prevented from getting to a baseball game in downtown Farmington because of the complete gridlock on hwy 89 through town because the traffic could not go anywhere.

I am sickened by the additional expense that has been forced upon us as taxpayers because of the self serving few that are trying to dictate how we live. I would fully support an action to seek re-imbursement from these groups/individuals for the additional cost that has been forced upon us because of their limited minds.

Please get this road built. If you don't like the conditions now, imagine in a few years what it will be like. There will be no possible way to travel through Davis County. Interstate traffic will be ground to a halt, Military convoys from Hill Air Force base will not be able to get to the training grounds. "Work" hours will be extended to such an extent that the major portion of a work day will be away from home. Already it can take over an hour to get from downtown Salt Lake to Farmington.

GP-983

From: Elese Adams [Elese.Adams@admin.utah.edu]
Sent: Mon 3/21/2005 3:28 PM
To: Legacy
Cc:
Subject: Alternative to Legacy Highway
Attachments:

The alternate plan for traffic through Davis County using light rail and commuter rail appears to be a much better choice than Legacy Highway.

Please give your full and fair consideration to the Citizens' Smart Growth Alternative. Thank you,

Elese Adams

GP-984

From: Scott Dwire [sdwire@comcast.net]
Sent: Mon 3/21/2005 3:14 PM
To: Legacy
Cc:
Subject: Smart Growth Alternatives
Attachments:

Dear Gregory Punske,
I am sure by the title of this email that you expect to hear the same reasons why to consider alternatives to the Legacy Highway. I am sure you will give full consideration to some of the proposals being presented realizing the loss of any portion of the east shore wetlands has hemispheric consequences.

What I would like you to consider is simple. If you were your children's shoes, and having to deal with issues created during your tenure, would you be glad to know how your father handled the situation when he had the ability to affect the outcome?

Remember, "if you build it they will come", and California has repeatedly proven you cannot build enough highways to outpace growth. Please consider what the Smart Growth Alternative has to propose on behalf of those of us who will have to live with your decisions.

Best regards,
Scott Dwire

GP-985

From: fred [fpashley@comcast.net]
Sent: Mon 3/21/2005 3:05 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Despite the fact that I am always very impressed and amazed at the ability of the the Utah Highway Department to design and build highways, I feel strongly that they will be doing the right thing to pursue some of the ideas of the Sierra Club and the Utahans for Better Transportation. Their efforts to push for transit development and to utilize opportunities for Redwood road to ease traffic congestion are very appealing.
I feel that the Sierra Club over the years has made very positive contributions to society and does not deserve the reflex-like negative reactions from the public that it often gets. I also know it is natural for the Highway Department to behave defensively when their field of expertise is challenged by outsiders.

Fred Pashley
Retired Geology Professor
Ogden

GP-986

From: Ucon Website [udotweb@utah.gov]
Sent: Mon 3/21/2005 2:51 PM
To: Legacy
Cc:
Subject: Web Form Submission: Legacy Public Input
Attachments:

The following was submitted to the "Legacy Public Input" form
from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

==========

---[Name]---
Robert Barson

---[Address]---
380 N 1100 E

---[City, State, Zip]---
Hyde Park, Utah 84318

---[Phone]---

---[Fax]---

---[E-mail]---

---[Project Comments]---
Please stop wasting my tax dollars on legal fees and build the new highway! The future of Northern Utah will be crippled unless we have another main transportation route through the area.

==========

GP-987

Kimberly J. Stevens

From: Kimberly J. Stevens on behalf of Legacy
Sent: Mon 3/14/2005 4:11 PM
To: Kimberly J. Stevens
Cc:
Subject: FW: Web Form Submission: Legacy Public Input
Attachments:

Kimberly Stevens
Jones & Stokes
9 Exchange Place, Suite 401 • Salt Lake City, UT 84111
W: 801.531.7672 • Fx: 801.531.7669
kstevens@jsanet.com www.jonesandstokes.com

-----Original Message-----
From: Ucon Website [mailto:udotweb@utah.gov]
Sent: Monday, March 14, 2005 3:49 PM
To: Legacy
Subject: Web Form Submission: Legacy Public Input

The following was submitted to the "Legacy Public Input" form from http://127.0.0.2/index.php?m=c&tid=1057&d=full&type=1&item=.

---[Name]---
Cathy Rice

---[Address]---
294 S. 250 W.

---[City, State, Zip]---
Kaysville, Utah 84037

---[Phone]---
801-451-2624

---[Project Comments]---
I think that the Legacy Parkway is very important to the citizens of Davis County. A few years ago I needed to get from Kaysville to Centerville and back on a week day afternoon. I had not heard of the accident on I-15 and it took nearly 3 hours to make that trip. We were late to my daughters High School graduation due to the delay. I don't think all of the traffic that gets delayed everytime there is a problem on I-15 is headed to Salt Lake City. Sometimes it is hard to get from one end of Davis County to the other. As an employee of Farmington City I know of the problems all of the traffic causes on the city streets. Snow plows can't get around and I am sure even the emergency vehicles have a tough time getting thru traffic. I have very strong feelings that we need another highway to get thru Davis County.

GP-988

From: Evelyn M. Richards [lever@sisna.com]
Sent: Fri 3/18/2005 5:18 PM
To: Legacy
Cc:
Subject: Smart Growth Alternative
Attachments:

Please adopt the Smart Growth Alternative. It only makes sense. More chances for people to have a rail system from Ogden to SLC. The present light rail system is really used and is saving lots of people money.
Evelyn M. Richards

lever@sisna.com

GP-989

From: Rhonda [l.devereaux@comcast.net]
Sent: Mon 3/21/2005 7:39 PM
To: Legacy
Cc:
Subject: Legacy
Attachments: "AVG certification"(204B)

Hi! My name is Rhonda Devereaux and I would like to add my comments for the record on the proposed Legacy.

This whole Legacy thing is such a shame. In it's inception, it seemed like such an easy way to reduce congestion. It's unfortunate that instead of taking into consideration all the possibilities along with the pros and cons of the future impact; we chose to plow ahead, while there was still much to be explored. Now, we the taxpayers are having to pay for the delay of a project that never really should have begun. I urge you to "cut our losses" here. Consider the Smart Growth Alternative. It makes more sense.

*We need to have a rail system in place first and foremost. *Our wetland are priceless. We have an obligation to save them.
*The cost savings in the Smart Growth Alternative makes it a win/win situation.

Let's try to mitigate what damage we have already caused and get on the smart path to a better future for Utah and our transportation needs.

Thank you! Rhonda Devereaux

<<"AVG certification">>

Kimberly J. Stevens GP-990

From: Earl Owen [earl.owen@comcast.net] **Sent:** Mon 3/21/2005 8:16 PM
To: Legacy
Cc:
Subject: Legacy Highway
Attachments:

Gregory Punske,

If there is one thing we can learn from cities like Los Angeles and Seattle, it is that building more highways brings more cars. Building better mass transit systems is a much preferred solution. I urge you to consider safer and greener alternatives to the Legacy Highway. I urge you to preserve the Great Salt Lake bird refuge. I urge you to look closely at the Citizen's Smart Growth Alternative supported by Utahns for Better Transportation.

Thank you,

Earl F. Owen
880 No. 1260 E.
Provo, UT 84604
earl.owen@comcast.net

GP-991

UDOT
Bountiful, Utah

Sirs;

In regards to your request for comments about the Legacy Highway. Let me make this very interesting observation.

People living in Kaysville, Layton, and Clearfield have three main roads that we can travel in order to get to Ogden. I-15, U.S. 89, and U.S. 91. All good options.

For the people living in these three cities and for all of northern Utah, there is only ONE road that we can travel to get to Salt Lake City. I-15 from Kaysville to SLC. Any roads through Famington, Centerville, Bountiful, Woods Cross, and North Salt Lake are certainly not viable.

Sincerely,

Dorothy Bitters
Kaysville, Utah

RECEIVED MAR 2 3 200

GP-992

March16, 2005

Federal Highway Administration
2520 West 4700 South Suite 9A
Salt Lake City, UT 84118

Re: Legacy Highway

The most pressing reasons we see for building the Legacy Highway are as follows:

I-15 is the only north/south freeway through the state of Utah and carries a very high volume of truck traffic and through travelers as well as local traffic. Because of accidents and problems that occur along I-15, we desperately need an alternate highway to keep traffic flowing. Even minor accidents, breakdowns, and other incidents cause gridlock and long delays. Emergency vehicles and personnel are often delayed in responding to problems that occur and safety of the public is endangered.

The majority of people who live in Davis County commute to Salt Lake City to work. They need an alternate route to expedite rush-hour traffic. We already have the population living in these areas and by delay in building the Legacy Highway problems grow worse. There will be more homes and businesses built in Davis County as the population of the state of Utah continues to grow.

Highway 89 is not a viable option for transporting military equipment and personnel in the event of an emergency.

We are weary of out of state special interest groups forcing their "better ideas" upon the people of this state. The legislature of the state of Utah has completed their analysis and is acting in accordance with the desires of the people of this state.

BUILD THE LEGACY HIGHWAY!

Marjean C. Kamerath & Robert W. Kamerath
2767 East 3100 South, Salt Lake City, UT 84109
801/484-4635

Marjean C. Kamerath
Robert W. Kamerath

GP-993

RECEIVED MAR 2 3 2005

March 9, 2005

Whom It May Concern:
I am writing to add my name the list of many who are pleading h you to build the Legacy Highway. I am not a Davis County nmuter. I rarely even drive the eeway. But I can clearly see ow important it is to have an ternative route to I-15.

Legacy Highway, as now planned, only the beginning. It will d to be extended to the north d south.
We certainly do need light rail d commuter rail. But neither these are any help to truckers, velers or emergency vehicles.
We need Legacy Highway and need it now.

Sincerely,

Mrs. Mary K. Power
2334 Sugarloaf Lane
Sandy UT 84093

GP-994

RECEIVED MAR 23 2005

3/19/05

Dear Mr. Punske,

I am writing to ask that you consider an alternative to the Legacy Highway.

I'm extremely concerned about our continued loss of wetlands.

Please give serious thought to using other vehicular routes.

Our future quality of life depends on your decisions.

Thank you,

Karen Marshall
3215 South 4800 West
SLC, Ut
84120

GP-995

RECEIVED MAR 23 2005

March 18, 2005

Dear Mr. Punske,

I am writing this letter to MOST emphatically support the Citizens Smart Growth Alternative. I have reviewed this plan & see it as presently the only plan which truly serves the best interests of the citizens of Utah.

Building another freeway is NOT the answer to getting citizens up and down the Wasatch front. Just look at California and you can see that freeways don't work and mass transit does.

I urge you to once and for all dismiss the Legacy Highway plan.

Sherrie Kimball
Citizen of Utah

GP-997

RECEIVED MAR 2 3 2005

Ellen L. Eckels 1056 West Tithing View Court Riverton, UT 84065-7006

Sirs:

I strongly recommend that the "Citizens Smart Growth Alternative" calling for Redwood Road to be extended in Davis county and the addition of commuter rail, bus rapid transit and light rail take the place of current plans for Legacy Highway. In this way we can preserve lakeside land and still provide fine transportation alternatives for our citizens.

Thank you for your attention

Sincerely,

Ellen Eckels

GP-996

Ellen L. Eckels 1056 West Tithing View Court Riverton, UT 84065-7006

Dear Mr Punske,

Please pursue the Redwood Road alternative instead of Legacy Highway. And if we develop rail transit, we will all save money on gas and protect our air quality and wetlands!

Thank you for your attention.

Sincerely,

Ellen Eckels

RECEIVED MAR 2 0 2005

GP-C-608

GP-998

From: Kay Lofgreen [klofgreen@utah.gov]
Sent: Tue 3/22/2005 3:58 PM
To: Legacy
Cc:
Subject: Pro Legacy Parkway
Attachments:

I am in favor of the Legacy Parkway, it is needed, and it is needed now.

Kay Lofgreen
641 N 400 W
Kaysville, Ut. 84037

(801)544-3087

GP-999

From: DWIGHT CHRISTENSEN [dew7g21@msn.com]
Sent: Tue 3/22/2005 9:21 AM
To: Legacy
Cc:
Subject:
Attachments:

We must have this highway! We who live in Davis County have no other way of getting to Salt Lake and back again. I-15 is overcrowded and when it shuts down we have no other alternative than to sit for hours in our cars and wait. The Legacy is the only meaningful alternative.

GP-1000

From: Kathryn French [FRENCHKA@uvsc.edu] **Sent:** Wed 3/2/2005 4:42 PM
To: Legacy
Cc:
Subject: comment
Attachments:

I am totally opposed to Legacy Highway. We will never slow the expansion of pollution-causing vehicular traffic until we do something different. Every road we build will not be enough. Please spend the money for public transportation instead.

Kathy French, EdD
Department of Behavioral Science
801-863-8892
Utah Valley State College
800 West University Parkway
Orem, UT 84058-5999

GP-1001

Join Utahns for the Legacy Parkway and Comment on the Legacy Parkway Supplemental Environmental Impact Statement (SEIS)

More Info: www.udot.utah.gov/legacy

The U.S. Army Corps of Engineers welcomes and encourages your comments. Be heard! Fill out the front and back of this card and send it in the enclosed reply envelope before March 3, 2005. All cards will be delivered to the USACE.

RECEIVED MAR 28 2005

Name [illegible] Title
Telephone 801-397-2606 Fax 801-397-2608
Organization [illegible] Email:
Address 14 East 500 South Suite 210
City Bountiful State UT Zip 84010

☑ Add me to the USACE mailing list to receive info and meeting notices

Comments: [illegible]

Signature

GP 1002

RECEIVED MAR 2 3 2005

LEGACY SEIS COMMENT

COALITION FOR ACCOUNTABLE GOVERNMENT, w. Jordan Utah
Drew Chamberlain, President
Michael T. Packard, Transportation Committee Chairman

1	TRANSIT HAS PROBLEMS
2	
3	UTA POLLUTES
4	FUTURE IS NOW WITH CAR HIGHWAY TECHS.
5	SAFETY & SECURITY ON FREEWAYS
6	RCR PROBLEMS
7	PROBLEMS WITH ROBUST TRANSIT PKG.
8	AUTOMATED BUS BRT SOLUTION TO RCR
9	
10	
11	
12	

118553-6 Table of Contents WilsonJones. MultiDex·Basic © 1998 ACCO Brands, Inc.

LEGACY SEIS COMMENT

COALITION FOR ACCOUNTABLE GOVERNMENT, w. Jordan Utah
Drew Chamberlain, President
Michael T. Packard, Transportation Committee Chairman

1) INFORMATION: UTA's MARKET SHARE KEY TO DECISIONMAKING
- **i) Transit Overview ?**
- **ii) Census 2000 Analysis for UTA**
- **iii) Chart of Delay: Salt Lake Needs are Least.**
- **b) Chart of National transit market share from 2001 NHTS**
- **c) Chart of UTA transit market share from 2003 model run.**
- **d) Cost benefit from 2030 LRP: "The Magnificent Inefficiency of Socialized Transit"**

2) UTA General Bus Collapse
- **a) A sinkhole beneath new rail modes**
- **b) A sinkhole beneath new Envision Utah TOD visions.**
- **c) A sinkhole beneath UBeT Smart Growth visions.**

3) POLLUTION: TRANSIT AND CARS CHANGE ENDS ON PLAYING FIELD.
- **a) CLEANED UP CARS**
- **b) "UTA'S Big Pollution Problem**
  - **i) EPA ON NOx: DIESEL IS WORST; PRIORITY # ONE**
  - **ii) LOCOMOTIVE ENGINES: NOT QUITE A HALF-BAKED CLEANUP OF NOx**

4) THE FUTURE IS NOW IN CAR TECHNOLOGY
- **a)** SMART-CAR TECHNOLOGY REVOLUTION
- b) TRANSPORTATION IN THE SUPER (CAR) COMPUTER AGE
- c. CYBER SHUTTLE VANS
- ~~d. AUTOMATED BUS BRT~~

5) SAFETY AND SECURITY
- **a) Shared Solution, UBeT Compromise Corridor Safety**
- **b) Freeways to Survival**

6) COMMUTER RAIL REPORT
- **a) Getting it right about RCR ridership**
- **b) Name Commuter Rail AmTRaX**
- **c) Commuter Rail ridership**
- **d) Freight Operations: No Help From RCR**
- **e) Cost Effectiveness Calculations: Absurd**
- **f) Travel Time: All the Benefits for Bus Users**

7) PROBLEMS WITH THE ROBUST TRANSIT PACKAGE

8) AUTOMATED BUS BRT BEATS RCR

SECTION 1

13 October 2004 -TRANSIT OVERVIEW.

UTA Failures and Foolish Waste

UTA's Salt Lake TrAX is not the sort of "success" as to make most Utahns feel proud. Our transit-worshipping transportation planning process is wildly irrational, foolishly extravagant, grossly unfair to growing suburbs, and a repudiation of our pioneer heritage. It is the embodiment of socialism, a religion of the worst sort.

We live in very challenging times. **Our public spending must now meet the highest tests of need and performance; transit is the lowest imaginable**. Foolish, unfounded, transit "investment" in grand trivialities may threaten our way of life by using up billion$ we may need to survive or recover from possible calamities.

IGNORING & UNDEREMINING FREEWAY SUCCESS

Because of its geography, Utah leads the nation in its dependence on its interstate freeway system. A higher percentage (35%), of car trips are taken on the Interstate than in any other state. Foolishly, we have failed to make reasonable additions to the freeway system for nearly 30 years beyond the design horizon of the interstate. If we were rational and fair (to suburban and rural communities) and in control of our tax dollars, our first priority would be to build badly needed, super effective freeways in massively congested areas. We have long since learned that FREEWAYS WORK!

"BUILD FREEWAYS FIRST", SHOULD BE OUR MANTRA.

Light rail supporters (billion dollar thieves), especially Salt Lake Mayor Rocky Anderson, have helped derail and/or delay two badly needed, user-paid, freeways in west Salt Lake County and western Davis & Weber Counties. Build trains concurrently or ahead of freeways. Force future development back into Salt Lake. This will cause these problems for Wasatch Front drivers:

- Millions of hours of added delay annually
  - Billions of dollars in time lost, (long term)
- More pollution, especially from diesel trucks and buses producing extra NOx at slower, stop-and-go pace.
  - NOx is the worst and most protracted pollution problem. (EPA)
- Congestion will force development, businesses, jobs and tax revenue into western Salt Lake City, with its' excess freeway access.

START SEEING EMPTY BUSES

The emperor's bus transit system has no riders most of the day. We all see this. It's everywhere in UTA's service area. Buses average only 4 riders, though their average capacity is 60. The bus system is the foundation for all transit expansion and operation. This is obviously a poor lead in for over $9.5 billion, ($8.5 billion tax dollars) to be "invested" in bus systems, not including handicapped, over the next 26 years. It is also a lousy foundation for expensive rail systems, supposedly reliant on bus transfers.

LIGHT RAIL HAS HURT THE BUS SYSTEM

The UTA bus system, since light rail, has posted a host of historic worsts, since 1976, including: RE: 2002 NAT TRANSIT DATABASE,

- Highest cost per rider, over $11.00 per day, and
- Lowest per capita share of passenger miles at just 0.4%, (0.3% among car drivers, 47 miles versus 14,250).
- Lowest number of riders on a bus, (about ½ of the 1979 figure)
  - Highest fuel use and consequent pollution per rider.

  ▷ 73,000,000 PAS. MILES,

- **Instead of growing to ~~28~~ 26 million riders by 2002**, as per UTA's bus growth prediction in Governor Leavitt's 1996 QGET, (Smart Growth) Databook, the FTA's National Transit Database for 2002 showed UTA bus at **just 17.5 million riders.**
  - **UTA previously posted 17.5 million riders in 1985 and in 1978.**

LIGHT RAIL AND COMMUTER RAIL WILL HURT THE SUBURBS

Central City Greed was fed $½ billion for 3 light rail lines downtown at expense of long overdue freeways desperately needed to deal with terrible congestion in suburbs North, South, and West of SLC. Add $300 million to build Airport TrAX and $400 million for long term subsidies for TrAX. Commuter rail will add about $1.5 billion to build and subsidize long term. Thus, Salt Lake and the U of U are the main beneficiaries of $ 2.7 billion worth of trains. This is unconscionable as Salt Lake, with its world famous wide streets and optimal bus service has virtually no congestion. Ditto for the U of U.

NORTH/SOUTH TraX NO SUCCESS (Impressions of success often wilt under scrutiny)

UTA's May 2000 TrAX Onboard Survey showed that 55% of riders were drawn from buses. Some would also have been drawn from carpools; (carpools carry 4 times as many work trips in Salt Lake County as transit; (7 times in Utah County)).

- 20% had no car for the trip.
- Most former bus riders used cars to get to the station, (among those that had car access and didn't walk). I-15 congestion reduction was about ¼ of lane.
  - Virtually all new TrAX riders used cars to access stations, (if not walking)
- **Only 16% of all trips were new riders making work trips**. This gives the lie to the casual, deceptive presumption used in many studies for the FTA and in propaganda by UTA that all or most new riders removed cars from freeways.
  - Most new trips were recreational, so-called induced trips.
- Subsequent ridership statistics show TrAX had two periods of no growth for two years each with a jump when the University extension opened in 2002.
  - **Light rail ridership does not grow at a 5% CAGR, as UTA predicted**, (presumed to compete with 4+% annual car growth). It needs expensive system expansions to increase ridership. Light rail can't compete.

- The 2000 census revealed that UTA needed the very small new trip contribution from North/South Light rail in order to **almost break even with its insignificant 3% work trip share in 1990** in the Salt Lake Metropolitan Area. This break-nearly-even feat required the multiplying of transit "investment" in Salt Lake County many fold compared to the bus-only system, before.
  - The 2002 ACS survey by the Census Bureau showed UTA again failed to increase market share, in spite of University light rail extension.

    The American Institute of Architects predicted this failure in its RUDAT report for West Valley City in 1997.

    "Light Rail will help transit for homes and businesses in its immediate corridor. In the greater perspective, it will do little more than stabilize the otherwise further decline in (bus) transit ridership."

A SHOWCASE FOR THE FAILED LIGHT RAIL PARADIGM

The light rail paradigm requires most riders to access by transfer from buses. This is basically different from the operation of Salt Lake's world class trolley system of WWI years; with 23 routes it canvassed the neighborhoods of a much more densely developed Salt Lake.

An often-used metaphor is that of a muscular rail backbone, which necessarily requires service, to our neighborhoods, by stout bus ribs. However, only buses coming from Utah County to the 100th South Sandy station provide substantial transfers. All along the line there is massive increase in car dependence. Buses come and go virtually empty. Parking had to be multiplied several times. Expanded parking lots are a sign of paradigmatic failure.

Not only is this golden rail "backbone" rather weak, taking few cars off I-15, (a fraction of a lane-pair) but the bus ribs are vestigial, puny.

AIRPORT/UNIVERSITY TraX EMBARRASSES UTAH

"Among people who understand transportation, Airport/ University light rail is more embarrassing to Utah than the Olympic scandal", said John Blazey, senior staff member of Rep. Frank Wolff's US House Transportation Appropriations Subcommittee. "It is totally unjustified, as a whole or in any part", he continued. Merrill Cook affirms it. "**TOTALLY UNJUSTIFIED**"

Pitched as a congestion reducer, the 5309 New Start document for the project showed it would have fewer peak commuters than the Bus/HOV alternative despite being ten times the price, ($480 million for LRT versus $40 million-plus for bus). The cost per new commuter in UTA's own 5309 New Start document was $64 per boarding or $128 per day. Thus, compared to the more cost-effective bus system the light rail would carry, by 2020, 843 fewer 2-way commuters each day. The cost for this "extra" non-service is $400 million! Embarrassing!

The SLC International Airport is truly a nerf-anchor for this $1/2-billion rail project. The 1995 HNTB Associates study for the SLCIA Master Plan showed the *average number of riders*, (by airport users) on a UTA bus at the airport was only *1.9 persons*, the same as in hundreds of private and hotel shuttle vans. **Weekly bus ridership was only 656 people!**

Even a bright 12 year-old would understand that the responsible course of action is to replace empty 17-ton buses with vans or cars (taxi) at the airport, not install a $300 million LRT extension, ($450 million with long term operating subsidy). This is obscene! More embarrassment.

UTA's MISLEADING STATISTICS

UTA habitually over-states, (hypes) the ability of transit at taking cars off the road. They rely on what this author calls **Lemonade Stand Economics**. We've seen children or grandchildren look on the money gained from a lemonade stand as all profit. Of course, net profit is less than the gross. UTA, in propaganda to the public and in many official studies portrays gross ridership as equal or nearly equal to taking that number of cars off the road. The FTA and historical transit industry prejudices are part of the problem. Some factors for are:

- 20% to 35% of transit riders have no cars; don't take car trips off roadways.
- Many transit riders drawn from carpools, leaving carpool driver still on road.
  - Carpools account for 4 to 13 times, (by city) the work-trip share as transit.
- Cars average *1.1 riders for work trips* and *1.6 riders for other trips*. Transit ridership for these purposes must be divided by these factors to compare.

UTA claims ridership on the University TrAX line greatly exceeds projections. Not true! What UTA carefully withholds from the public, as they did with similar claims for N/S TrAX, is the very large error margins in the initial predictions. For N/S TrAX, the judgment of local and national experts was that ridership could be in the 19,00 to 22,000 area, including possible error. The current planning process which relies heavily on

modeling is laced with undisclosed estimation errors. **Hidden errors in transit predictions** must be reported to inform the public and decision-makers.

UTA has never revealed the extent of bus ridership scavenging in the University line corridor. Most buses run empty along the corridor now. The TrAX cars are often nearly empty too. Most of the day, light rail does the job of 20-passenger buses or 9-passenger vans, at much, much higher cost.

THE INSANE WASATCH FRONT REGIONAL COUNCIL 2030 **LONG RANGE PLAN**

UTA's current share of all trips is about 1%. This plan will dump $17.6 billion on UTA in hopes it can provide an average of 1.5% of all trips in the region over the next 26 years. This same 1.5-%-increment share of trips would, if provided by road investment, cost only $390 million. The horrific inefficiency of socialized transit is reflected in the need for an extra $17 billion to produce this single 1.5%-increment of all trips.

Of the above $17.6 billion, **subsidies to UTA, from taxes on car users, will total over $16 billion! This incredible cost: performance ratio computes to $32 billion for a full 1% improvement. Extrapolating; to reach the ideal, Sierra Club/New Urbanist share of 50% transit use will require only, (hmmmm, let's see. $32 billion times 50 gives...."ACKK!"...) $1.6 TRILLION!**

LIGHT RAIL HAS HURT BUSINESS

140 downtown businesses, large and small, published full-page ads in both dailies; Oct. ___ 2003, saying TrAX failed to perform on promises to help business downtown. It also condemned counterproductive beautification (construction) projects, which hurt business; (TrAX shut down Main Street for a year).

During the initial LRT construction many businesses joined to sue UTA to force it to open up a lane the length of Main Street, as required by the FEIS, to provide business access. UTA refused to relent because the Salt Lake City Council had rescinded the open lane requirement. The council relied on what turned out to be a fraudulent poll of businesses cooked up between the office of Mayor DeeDee Corridini and the Downtown (business) Alliance; this story was well reported in both Salt Lake daily newspapers. A number of businesses moved or closed forever. The 150 year old ZCMI, begun about 1850 by Brigham Young was the biggest loss.

UTA has bragged across the nation that they built this initial LRT under budget and ahead of schedule. Neither would have occurred if UTA had been forced to keep that single lane open for business access.

CHANGING FOR THE BETTER, FOR THE FUTURE

It all starts with the need for more information of verifiable accuracy. Break away from the groupthink pervading transportation planning. Learn from engineers at WFRC and UDOT. Observe, Think, Calculate. Initiate independent studies and good economic and engineering analysis.

If we are to survive hard times and prosper we must act with intelligence and rationality. Trends matter. Horrendous spending and performance ratios matter. Fairness between Salt Lake and suburb/rural areas matters. The user-paid car trip on the self-improving car-highway network is the gold standard in transportation in the 21st century. We won't help the next generation if we destroy it out of ignorance.

Michael T. Packard BSEE GeoSol Consulting 571-7190 Sandy, Utah © 2004

CENSUS 2000 ANALYSIS FOR UTA: WASATCH FRONT WORK TRIPS ONLY:

	1990	2000	CHANGE	% LOSS % GAIN
BY COUNTY...BUS ONLY				
DAVIS	2.2%	2.2%	0	0
UTAH	1.8%	1.4%	-0.4	-22%
WEBER	2.0%	1.4%	-0.6	-30%
SALT LAKE	3.4%	2.6%	-0.8	-26.6%
BY COUNTY...TRAX ONLY				
SALT LAKE	N.A.	0.9%		
BY COUNTY...BUS AND TRAX				
SALT LAKE	3.4%	3.5%	0.1%	+2.9%
SALT LAKE-OGDEN METRO AREA	3.0%	2.98%	-0.02	-0.5%

Conclusion: Despite massive new investment in light rail, more than quadrupling former investment in bus operations capital investment, UTA still lost work trip market share to the automobile over the 1990-2000 decade in the Salt Lake Ogden urban area. This was predicted by the American Institute of Architects transportation expert in the West Valley RUDAT (Rural Urban Design Assistance Team) report in 1997. "Light rail will help transit use for homes and businesses in its immediate corridor. In the greater perspective, it will do little more than stabilize the otherwise further decline in (bus) transit."

CAVEAT: *Work Trips Comprise Less Than 15% Of All Trips*

SUMMING UP, UTA WORK TRIPS ARE ONLY 0.45% OF ALL TRIPS

ALSO:

- 99.5% of all non-work trips, according to WFRC models, are made by car,

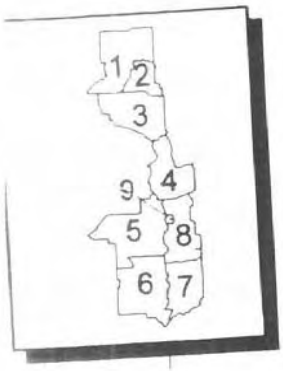
SOURCES:

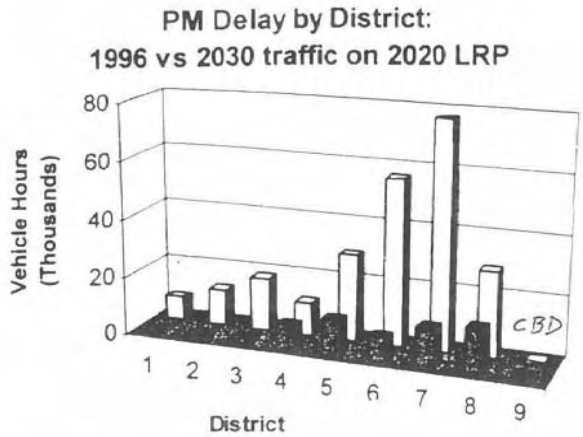
U.S. Census Bureau, American Factfinder, by county
U.S. Census, CTTP: state & county.
WFRC 2003 model run for 2030 LRP.

Michael T. Packard GeoSol Consulting Sandy, Utah

L.R. IN FRC 2002 - 2030

Figure 9



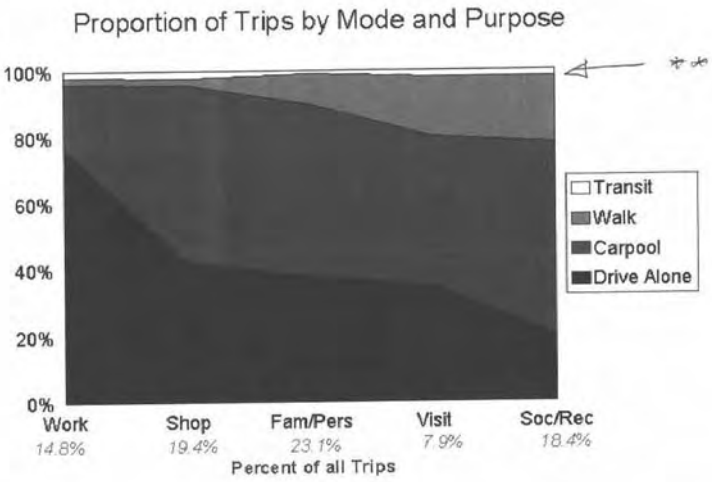


CBD

	1	2	3	4	5	6	7	8	9
■ 1996	400	800	1,600	8,000	12,000	8,100	12,900	14,900	500
□ 2030on2020	8,100	12,100	17,700	10,900	29,300	56,400	77,000	28,800	800

NORTH WEBER

INKLINGS: Preliminary Results from the 2001 NHTS" Page 3 of 8



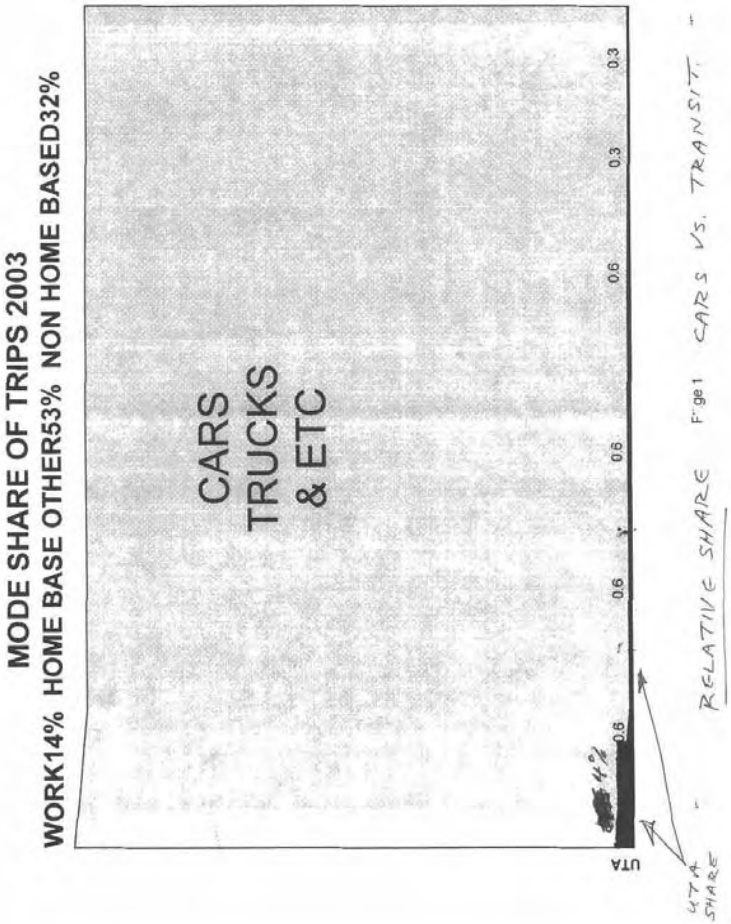
Transit

Transit use, which tends to be concentrated in the largest metro areas, is highly dependent on route and time of day considerations. About 38 percent of transit trips are work-related, almost a quarter are for shopping and errands, and another 18 percent are social.

Transit has strong ridership peaks during the 6:00 to 9:00 am and 3:00 to 6:00 pm periods, where nearly one-half of passengers travel.

NATIONAL TRANSIT SHARE

GP-C-616



	2030 Costs by Mode	Total Cost	Share (Avg. 2003-2030)**	Cost per 1% Share of trips
1	ROADS*	$23.5 Bil	98.5%	$239 Million
2	Transit*	$17.6 Bil	*1.5% **	$11.7 Billion
	Trains*	$6.8 Bil	0.65%	N.A. ($11 Bil rate)
	Buses*	$10.8 Bil	0.85%	N.A. ($13 Bil rate)
TOT.	ALL	$41.1 Bil	100 %	$410 Million avg.

This table is derived from the modal spending levels in the WFRC 2030 updated Long Range Plan matched against the projected modal shares in the 2030 Plan modeled ridership. This comparison involves so-called "relative" share pitting high-cost transit versus roads, with other minor, low cost, modes set aside.

The $17.6 billion cost for UTA's 1.5% share of transit trips is..... $17.2 billion more than the $360 million cost for a 1.5% increment of travel on roadways by user-paid car.

$16 billion of the $17.6 billion in projected transit spending, is to be paid *by car users* through SALES, GAS, GENERAL, and USE TAXES. *

*THE **MAGNIFICENT***
INEFFICIENCY OF
SOCIALIZED TRANSIT

CAVEAT: This analysis is conservative. ***The "worst case" is just 1.3%* average *transit share*** between 2003 and 2030. Worst case 2003 share is calculated from 2002 FTA-NTD, (UTA) data and local UDOT data at 1%. This is averaged with 1.6% modeled share in 2030 after 5% error margin is subtracted from 1.7% shown above.

* References:

1. 98+% of road costs paid by car users:
   Poor are17 times more likely to drive than ride transit. (USDOT 2001 NHTS)
   93% of "adult" Utahns drive. (1993 WFRC/MAG Home Interview Survey)
   94% of Utah homes have a car/cars in the driveway (U.S. Census 2000)
2. Re: 2030 Plan Update model run Jun/Jul 2003
3. Re: 2030 LRP Update, Financial Plan, Tables III-2,3 p16
4. Re: 2030 LRP Update Financial Plan, Table V-2, p30
5. Re: 2030 LRP Update Financial Plan, Table IV-3, p28

Michael T. Packard BSEET Sandy, Utah © 2005

ID Number: 80[illegible]
www.ndauta.com
3600 South 700 West, P.O. Box 30810
Salt Lake City, UT 84130

Utah Transit [illegible]ority (UTA)

General Manager: Mr. John Inglat
(801) 262-5626

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Salt Lake City, UT

Square Miles	231
Population	887,000
Population Ranking out of 465 UZAs	43
Other UZAs Served	79 102

Service Area Statistics

Square Miles	1,412
Population	1,744,817

Service Consumption

Annual Passenger Miles	154,113,715
Annual Unlinked Trips	26,330,400
Average Weekday Unlinked Trips	102,502
Average Saturday Unlinked Trips	45,874
Average Sunday Unlinked Trips	5,213

Service Supplied

Annual Vehicle Revenue Miles	27,069,095
Annual Vehicle Revenue Hours	1,501,405
Vehicles Operated in Maximum Service	803
Vehicles Available for Maximum Service	865
Base Period Requirement	245

Financial Information

Fare Revenues Earned		$18,817,879
Sources of Operating Funds Expended		
Fare Revenues	(15%)	$18,817,879
Local Funds	(0%)	0
State Funds	(61%)	79,871,211
Federal Assistance	(19%)	24,410,525
Other Funds	(5%)	6,788,413
Total Operating Funds Expended		**$128,888,028**
Sources of Capital Funds Expended		
Local funds	(79%)	$203,639,486
State Funds	(8%)	20,000,000
Federal Assistance	(13%)	34,845,506
Other Funds	(0%)	0
Total Capital Funds Expended		**$258,485,988**

Summary of Operating Expenses

Salary, Wages and Benefits	$89,913,567
Materials and Supplies	14,088,144
Purchased Transportation	3,444,030
Other Operating Expenses	15,111,827
Total Operating Expenses	**$122,537,588**
Reconciling Cash Expenditures	$6,350,440

Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	442	0	$6,449,190	$2,066,123	$6,858,319	$2,472,941	$17,846,576
Demand Response	103	62	$1,358,995	$0	$0	$0	$1,358,995
Light Rail	30	0	$3,752,452	$43,126,368	$1,882,159	$460,475	$49,221,454
Vanpool	166	0	$0	$0	$0	$0	$0
Total	741	62	$11,561,643	$45,196,491	$8,740,478	$2,933,416	$68,422,025

Sources of Operating Funds Expended

Sources of Capital Funds Expended

BUS
PAS MI.

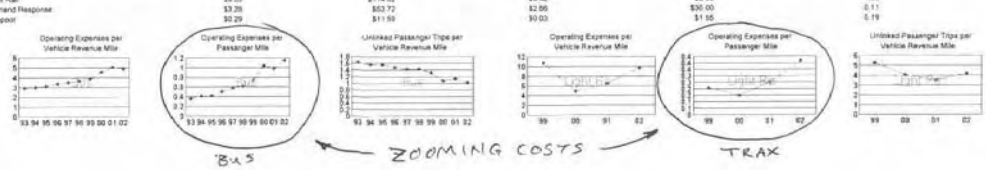
Modal Characteristics

	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	$83,412,861	$10,905,536	17,846,576	73,014,665	17,216,383	17,547,536	941,842	30.4	442	6.5	442	1.76	0%
Light Rail	$22,410,428	$5,896,577	49,221,454	[illegible]	2,322,485	9,755,560	196,546	34.2	33	2.4	30	1.07	10%
Demand Response	$15,947,645	$1,392,859	1,358,995	5,989,832	4,855,199	531,965	296,842	N/A	212	7.0	165	N/A	28%
Vanpool	$186,654	$0	0	21,962,690	2,675,028	486,949	66,175	N/A	178	2.1	166	N/A	7%

Performance Measures

MOST EFFECTIVE

	Service Efficiency: Operating Expense per Vehicle Revenue Mile	Service Efficiency: Operating Expense per Vehicle Revenue Hour	Cost Effectiveness: Operating Expense per Passenger Mile	Cost Effectiveness: Operating Expense per Unlinked Passenger Trip	Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Mile	Service Effectiveness: Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	$4.84	$88.56	$1.14	$4.75	1.02	18.63
Light Rail	$8.65	$114.02	$0.42	$2.30	4.20	49.63
Demand Response	$3.28	$53.72	$2.66	$30.00	0.11	1.79
Vanpool	$0.29	$11.59	$0.03	$1.55	0.19	7.49



BUS ← ZOOMING COSTS → TRAX

19/2004
Data Source: 2002 National Transit Database

SECTION 2
(NO CONTENTS)

SECTION 3

UTA's BIG POLLUTION PROBLEM

Think back on the meat grinder the EPA has put Utah and Davis Counties through to force small improvement in pollution reduction with the auto pollution testing programs (and oxygenated gas in Utah County). Of course, car drivers paid extra for the privilege.

It may come as no small surprise to find out that all this time UTA was getting a virtual free pass to pollute while you picked up their multi-billion-dollar tab. UTA buses, and soon commuter rail, meet the technical description of what the EPA calls "Gross Emitters" – polluters. Their vehicles produce more than ten times the NOx of that produced by cars, on a per-passenger-mile basis.

There has been an evolving regulatory environment that accepts the NOx pollution of the dirty diesel powered vehicles of mass transit as a necessary evil without monitoring it or seeking to

UTA's problem is that the pollution they produce the most of, is the worst health-wise.

- **What they save the most of in other pollutants, is insignificant to savings produced by user-paid improvements in rapidly improving cars.**
- **Environmental benefits may be positive when buses run full.**
  - **Benefits canceled out as many vehicles run empty.**
    - **UTA buses travel about 10 million miles/year with an average of two riders.**
  - **Buses burn 40% more fuel per passenger mile than in 1980.**
- **Calculating the real benefit depends on actual car VMT they remove from road.**
  - **This is a problem noted in 1980 Performance Audit.**
    - **UTA doesn't develop data to determine actual contribution.**

1. **Diesel exhaust recognized as the worst and most out-of-control pollution.**
   a) **EPA sheet on out-of-control NOx**
   b) **EPA sheet on hazards of NOx**
2. **UTA diesel buses, operating with stop and go city/urban driving cycles, emit over 30 grams per mile or 1/15 pound per mile harmful NOx.**
   a) **Chart from Feb. 99 WFRC *Communiqué, p 4.***
      i) **In 2003 UTA sold over 100 large buses, each of which produced its own weight, 17 tons, in NOx, (over full service life of 550,000 miles).**
   b) **Confirmed by Peer-reviewed studies by:**
      i) **California Air Resources Board study Re: CNG bus vs. diesel.**
      ii) **New York Public Transit Authority study Re: Hybrid vs. diesel.**
3. **EPA definition of "gross emitters"/polluters applies to UTA buses & RCR.**
   a) **EPA blurb off the web, "gross emitters"**
   b) **WFRC page from '99 *Communiqué also defining diesels with same words.***
   c) **Commuter rail (locomotives),**
      i) **Claim to reduce NOx by 84 lb. / day**
      ii) **Actually add about 1900 lb. / day: engines burn 5450 gal diesel/day**
4. **Light rail systems, running on electricity, are not credited with the pollution produced at, mostly, coal powered, remote generating sites.**
   a) **Power plant caused air pollution should be added to environmental study.**
   b) **Page from**

5) Meanwhile, cars have gotten much cleaner much faster than anticipated.
   a) UTA bus emits 430 times more NOx than new Honda Accord (30 gr/.07 gr. = 430) Copy 2005 CARB LEV car list
6) Cars are producing much less NOx along the Wasatch Front even with increasing mileage. See chart from 2003 WFRC.
   a) This gives a negative growth curve for NOx as a contributor to ozone.
      i) Counteracts increases in dust-caused fine particulate next 20 years.
      ii) Counteracts growth in UTA-caused NOx, bus and RCR.
      iii) Under NEPA-adjudicated law, this allows municipalities and transit agencies to increase congestion and NOx or other pollutants for their pet projects, like Commuter Rail and the Salt Lake Railroad Consolidation Project during I-15 rebuild, as long as no exceedance of budget occurs.
         (1) The exceedance of budget does not occur because of the "daylight" that grows between the budget line and the actual pollutant line as cars get cleaner, faster than increased VMT

   b) Without much cleaner cars, the growth curves for the pollutants NOx generates, would be convex and increasing, as in the 1998 TIP for Salt Lake Davis ozone. Then:
      i) Commuter rail would not be allowed under NEPA
         (1) The extra NOx it contributes would exceed budget for area.
      ii) Commuter rail robs the NOx-bank account of metro car users.

EPA tracks emissions of six principal air pollutants - carbon monoxide, lead, nitrogen oxides, particulate matter, sulfur dioxide, and volatile organic compounds. All have decreased significantly since passage of the Clean Air Act in 1970 -

EXCEPT FOR NITROGEN OXIDES.

EPA
United States
Environmental Protection Agency
Research Triangle Park, NC 27711

Printed on paper that contains at least 30 percent postconsumer fiber

1a

U.S. Environmental Protection Agency

Six Common Air Pollutants

Ozone
Particulate Matter
Carbon Monoxide
Nitrogen Oxides
Sulfur Dioxide
Lead
Six Common Air Pollutants
Air Homepage

Health and Environmental Impacts of NOx

NOx causes a wide variety of health and environmental impacts because of various compounds and derivatives in the family of nitrogen oxides, including nitrogen dioxide, nitric acid, nitrous oxide, nitrates, and nitric oxide.

Ground-level Ozone (Smog) - is formed when NOx and volatile organic compounds (VOCs) react in the presence of heat and sunlight. Children, people with lung diseases such as asthma, and people who work or exercise outside are susceptible to adverse effects such as damage to lung tissue and reduction in lung function. Ozone can be transported by wind currents and cause health impacts far from original sources. Millions of Americans live in areas that do not meet the health standards for ozone. Other impacts from ozone include damaged vegetation and reduced crop yields.

Acid Rain - NOx and sulfur dioxide react with other substances in the air to form acids which fall to earth as rain, fog, snow or dry particles. Some may be carried by wind for hundreds of miles. Acid rain damages: causes deterioration of cars, buildings and historical monuments, and causes lakes and streams to become acidic and unsuitable for many fish.

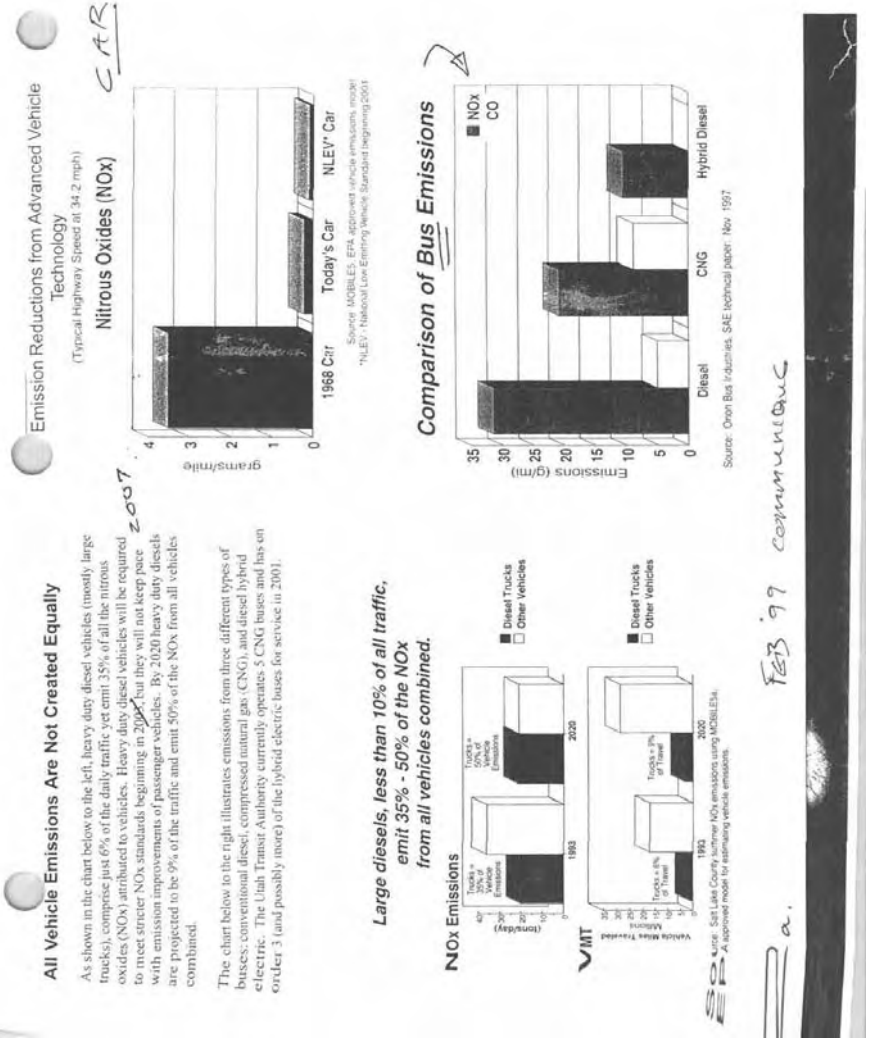
Particles - NOx reacts with ammonia, moisture, and other compounds to form nitric acid and related particles. Human health concerns include effects on breathing and the respiratory system, damage to lung tissue, and premature death. Small particles penetrate deeply into sensitive parts of the lungs and can cause or worsen respiratory disease such as emphysema and bronchitis, and aggravate existing heart disease.

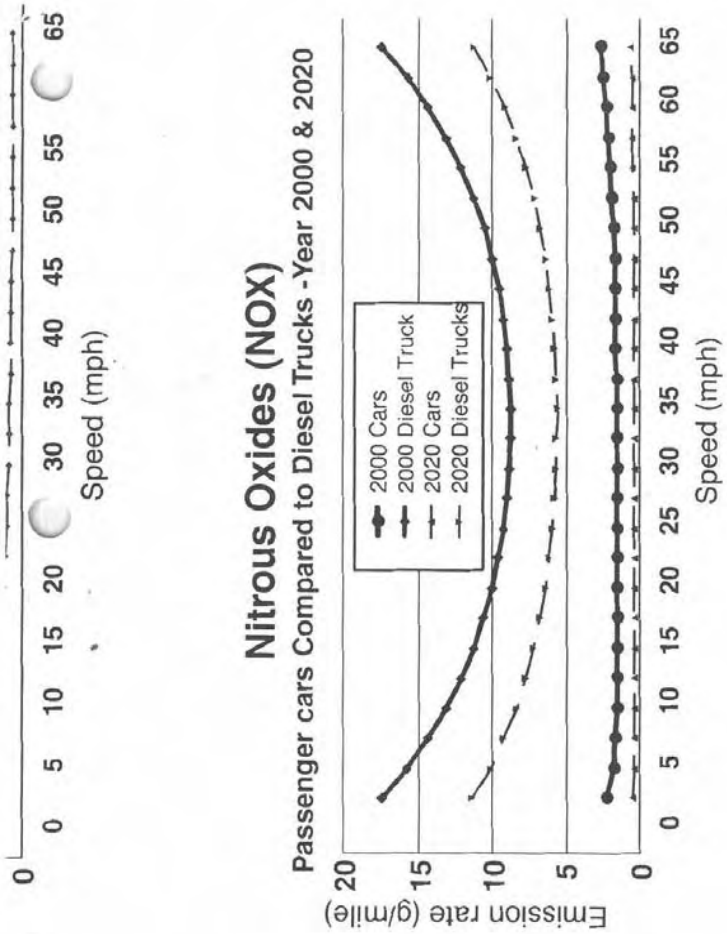
Water Quality Deterioration - Increased nitrogen loading in water bodies, particularly coastal estuaries, upsets the chemical balance of nutrients used by aquatic plants and animals. Additional nitrogen accelerates "eutrophication," which leads to oxygen depletion and reduces fish and shellfish populations. NOx emissions in the air are one of the largest sources of nitrogen pollution in the Chesapeake Bay.

Global Warming - One member of the NOx, nitrous oxide, is a greenhouse gas. It accumulates in the atmosphere with other greenhouse gasses causing a gradual rise in the earth's temperature. This will lead to increased risks to human health, a rise in the sea level, and other adverse changes to plant and animal habitat.

Toxic Chemicals - In the air, NOx reacts readily with common organic chemicals and even ozone, to form a wide variety of toxic products, some of which may cause biological mutations. Examples of these chemicals

1b.





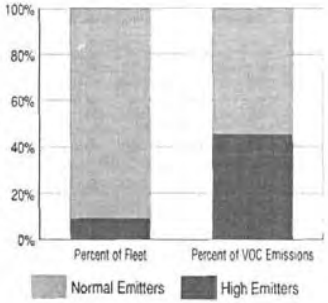
EPA approved Mobile5a emissions model.

Feb '99 WFRC communique

2a

Gross Emitters

A small percentage of vehicles emit a large percentage of the pollution from on-road vehicles. These "gross emitters" include not only older model vehicles but also some newer cars with poorly maintained or malfunctioning emissions control equipment. As shown in the diagram, it is estimated that less than 10 percent of the vehicle fleet emits approximately 50 percent of the VOC emissions. The same vehicles, however, are not always gross emitters for all criteria pollutantsa different 10 percent may be gross emitters for CO, NO_X, and others. Additionally, 10-27 percent of the vehicles failing inspection never end up passing the State Inspection and Maintenance tests.

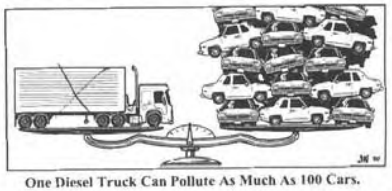


3a

http://www.fhwa.dot.gov/environment/aqfactbk/factbk14.htm 1/14/05

II. THE DIESEL ENGINE: A Big Piece of the Pollution Pie

Although diesel trucks and buses make up only 2 percent of all vehicles on the road, they are responsible for more than one-third of all smog-forming nitrogen oxides and nearly two-thirds of all particulate pollution emitted by all on-road vehicles.[2] Diesel trucks may, according to federal standards, legally emit as much pollution as several dozen cars but often will emit up to the same amount of pollution as 100 cars combined. Diesel fuel emissions include more than 40 substances that are listed by the EPA as hazardous air pollutants and by the California Air Resource Board as toxic air contaminants.



One Diesel Truck Can Pollute As Much As 100 Cars.

As stated before, heavy duty vehicles contribute more than their share of air pollution. Table 1 shows the amount of smog-forming NOx pollution and particulate matter (PM) or "soot" in each state that comes from heavy duty vehicles, most of which are powered by diesel. It also shows the percent of total on-road vehicle pollution that comes from heavy duty vehicles.

[2] U.S. Environmental Protection Agency, Office of Air Quality Planning and Standards. National Air Pollutant Emission Trends, 1900-1998, March 2000.

2c environmental defense.org

3a.

Reduction in Pollution by Car-User Investment in Cleaner Technology Swamps RCR Benefits

Car users will invest billions of dollars cleaning up car pollution.
Why spend $1.5 billion on Commuter rail for pollution chump change noted below?

Contrast pollution production of autos as calculated in the 1997 Commuter Rail Feasibility Study by De leuw Cather to auto pollution calculated in Draft EIS for RCR. Extend to regional VMT. Projection of cleanup of car pollution over last decade swamps relatively tiny savings due to RCR. (p. ES-6)

Re: Table 7-3) Regional Commuter Rail Feasibility Study
Based on 136,000 daily VMT. Then adjusted to 0.1% of regional VMT for comparison purposes.

Pollutant	Amount Saved, '97 Feas Study 136 k VMT	*Pollution Adjusted to 191 k VMT in 1997*	Amount by Cars in 2030 with 191 k VMT	Car Tech Savings per 0.1% Trips	*Car Tech Change in region: 100% Regional Trips: 72,500,000 VMT*
NOx	918 lb.	*1291 lb.*	**81 lb./day**	-1210 lb./day	***-229 tons/day ******
CO	10,720 lb	*15222 lb.*	**2400 lb/day**	-12,822 lb./day	***-2,423 tons/day***
HC/VOC	975 lb.	*1385 lb.*	**120 lb./day**	1,265 lb./day	***-239 tons/day***

The improvements between the two RCR documents in clean auto technology are amazing. The saving from improved car technology improvement applied to total regional VMT is **229 tons of NOx daily**, **2,423 tons of CO daily**, and **230 tons of HC/VOC daily**. Commuter Rail savings insignificant.

3c 1

Locomotives

A formal decision on the locomotive type has not been made. The current plan is to obtain used locomotive cores and remanufacture them for operation on the corridor. 40 CFR Parts 85, 89 and 92 provides standards and emission factors for locomotives. There are currently three tiers of applicability of the standard for locomotive emissions. The first set of standards (Tier 0) applies to locomotives and locomotive engines originally manufactured from 1973 through 1999, and any time they are remanufactured in calendar year 2000 or later. The second set of standards (Tier 1) apply to locomotives and locomotive engines originally manufactured from 2000 through 2004. Such locomotives and locomotive engines would be required to meet Tier 1 standards at the time of original manufacture and at each subsequent remanufacture. The final set of standards (Tier 2) applies to locomotives and locomotive engines originally manufactured in 2005 and later. Such locomotives and locomotive engines would be required to meet Tier 2 standards at the time of original manufacture and at each subsequent remanufacture. The acceptable emissions measured in g/gal values for each tier are as follows:

- Tier 0 - 10 Hydrocarbons, 26.6 CO, 178 NOx, and 6.7 PM_{10};
- Tier 1 - 9.8 Hydrocarbons, 26.6 CO, 139 NOx, and 6.7 PM_{10}; and
- Tier 2 - 5.4 Hydrocarbons, 25.6 CO, 103 NOx, and 3.6 PM_{10}.

When acceptable locomotive cores have been obtained, a program for remanufacturing will be developed that complies with the current EPA emissions requirements.

LOCO'S ADD: +2,190 lbs/DAY + 1,710 lbs/DAY

3.8.3 Construction-Related Impacts

ADD ABOUT 1800 lbs MIX/DAY

	1- Farmland	
Air Quality (3.8)		
Conformity with SIP	Yes	No mitigation required
Reduction in CO	Yes, a decrease of approximately 1.2 tpd	No mitigation required
Reduction in NO_x	Yes, a decrease of approximately 0.04 tpd	No mitigation required
In conformance with PM_{10} Concentration Standards	Yes = 81 lbs	No mitigation required
Reduction in VOC	Yes, a decrease of approximately 0.06 tpd	No mitigation required
Reduction in VMT	Yes, 191,161 fewer miles traveled each day	No mitigation required
Noise (3.9) and Vibration (3.10)		
Noise (# sites)	No severe noise impacts, moderate impacts identified at: 346 Single-family residences 15 Multi-family residences 88 Mobile home residences	Mitigation to be determined
Vibration (# sites)	61 Single-family residences 6 Multi-family residences 57 Mobile home residences	Mitigation to be determined
Utilities and Distribution Systems (3.11)		
Storm Drains (# drains)	86	Relocate storm drain manholes
Sanitary Sewers (# facilities)	70	Relocate sewer manholes as necessary
Municipal Water Lines (# lines)	None along the proposed alignment if carrier pipes are extended	Relocate impacted water line valves and hydrants as necessary
Irrigation Water Lines (# lines)	16	Protect or relocate impacted facility as necessary

CAR REDUCE

3c 2. MICHAEL PARKER 571710

EXAMPLE REBUILD OF 11 UTA-RCR LOCOMOTIVES

++

If, for illustration, six locomotives are rebuilt to Tier 0 standards, and five locomotives are rebuilt to Tier 1 standards, Regional Commuter Rail's eleven locomotives would add about **one ton a day of NOx** into the atmosphere along the Salt Lake to Ogden route. They will consume, according to Mr. Steve Meyer of UTA, about 5460 gallons of diesel fuel each day.

The RE-calculated 90,000 reduced vehicle miles of travel would lower auto produced NOx by 40pounds per day.

On balance, RCR would add nearly a ton of the worst pollutant to the atmosphere each day. This ton of NOx is borrowed or stolen from gains made by auto users in cleaner car technologies from 2004 onward. Without the cleaner cars, the added ton of NOx , under old EPA rules in the 1998 conformity (see http://www.governor.state.ut.us/dea/qget/databook/T5.htm) would have violated the budget for NOx. As it is, RCR takes us in the wrong direction, toward more pollution, of the very worst kind.

++

3c 3

Air Resources Board

2005 ZERO EMISSION AND PZEV CREDIT VEHICLES

This page updated October 22, 2004

2005 | ZEV CREDIT CALIFORNIA CERTIFIED VEHICLES

The following vehicles are certified to the "Super Ultra Low Emissions Vehicle Standard (SULEV)" and are 90% cleaner than the average new 2005 offered for sale in California. In addition these vehicle also receive credit as "Partial Zero Emission Vehicles (PZEV)" or as "Advanced Technology Pa Zero Emission Vehicles (AT-PZEV)". Vehicles receieving the PZEV credit have near-zero evaporative emissions and their emission control equipmen has a 15-year/150,000 mile warranty. Vehicles receiving the AT-PZEV credit also make use of "ZEV-enabling" clean technologies such as alternative fuel, electric drives, or other advanced technology systems.

DODGE	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
STRATUS 4DR	2.4 L	GAS	5CRXV0148MX0	LEV II SULEV	0.2	

FORD	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
FOCUS, WAGON	2.0 L	GAS	5FMXV02.01GB	LEV II SULEV	0.2	

HONDA	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
ACCORD LX SEDAN	2.4 L	GAS	5HNXV02.4ECV	LEV II SULEV	.02	
CIVIC HYBRID	1.3 L	GAS / IMA	5HNXV01.3YCV	LEV II SULEV	AT-PZEV 0.2*	
CIVIC GX	1.7 L	CNG	5HNXV01.7BF3	LEV II SULEV	AT-PZEV 0.2*	
FCX	NA	H2 FC	5HNXV00.0ACX	ZEV	FULL ZEV	

HYUNDAI	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
ELANTRA	2.0 L	GAS	5HYXV02.0XPC	LEV II-SULEV	0.2	

KIA	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
SPECTRA	2.0 L	GAS	5KMXV02.0LPC	LEV II SULEV	0.2	

MAZDA	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
3	2.0 L	GAS	5TKXV02.0NG1	LEV II SULEV	0.2	
6	2.3 L	GAS	5TKXV02.3NG1	LEV II SULEV	0.2	

MITSUBISHI	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
GALANT	2.4 L	GAS	5DSXV02.4G6G	LEV II SULEV	0.2	

NISSAN	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
ALTIMA 2.5	2.5 L	GAS	5NSXV02.585A	LEV II SULEV	0.2	
SENTRA 1.8	1.8 L	GAS	5NSXV01.883A	LEV II SULEV	0.2	
SENTRA 1.8S	1.8 L	GAS	5NSXV01.883A	LEV II SULEV	0.2	

5a

TOYOTA	DISPL	FUEL	ENGINE FAMILY #	EMISSIONS STD	PZEV CREDIT	REFEREN
CAMRY	2.4 L	GAS	5TYXV02.4MXA	LEV II SULEV	0.2	

CARPOOL STICKER INFORMATION:
go to carpool QUALIFING VEHICLE LIST

Under AB 71 any gasoline powered vehicle, including hybrid vehicles, do not qualify for the single occupant (HOV) carpool lane access sticker. Becau of the fuel they operate on they are not clean enough to receive the carpool lane incentive. Qualifying vehicles must be a 100% electric vehicle (ZEV) SULEV or ULEV vehicle that operate on a dedicated alternative fuel only (certified CNG or LPG ILEV). For a complete list of qualifing vehicles or additional information regarding qualifing vehicles please contact the ARB Public Information Office at (800) 242-4450.

Introduction to California Certified vehicles
Return to 2005 California certified vehicle list
Mobile Source Program

Top of Page

A Department of the California Environmental Protection Agency

AUTO OWNER COST

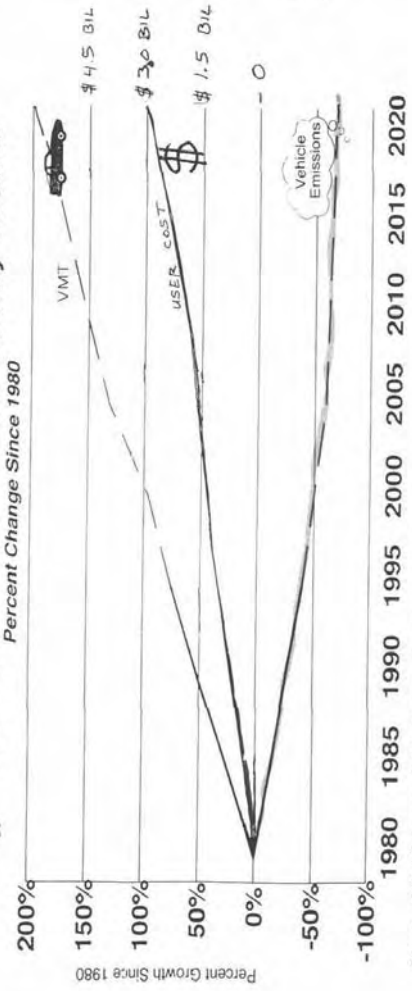
Automobiles and Air Quality: A Success Story

During the 1970's and 1980's the Salt Lake - Ogden Metropolitan Area consistently violated air quality standards. Today with even more people, more industry, and more traffic, the air we breathe is cleaner than it was a generation ago. A key figure in this success story is your automobile.

MODIFIED CHART BELOW FROM 2 CHARTS IN '99 WFRC COMMUNIQUE

Salt Lake - Davis - Weber County Growth

Percent Change Since 1980



Source: 1990 US Census, WFRC Planning Projections, and EPA vehicle emissions model MOBILE5a

Vehicle Owner's Investments In Air Quality

The chart above illustrates that even though highway traffic in the year 2020 is projected to be 3 times what it was in 1980, the total emissions from this traffic will actually be 75% less tha vehicle emissions in 1980.

How is it possible to have more traffic and less pollution? Simply stated, the answer is cleaner vehicles, more and better roads.

This air quality success story has not been achieved without a price. According to the Utah Automobile Dealers Association, approximately 10% of the purchase price of a new vehicle goes towards emission control equipment. Add to that the emission test fee for hundreds of thousands of vehicles, and the costs for those vehicles that need adjustment or repair to meet emission standards. The total cost to Wasatch Front vehicle owners was a staggering $78 million in 1998 alone, or $870 million since inspection / maintenance (I/M) testing began in 1984. By the year 2020 Wasatch Front vehicle owners will have invested over $3 billion in

61

SECTION 4

emissions will have a two-fold benefit: improved PM10 and ozone conditions.

Source: UDOT 1996 Vehicle Type Counts by Highway Facility Type, and EPA's Mobile6 vehicle emissions model.

Vehicle Emission Standards

The charts below illustrate the improvements that have been made to passenger car emission standards in the last 35 years. The data for 1966 represents emission rates prior to federal standards defined in the 1963 Clean Air Act. The data for 2002 represents the improved "Tier 1" standards phased in as part of the 1990 Clean Air Act Amendments. And finally, the 2006 data represents even further reductions in emission rates with the "Tier 2" standards that will be phased in over the next four years.

Passenger Car Emission Rate Reductions: 2006 vs 1966

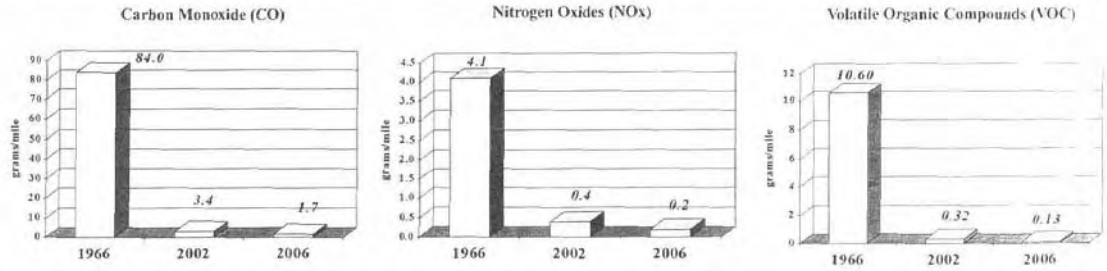
Carbon Monoxide	**98%**
Nitrogen Oxides	**95%**
Volatile Organic Compounds	**99%**

These emission standards represent significant reductions in passenger car emission rates as summarized in the inserted table. These are substantial improvements in vehicle emission rates! A 100% reduction would be no emissions at all.

As the fleet of vehicles traveling on public roads is replaced with these newer and much cleaner vehicles, total emissions from cars and trucks will continue to decrease. As a result, the quality of the air we breathe in Utah will continue to improve!

Emission Rates for New Passenger Cars: 1966 - 2006

Source: Transportation Air Quality, FHWA, Jan. 1999.



2002 WFRC communique

GP-C-626

SMART-CAR TECHNOLOGY REVOLUTION

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!

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

- **New car electrical, engine, 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**
- **Government implemented ITS strategies.**
  - **Reduce crashes,**
  - **Minimize delays from crashes/incidents**
  - **Route cars away from problems**
- **User-paid Super-ITS strategies; present/future:**
  - **G.M. 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 smart as us. Give us---**
  - **Super-Intelligent Transportation Systems/Vehicles.**
    - **New electronic driver aids**
      - **Adaptive Cruise Control, (driver still steers) will…**
        - **Increase lane capacity**
        - **Reduce rear end collisions**
      - **Traffic and condition monitors**
        - **Focus concentration**
        - **Monitor road dangers**
      - **Lane-keeping technologies.**
        - **reduce accidents**
        - **Improve highway traffic flow**
  - **Network millions of cars with smart computers, GPS, omni-present- short-range, communications network; WiFi, Bluetooth and etc.**
    - **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 are future boat anchors.**
- **Internet commerce in rides to fill a part of 7 billion empty car-seat trips annually along the Wasatch Front;…"GooGol Ride" search/ride-match engine**
  - **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.**

TRANSPORTATION IN THE SUPER-COMPUTER AGE

Super-intelligent implies computers, possibly many, whose processing ability approaches or exceeds that of the human brain.

- **SIVS: Super-Intelligent Vehicle Systems:**

When a significant portion of cars are equipped with a super-intelligent computer system with:
Inputs from the automobile
speed,
engine rpm, and
tem
An array of external sensors including:
- **radar,**
- **sonar,**
- **magnetic,**
- **television, and**
- **GPS positioning and**
- **very shorter range, infrared/laser intra-car links to dozens of nearby cars**
- **Talking to and monitoring driver for**
  - **Communicate vehicle condition, systems status, problems**
  - **Provide information**
    - **Vehicle location, points of interest**
    - **Directions to destinations**
    - **Vehicle security**
  - **For impairment of driving ability**
    - **Inattention (for talking on cell phone…etc)**
    - **Inebriation, drugs**
    - **Sleep impairment**
- **Super Intelligent cars are linked to the highway management authority through short range communications:**
- **Cellular,**
- **Bluetooth,**
- **WiFi**
- **other**

- **SIHS: Super-Intelligent Highway Systems:**
The next generation highway monitoring, communication, and control systems moderated by super-intelligent computers
linked by fiber optics to.
SPUI's and interchanges, (hundreds)
Signalized intersections, (thousands)
Road-side communications transponders, (thousands)
Special stations

SAE International

The premier society dedicated to advancing mobility engineering worldwide. www.sae.org

SAE Home > Intelligent Transportation Systems > IV Technologies

Moving Forward

SAE has played and continues to play a critical role in the progress of the technological growth of the automotive industry. Our influences on the industry include such major developments as: the first engine oil viscosity standard; the closed-in automobile body; self-starting vehicles; automatic shifting; multiplexing standards for today's electronically laden cars; and recommendations for charging environmentally-friendly electric vehicles.

As more electronics are incorporated into the automobiles at higher rates, a new automotive market is developing: the Intelligent Vehicles market.

The Intelligent Vehicles market offers a new breed of automotive engineering and a whole new world of electronics, computers and software applications. These systems, applied to automobiles, will affect the vehicle in three basic functional areas: the basic vehicle, safety and security and telematics--(information, communications and entertainment).

Intelligent Vehicles systems will help lessen traffic congestion; improve safety, driver comfort and convenience; and foster a cleaner environment. These are also the stated objectives of SAE's mission, and thus, SAE has committed its resources to be aligned with the Intelligent Vehicles market.

In this age of consumerism, SAE supports the Intelligent Vehicles market as it responds with the latest technologies to the consumer interests of safety, comfort and convenience. Consumer interests and the Intelligent Vehicles market have fostered the development of many new products. SAE is working with its corporate customers to speed the application of the technologies and reduce the time to market of these products. In order to accomplish this, SAE is working to educate and promote Intelligent Vehicles technologies/products to the consumer market as well as to the engineering community.

The following areas are included in the SAE Intelligent Vehicle program:

Basic Vehicle

- Comfort and convenience (HVAC, Adaptive displays, Adaptive accommodations)
- Low friction warning and control assist
- Vehicle diagnostics and owner/dealer notification
- Powertrain control
- Braking assistance
- Energy management (Electric/hybrid vehicles)
- Lighting control
- Chassis control (Stability enhancement, Suspension – active, semi-active, and height-adjustable damping)
- Smart restraints and occupant protection systems

Safety/Security

- Collision warning/avoidance (forward, rearward, road departure, lane change/merge, intersection, railroad crossing, multiple vehicle)
- Vision enhancement (night and inclement weather)
- Location-specific alert and warning
- Automatic collision and severity notification
- Adaptive cruise control (throttle/transmission and/or braking intervention)
- Lateral control (steering assist, Lane keeping)
- Driver condition monitoring/warning
- Obstacle/pedestrian detection
- Safety event recorder
- Personal security (identification, mayday)
- Vehicle security (tracking and recovery)

Telematics--Information/Entertainment

- Navigation and route guidance
- Real-time information (traffic, news, business directories, Internet/email)
- Entertainment (broadcast, onboard)
- Automated transactions (tolls, purchases)
- Position reporting
- Communications (broadcast, two-way)

BENEFITS OF **ITS**

We are transitioning to **Super ITS** Systems in the 21st century.

ITS stands for Intelligent Transportation Systems.

Key elements are:

- Traffic signal control
- Freeway management
- Transit management
- Incident management
- Electronic toll collection
- Electronic fare payment
- 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! The cummulative effects of the above improvements are greater than UTA's predicted overall share for 2030: 1.5%.

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. Super smart computers linked by omnipresent and omni-positional communication systems is revolutionizing IVS and ITS.

SIVS is Super Intelligent Vehicle Systems.
SITS is Super Intelligent Transportation Systems.
SIHS is Super Intelligent Highway Systems.
See my article, "What are SIVS and SITS?"

- This will expand in tough times. (Bus projected to lose riders in bad times)
- Smart Cell phones, PDA's,(Blackberry) used by most of adult population.
- Transit improvements
  - Express buses operating as "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.
    - Cut operator costs for express routes as in Davis County.
  - Bill Gates vision of computer/GPS/radio-net vans (1,000's ?).
    - Smart jitneys can replace nearly-empty 17-ton buses.
      - New operator paradigm needed for Smart Jitney.
        - Skills held by 100,000 illegal immigraqnts?
    - New curb rights debates for vans/jitney.

Michael T. Packard GeoSol Consulting 801-571-7190 C 2005

PSITS, SIVS, and SIHS THE NEW PARADIGMS IN AUTO-HIGHWAY TRANSPORTATION

- PSITS: Private Super-Intelligent Transportation Systems:

  User-paid new technologies to help cars and freeways work better together. Independent and/or coordinated with government highway bureaucracy. This encompasses region-wide and mode-wide optimization. Will help and out-produce failing bus system.

- SIVS: Super-Intelligent Vehicle Systems:

  When a significant portion of cars are equipped with a super-intelligent computer system with:
  - Inputs from the automobile: speed, engine performance, pollution
  - An array of sensors outside the car
  - Interaction with computer, talking to and monitoring driver
  - Communication links to the highway management authority as well as many nearby cars through short range communications:

- SIHS: Super-Intelligent Highway Systems
  The next generation highway monitoring, communication, and control systems moderated and managed by super-intelligent computers. Linked with fiber optic cables.

  Weighing
  Vehicle inspection and emissions monitoring
  Security monitoring/ inspection
  Mobility Central Control

  This will improve traffic and mobility for large urban areas. This is similar to the area optimization of traffic signal coordination by Dr. Peter Martin at the University of Utah 'Traffic Lab" for Foothill Boulevard in Salt Lake City.

NET COMMERCE IN RIDES. FILL EMPTY SEATS IN 99% CAR SHARE.

MINERVA II - A Smart Jitney/Community System For Residents of Rural , Suburban and Urban Areas

"Redefining, Reevaluating and Reinventing Transit"
A UCLA Policy and Research Symposium

October 18, 2001

Robert W. Behnke
11895 SW Burnett Lane, Beaverton, OR 97008 Phone: 503.524.4916 Email: rbehnke@hevanet.com

References

1. "National ITS Program Plan", USDOT and ITS-America, March 1995.
2. "AARP Newsletter", November 1998.
3. "Job Access and Reverse Commute Competitive Grants", Federal Transit Administration (FTA), November 6, 1998.
4. "The Need For IVHS Technologies in U.S. Public Transportation Systems", Robert Behnke, Dr. Kevin Flannelly, and Malcolm McLeod, "IVHS Issues and Technology", SAE-SP-928, 1992.
5. "German Smart Bus Systems", FTA and Tri-Met, Robert Behnke, USDOT-T-93-25, 1993.
6. "Governor's Conference on Videotex, Transportation and Energy Conservation", State of Hawaii, Department of Planning and Economic Development, 1984.
7. "California Smart Traveler System, FTA and Caltrans, Robert Behnke, USDOT-T-92-16, 1992.
8. "Cost Estimates for Selected California Smart Traveler Operational Tests", FTA and Caltrans, Robert Behnke, USDOT-T-93-31, 1993.
9. "Technology and the New Transportation", IVHS-America and The Washington Times, May 23, 1994
10. "Small Town USA in Trouble", USA Today, September 18, 1989

Note

The MINERVA Smart Jitney/Smart Community system described in this paper is currently being expanded to include several Value Pricing (i.e., formerly knows as Congestion or Road Pricing) features. A description of this enhanced system, tentatively named **"VeeP"**, should be available by January 2002.

Abstract

MINERVA is a "smart community" system. It will provide hundreds of information services to local residents, including "smart jitney" dispatching. Smart jitneys are privately-operated automobiles, vans and minibuses that are authorized to provide public transportation and parcel delivery services in selected travel corridors, usually on a part-time basis. MINERVA uses palmtop computers and wireless Internet services to:

1. Manage a community's smart jitney operations, including dispatching. Smart jitneys, or single-trip carpools, may be viewed as transit for low-density corridors or a critical component in development-oriented transit systems.

2. Integrate smart jitneys with conventional transit, paratransit and ridesharing services to create more cost-effective public transportation systems.

3. Facilitate new types of traveler information services that will enable both riders and drivers to instantly find the best ways of getting between any two points in the region, based on the latest weather, construction, traffic, etc. data.

4. Integrate these new traveler information services with other wireless information services (e.g. home-shopping, tele-banking, electronic mail, auto-instructional training courses, interactive games) to create more cost-effective community information systems and to reduce the need for some vehicle trips.

MINERVA is designed to improve the quality of life in rural, suburban and urban communities at a low-cost to both users and taxpayers. It will reduce important transportation, energy and environmental problems. It will also create a wide variety of new business, employment, education, recreation and other opportunities for local residents.

Background

The following blunt statements about status of ground transportation in the United States were obtained from a report prepared by the U.S. Department of Transportation (USDOT) and its consultants:

- *Despite the fact that the United States has one of the best roadway systems in the world, mobility is declining and safety remains a serious problem. Congestion takes its toll in lost productivity, costing the nation an estimated $100 billion each year. Traffic accidents represent another $70 billion in costs, not including the loss of life or consequences of long-term injury. Inefficient movement of vehicles reduces productivity, wastes energy,*

increases emissions, and threatens the quality of life we enjoy. Transportation is vital to the social and economic health of the nation. The efficiency and effectiveness of surface transportation has direct impacts on economic growth, land use, competitiveness, and accessibility to health care and social services. . . .

- *The basic challenge for transportation decision makers is to provide mobility and accessibility for all. Mobility, simply defined, is the ability to travel from one point to another. Growing congestion in the United States threatens the mobility necessary to the economic and social health of the nation. The concept of accessibility includes both the ability to safety and conveniently use the available transportation systems, and the recognition that access to goods and services may be met without physical travel (e.g., home shopping, tele-banking, electronic mail). The Americans with Disabilities Act (ADA) makes access to public transportation for disabled individuals a national goal. In addition, the population in the United States is aging as the baby-boom generation matures. Access to safe, convenient, cost-effective transportation is essential for the economic and social health of the nation, since lack of adequate transportation limits access to employment, education, medical care, and social and other essential services. . . .*

- *The Information Superhighway, officially knows as the National Information Infrastructure (NII), will use emerging digital technology to revolutionize accessibility, including the delivery of communications, education, and entertainment services, among others. . . . The NII holds potential as a means to convey real-time information on various transportation systems and to provide accessibility to services without the need to travel. This potential can be seen now through the increasing use of telecommuting and a range of services, such as airline reservations and shopping, from various information providers using the personal computer platform.*

- *Fixed-route (bus and rail transit) service involves the operation of high-occupancy vehicles over predetermined, fixed routes according to a published schedule. These services are most applicable to corridors with a relatively dense population to generate the ridership necessary to justify the cost of providing the service. In low-density areas, conventional fixed-route transit is prohibitively expensive and cost inefficient. The transit agency's desire to provide service is balanced by the need to manage the fleet in the most effective and efficient manner. In these lower-density areas, flexibly-routed transit offers a more cost-effective transportation alternative to the single occupant automobile. . . .*

- *Land use patterns determine, to a large extent, how transportation needs can be met. Demographic patterns further help to define the transportation needs of the population. Long term shifts from, urban to suburban living have made suburb-to-suburb travel the dominant commuting pattern in the United States. Low-density development makes the provision of efficient, convenient public transit service prohibitively expensive. However, to maintain mobility in suburban (as well as urban) areas, the average occupancy of vehicles must be increased. . . . .*

- *It is important that there is currently sufficient passenger capacity in observed automobile usage to reduce congestion. This capacity is significantly underutilized due to the large number of SOVs. The high density of single-occupant vehicles (SOVs) is a principal contributor to congestion. Ridesharing, such as carpooling and vanpooling, represents an existing strategy for mitigating traffic congestion and improving management of existing facilities. Indeed, initial development of ridesharing can be seen as far back as the 1940s with promotion of carpooling to save gasoline and rubber during World War II. Although ridesharing increased immediately after the war, recent statistics show a decline, and this transportation alternative is now vastly underutilized in most urban areas. There is an urgent need to take steps to encourage the public to make greater use of this option. The application of proven advanced technologies (e.g., palmtop computers, wireless messaging services) to make ridesharing more user-friendly and accessible can help reverse the declining trend in use of public transportation. There is a tremendous need for this user service.*

Statement of the Problem

Table 1 shows how much travel by Multi-Occupant Vehicle (MOV) declined and how much travel by Single-Occupant Vehicle (SOV) increased between 1980 and 2000 for journey-to-work trips in the United States. No wonder traffic congestion has grown by leaps and bounds in urban areas, where it is difficult and expensive to add highway capacity. Although Table 1 shows transit use by workers increased between 1980 and 2000, transit still lost market share. The rapid decline in the use of carpools and vanpools, both in numbers of workers and market share, is the primary reason SOV use increased so much between 1980 and 2000.

Improved public transportation services are a key to reducing traffic congestion, air pollution and mobility problems in suburban areas, where most metropolitan area residents now live and work. However, no mix of conventional transit, paratransit and ridesharing services will be able to solve these problems. They simply cannot provide a level of service that is attractive to residents of these low-density areas, at subsidy levels that are attractive to taxpayers. Something unconventional is needed to solve the transportation,

energy and environmental problems of suburban areas, and adjacent urban areas, in a cost-effective manner.

Table 1: Means of Transportation to Work in the U.S. 1980 - 2000

	1980		1990		2000	
Means	Millions	(%)	Millions	(%)	Millions	(%)
Transit Users	6.0	(6.6)	6.1	(5.8)	6.6	(5.6)
Ridesharing Users	22.5	(24.8)	15.4	(14.5)	14.3	(12.1)
MOV Users	28.5	(31.4)	21.5	(20.3)	20.9	(17.7)
SOV Users	62.2	(68.6)	84.3	(79.7)	97.2	(82.3)
Motor Vehicle Users	90.7	(100.0)	105.8	(100.0)	118.1	(100.0)
Motor Vehicle Users	90.7	(93.9)	105.8	(91.9)	118.1	(92.7)
Other	5.9	(6.1)	9.3	(8.1)	9.3	(7.3)
Total Workers	96.6	(100.0)	115.1	(100.0)	127.4	(100.0)

Improved public transportation services are also a key to improving the quality of life in rural areas. However, it does not appear that any mix of conventional transit, paratransit and ridesharing services will be able to solve rural mobility problems. They simply cannot provide a level of service that is attractive to residents of these low-density areas, at subsidy levels that are attractive to taxpayers. Something unconventional is needed to solve the mobility problems of rural areas in a cost-effective manner. Suburban and urban areas also need help with their mobility problems, as the following statements show:

> *While two-thirds of Americans over age 65 now live in suburban or rural areas, only about half those areas have alternative transportation systems, reports the Community Transportation Association of America (2). . . . The millions who abandoned small towns have moved into urban areas, increasing traffic congestion, air pollution and other problems there. Rural towns have to provide a reason to stay. We don't just want to preserve rural areas for people to drive to on weekends. (10).*

> *While two-thirds of all new jobs are in the suburbs, three-quarter of welfare recipients live in rural areas or in central cities. Even in metropolitan areas with extensive transit systems, studies have shown that less than half of the jobs are accessible by transit. In particular, many entry-level workers have difficulty reaching*

jobs during evening or weekend shifts when transit services are frequently diminished or non-existent. Work trips can also be complex, involving several destinations including child care providers. The problems are equally challenging in rural areas: approximately 40 percent of rural counties lack public transit systems.(3)

Auto ownership among welfare recipients and low income persons is also low. As many as 94 percent of welfare recipients do not own cars and nearly 40 percent of workers with annual incomes below $10,000 do not commute by car. In 1991, the median price of a new car was equivalent to 25 weeks of salary for the average worker and considerably more for the low-income worker. Transportation is clearly a key barrier to those moving from welfare to work. Providing a variety of new or expanded transportation options for low-income workers, especially those who are receiving or who have recently received welfare benefits, will increase the likelihood that those workers will get and retain jobs.(3)

The U.S. must develop new ways to give residents of low-density suburban and rural area - particularly residents who do not drive because they are too young, too old, too poor or too disabled - better access to people, goods, services and information. The U.S. must also improve transportation services for the transit dependent in urban areas, particularly late at night and on weekends and holidays, when conventional transit vehicles are few and far between.

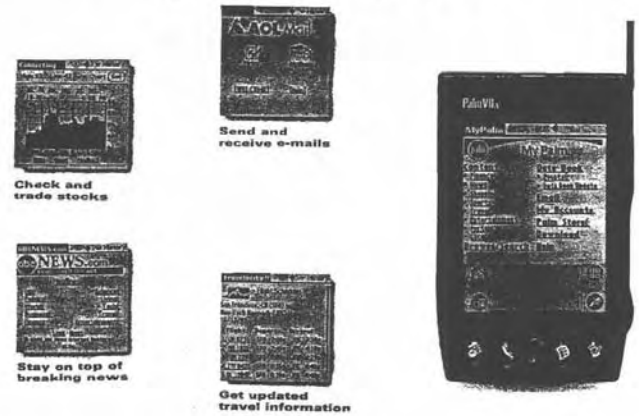
General Method of Approach

In 1914, privately-owned Model T Fords, called jitneys, cruised along trolley car lines in Los Angeles, picked up passengers waiting at the stops and, for a nickel, transported them to stops further down the line. The term "jitney" was a slang term for "five cents worth of anything" at the turn of the century. In a period of just a few months, an estimated 900 jitneys were operating in Los Angeles and the idea quickly spread across the country. Within two years 62,000 jitneys were in operation throughout the United States. In fact, Seattle had over 500 jitneys, which carried approximately 50,000 passengers per day, without any government subsidies.

The popularity of these privately-owned jitneys was due to several factors - fewer stops, a more comfortable ride, and faster travel times than streetcars - at the same fare. Streetcar companies - which were usually owned by electric utilities or suburban land developers - suffered considerably from the loss of revenue to jitneys. To cut these losses, streetcar company owners got laws passed to restrict jitney operations. By 1920, six years after their birth, jitneys were virtually extinct in the United States. Today, legal jitneys operate in only a few U.S. cities, but they are very popular overseas.

Recent development in palmtop computers and wireless communications services can make jitneys popular in the U.S. once again. In fact, these technologies permit the development of low-cost smart jitney or single-trip carpool dispatching systems and low-cost, door-to-door transit services. Unlike the jitneys of old, moreover, the new smart jitney will only use inspected vehicles and insured and registered drivers to provide public transportation services.

Figure 1 - A Handheld Computer (Palm VII)



Discussion

Figure 1, above, is a picture of the Palm VII, a palmtop computer. It has the capability to send information to and receive information from other computers via BellSouth's wireless data network, for example. The Palm VII, like many other handheld computers, is designed to be easy to use. Note that it does not have a keyboard, although a fold-up one can be attached. Users are expected to enter information by writing on the video screen with a pencil-like stylus or to select the correct answer to a multiple choice question using the stylus or a blinking cursor. To explain how MINERVA's smart jitney system operates, let us assume that almost every adult in a smart community is given a palmtop computer, like the Palm VII, and is taught how to use it.

To obtain a smart jitney ride, most would-be riders will select the "Smart Jitney Ride Request" option from the "menu" that appears on the screen when they turn on their palmtop computers. They will then select the "Home to Senior Center", "Supermarket to

Home", "Train Station to Work" or another pre-programed trip option from the new menu on the screen. A message will automatically be sent to the MINERVA network and, after analyzing the options, a computer will dispatch a smart jitney minibus, van or automobile, a contract taxi, or a transit agency dial-a-ride vehicle to pick them up, usually within 10 minutes. A description of the vehicle and the estimated arrival time will automatically be sent to the passenger's palmtop computer. This concept borrows extensively from the highly-popular German FOCCS and Ruf-Bus transit systems, which are described in Reference 5. Germany spent hundreds of millions of dollars on these projects.

To offer a smart jitney ride, most would-be drivers will select the "Smart Jitney Ride Offer" option from the menu that appears when they turn on their palmtop computers, just before entering their vehicles. They will then select the "Home to Rail Station, "Work to Home", "School to Library", or other pre-programmed trip option from the new menu on the screen. A message will be automatically sent to the MINERVA system and, after analyzing the options, a computer will dispatch a smart jitney driver or a back-up transportation service to pick up and deliver the waiting passenger(s). The fare for the passenger will be the same for a ride on a smart jitney or on a back-up transportation vehicle (e.g., contract taxi, transit agency dial-a-ride vehicle). The name and address of the passenger and the estimated time of arrival will automatically be sent to the driver's palmtop computer.

Of course, the MINERVA computer will automatically check each would-be driver and each would-be rider before any trip match is made, to make sure they are eligible to use the smart jitney system. The MINERVA system will also permit drivers and riders to offer and request special (i.e., not pre-programmed) rides and identify any special requirements (e.g., wheelchair, walker, blind with "seeing-eye" dog, deaf).Palmtop computers and wireless Internet services will be "free" to smart jitney drivers and riders if they either provide or take at least ten (one-way) trips per month.

Under this concept, a driver who lives in one community and works in another could be recruited to provide smart jitney transportation services between these locations and intermediate points. The dispatching computer system would bill riders and pay drivers for their trips monthly. A part-time smart jitney driver should be able to earn at least $200 a month, providing comfortable and convenient transportation services to eligible neighbors and co-workers, while traveling to and from work or college. Smart jitney riders could save even more each month, if they eliminate the need for a second or third family car.

The use of the smart jitneys will extend the benefits of ridesharing to non-work, non-school trips. The smart jitneys will offer passengers the comfort and convenience of a taxi, and the low-cost and environmental benefits of a carpool. They will also offer drivers and riders an opportunity to help improve the quality of life in their communities. Market research studies show that a smart jitney-enhanced public transportation system can significantly reduce traffic congestion, gasoline consumption, air pollution and mobility problems at a low cost to taxpayers.

MINERVA will reduce the cost of providing public transportation services in low-density suburban and rural areas at all times and in urban areas at low-travel density times. If properly integrated with conventional transit (e.g., bus, rail), paratransit (e.g., dial-a-ride, taxi) and ridesharing (e.g., carpool, vanpool) services, the smart jitneys can make public transportation in the U.S. much more efficient and much more effective.

In addition, the interactive computer network that is used by MINERVA to process ride offers and ride requests, to dispatch and monitor vehicles, and to collect and disburse "fares", will also be used to provide a wide variety of personalized information services to travelers in the future. For example, drivers and riders will be able to find the best ways to get between any two points in the region in light of the latest information on weather conditions, traffic conditions, transit accidents, construction activities, etc..

Like the highly-profitable Minitel system in France, the MINERVA system will encourage government agencies and private organizations to utilize its wireless data communications network to provide a wide range of new information services (e.g. home shopping, telebanking, electronic mail, video games, auto-instructional training courses) to community residents. Advertisers who sponsor these information services will keep the cost of MINERVA low to both users and taxpayers.

France has spent 20 years and billions of dollars to develop its multi-purpose, public-private Minitel information system. This system has created many new business, employment, education and other opportunities for residents of urban, suburban and rural areas throughout France. Users and advertisers now pay all of the costs of operating and maintaining the nationwide French system, plus hundreds of millions of dollars a year in profits. MINERVA will take full advantage of the lessons learned by operators of the Minitel system and other telephone-based information systems. For more information on Minitel, consult Reference 6.

Conclusions

Over the years, many transportation experts have pointed out that the traffic congestion, gasoline consumption, air pollution and mobility problems of the U.S. are not caused by a shortage of transportation resources. Most communities in the U.S. have enough transit vehicles and automobiles to handle their existing travel demands, without even using the back seats of the automobiles. Most communities also have enough roadways and parking to handle all these multi-occupant vehicles (MOVs) without congestion.

Most communities in the U.S. also have enough automobiles and other transportation resources to provide good public transportation services for all their existing residents, including he poor, the aged and those with disabilities. The transportation-related problems of the U.S. are largely the result of not having an information system that will

permit decision-makers to manage their existing transportation resources effectively, particularly in low-density areas.

USDOT, California's Department of Transportation (Caltrans), and other organizations have been looking for ways to use new telecommunications and computer technologies to create new types of ridesharing services to reduce transportation, energy and environmental problems at a low cost to both users and taxpayers. References 7 and 8 provide information on some of these efforts. Unfortunately, most have been unsuccessful because they either neglected the importance of back-up transportation services if a single-trip carpool or real-time vanpool was not available, or they expected transportation applications to bear all of the costs of the information infrastructure needed to implement their dynamic ridesharing systems.

The MINERVA system addresses both of these issues. It views smart jitneys or single-trip carpools as a new mode of public transportation that, must be integrated with other modes in order to be successful. The MINERVA system also views smart jitney dispatching as one application of a multi-purpose community information system. It plans to use funds from a variety of public and private sources to pay most of the costs of the smart community information infrastructure. Although, this multi-purpose approach has not yet found acceptance in many state and local transportation agencies, it is supported by many senior executives in USDOT.

For example, in an article in "Technology and the New Transportation" (9), former Secretary of Transportation and former Secretary of Energy Frederico Pena noted the close relationship between the IVHS program and the National Information Infrastructure (NII) or "information superhighway" program as follows:

> *Imagine what life in America will be like when the journey toward deployment of Intelligent Vehicle-Highway Systems (IVHS) is complete. What will emerge is a society infused with information systems that not only connect all modes of transportation into one cohesive system, but also link transportation to the information superhighway of which Vice President Gore eloquently speaks.*
>
> *This seamless system of information and transportation will serve a world in which a suburban commuter can wake up in the morning, flip on a computer or television and obtain accurate travel data to help him decide how to get to work that day - or whether to commute to work at all ..... This brave new IVHS world will encourage use of transit systems - not simply put more single-occupant vehicles on our highways. It will also incorporate a broader information system that eliminates many routine trips .....*
>
> *The IVHS industry in America is projected to grow to as much as $200 billion a year by early in the next century. In sheer economic terms, if we even approach that sort of projected growth for IVHS, the federal investment in this program will be one of*

> *the most productive investments that our government has ever made. It will also be one of the most effective examples of how federal investment can "leverage" private sector involvement and response.*

In an article in the same publication, Secretary of Transportation Rodney Slater also noted the close relationship between the IVHS and the NII programs. He also expanded on the need to use federal funding to attract much greater funding from the private sector and from state and local governments in order to achieve the important goals of these synergistic programs as soon as possible. In Secretary Slater's words:

> *It is essential - if we are to truly move toward deployment - to begin to think of IVHS technology as more than isolated research projects, operational tests and demonstrations. We need to make the application of technology the "standard practice" not just the "exception" .....*
>
> *The central issue facing the deployment of IVHS in the coming years is, I believe, mainstreaming the use of technology to help the Nation achieve important transportation and societal goals ..... State and local agencies, as well as private industry, must also recognize that the federal government is not the only resource for funds. We need to think of private as well as public funds to apply technology. The risks are there for the private sector - but so too are the benefits.*
>
> *America's economic future depends on the nation's capacity to invent, master, and apply new technologies. It depends on moving ideas to the marketplace to spur growth, create new jobs, and strengthen our industrial performance. Vice President Gore had identified (these) broad initiatives as part of the National Information Infrastructure .....*

In another article in "Technology and the New Transportation", the CEO of the Federal Transit Administration, Gordon Linton, made the following statement:

> *"We learned early in this (smart traveler/single-trip carpool) project that 42 percent of "drive-alone" commuters would consider the "instant ridesharing" made possible by such a system. So, sooner than you may think, your daily commute may begin with you logging into your home computer. One program will tell you if any members of your carpool are out sick. Another will let you check for commuters looking for a carpool in your area.*
>
> *Ridesharing groups using HOV lanes are finding such electronic communication invaluable. They can find an immediate replacement when one or more of their regular riders is out sick and thereby qualify to use the HOV lanes. The system is also useful to people who only occasionally need to catch a ride with someone. Smart transportation technology and multimodal approach to our transportation problems can give us a wide choice of invaluable tools for addressing traffic*

congestion, the mobility needs of the transit dependent, environmental quality, and the humanization of our transportation systems.

Developing cost-effective public transportation systems for low-density areas requires an important mindset change. Public-transportation services, particularly door-to-door services, are labor intensive. In order to develop systems that are both taxpayer-friendly and user-friendly, ways must be found to reduce labor costs. Suburban and rural communities have used volunteers for years to reduce the costs of providing labor-intensive fire, police and ambulance services. Public transportation services must also use volunteers to reduce costs. MINERVA makes it easier to do this.

In summary, MINERVA has been designed to help urban, suburban and rural communities use new technologies to:

- make more efficient and effective use of their existing public and private transportation resources,
- increase the mobility of all residents, including the poor, the aged and those with disabilities,
- reduce traffic congestion, air pollution and parking problems,
- reduce oil imports and improve the U.S. balance of trade, and
- create new transportation service jobs, information service jobs, and other jobs for local residents, and
- control transportation spending at all levels of government.

Once the smart jitney concept is proven in a few test locations, similar systems can be set up quickly throughout the United States. Just as a small tax on basic telephone bills now finances most 9-1-1 systems, a small dedicated tax on gasoline sales or highway travel could finance "smart jitney" systems in the future. Just as the Electronic Telephone Directory System was the foundation of the French "Minitel" System, "smart jitney" systems could be the foundation for a Community Information Infrastructure (CII) program as well as strong support for the National Information Infrastructure (NII) program.

Smart community systems, including smart jitney dispatching, represent a way to use new tools to solve old problems, at a low cost to both users and taxpayers. This high-tech approach also follows the following guidance of former Mayor (San Jose), former Congressman (from California) and current U.S. Secretary of Transportation Norm Mineta:

> *We must improve, innovate and apply new technologies to get the most out of America's finite transportation infrastructure.*

About the Author

Robert W. Behnke has over 40 years experience in operations research, systems engineering and management consulting for clients in business, government and industry. He also has taught systems analysis and computer programming courses at the university level for several years, in both the U.S. and overseas.

The first half of his career was primarily focused on military command and control systems. In the 1960s, he served as a scientific advisor to the Commander-in-Chief of U.S. Forces in the Pacific (CINCPAC) and managed several contractor teams on classified computer and telecommunications projects.

He then started a software and consulting company and built annual sales to over $24 million (in 2001 dollars) in less than five years. This company was sold to Control Data Corporation (CDC) and Mr. Behnke became general manager of CDC's new systems integration division in the Pacific Basin. This 350-person division was a top performer in terms of profitability, return on investment and growth. Its sales grew to $50 million per year in less than two years.

The second half of his career was primarily focused on public transportation and community (including traveler) information systems. Mr. Behnke conducted studies on: (1) the cost-effectiveness of new U.S. and Canadian rail transit systems for the Governor of Hawaii, (2) the German FOCCS System (for managing transit and paratransit operations) for FTA and Tri-Met, and (3) "smart jitney" and "smart community" systems for FHWA, FTA, several state and local government agencies, and private organizations.

Mr. Behnke obtained U.S. and Canadian patents on a smart jitney or "single-trip carpool" dispatching system that uses palmtop computers and mobile Internet services to provide low-cost, low-subsidy, door-to-door transportation services in low-density areas. The wireless data communication infrastructure can also be used to provide a wide variety of new business, employment, education, travel and recreation opportunities for residents of rural, urban and suburban communities, at a low cost to both user and taxpayers.

Mr. Behnke has a BA (physics and chemistry) from Hamilton College (Clinton, NY) and over 40 hours of graduate work in business administration, mathematics and system engineering at several universities. He was a founding member of ITS-America and the Community Transportation Association of America.

RPPI
Reason Public Policy Institute

Policy Study

SHUTTLE VANS:
THE OVERLOOKED TRANSIT ALTERNATIVE

EXECUTIVE SUMMARY
Policy Study No. 176 -- April 1994

By Robert W. Poole, Jr., and
Michael Griffin

Transportation planners hope to quadruple the fraction of commuting trips made via transit in greater Los Angeles, in order to meet air-quality goals. But despite their best efforts, transit's share of the market continues to decline.

Door-to-door van transit offers a potentially attractive alternative. Its full cost per round-trip would be less than that of most rail and bus transit, and by offering door-to-door service, it would appeal to those who now commute by car (because they value door-to-door travel time as highly as cost).

The existing airport shuttle-van business offers a prototype of successful, unsubsidized, private-sector van service. Over the past 10 years, airport vans have captured 10 percent of the market for airport trips in San Francisco and 5 percent in Los Angeles, with most of their riders having switched from cars. In greater Los Angeles, this shift from cars to vans has eliminated some 84 tons per year of vehicle emissions.

Several public policies would greatly assist in creating a market for commuter vans. The Public Utilities Commission should remove entry barriers, as it did for airport shuttles. Rapid implementation of high-occupancy vehicle (HOV) lanes on all freeways would let shuttle vans offer trip times competitive with driving alone. Market pricing for both workplace parking and peak-hour freeway access would further expand the market for van service. And as a backup measure, a modest commute voucher program would make shuttle vans even more affordable for large numbers of commuters.

There would be many benefits from the creation of a large commuter van industry. This approach is the only feasible and cost-effective way to reach Southern California's goal of having 19 percent of commuters using transit by 2010, thereby significantly reducing mobile-source emissions. A van industry would mean up to 100,000 new jobs for drivers, mechanics, dispatchers and administrators. It would also offer new markets for alternative-fuel vehicle fleets and for high-tech navigation and dispatching equipment. And compared to other transit modes, creation of a large van-transit industry could occur quickly (as the HOV infrastructure comes on-line), since vans are mass-produced vehicles and require little or no subsidy.

Although this paper focuses on Southern California, similar conclusions apply to most other U.S. urban areas, which have similar decentralized urban forms.

Surface Transportation Studies

- Advanced, high-capacity tunneling
- Reversible express lanes
- Metroroutes — lower-cost auto tunnels

Unlike rail and other grandiose mass transit proposals that have no practical self-funding mechanism other than tapping into the public coffers, highway expansions can be financed through cutting-edge electronic tolling. Under such a system, much like SR-91 in Orange County California, I-15 in San Diego, or Highway 407 in Toronto, users would pay an electronic toll without the burden and bottleneck of a tollbooth, the greatest hindrance to toll road success.

Robert W. Poole, Jr., Reason Foundation president and director of RPPI's transportation research, admits that there is subtle resistance to tolling but suggests that these objections are offset when consumers recognize that they are being offered new choices and additional value. Motorists will have the option of continuing to use the "free" capacity or paying a fee for the added value of free-flowing lanes.

"What we are advocating is a new choice for consumers. Those who need to be somewhere quickly would be given that option for a few dollars, an option they currently lack," Poole says. "When critics refer to toll roads as elitist perks they reveal a fundamental arrogance, assuming that normal, wage-earning Americans don't have special transportation needs that are worth the price of a Big Mac."

A division of the Reason Foundation, Reason Public Policy Institute is a nationally recognized source of innovative, forward-looking transportation policy from a perspective that supports market competition, personal choice, and localized decision making. The Institute also conducts academic, peer-reviewed research in the areas of environmental policy, land-use and urban planning, government reform and privatization, education, and social services.

Copies of *How To "Build Our Way Out of Congestion": Innovative Approaches to Expanding Urban Highway Capacity* are available for $15.00 by calling RPPI at 310-391-2245 or on the RPPI Web site.

###

3415 S. Sepulveda Blvd, Suite 400, Los Angeles, CA 90034

Home
Cars For Sale
Cars - New
Cars - Used
Car Parts
Club Contacts
Events & Shows
Extra Tidbits
Greatest Cars
Hobby Links
Industry News
Motorcycles
Partners
Photo Showcase
Racing Info
Snowmobile Info
About Us
What's New

Up
Next
Index
Search

autoswalk.com
Experience the difference today

Extra Tidbits – Car Care Reports – Newer Automotive Safety Systems Work Without Drivers' Help

The ever-improving cars and trucks designed by today's automotive engineers provide great help to drivers who may find themselves in situations where it is difficult to control their cars and trucks.

The next technological advances beyond the benefits of ABS, or anti-lock braking systems, are a group of technologies now available as standard or optional equipment on many new models.

Smart or "intelligent" technologies provide stability and handling advantages without specific actions by drivers. They can avoid the consequences of oversteering or understeering when a vehicle may stray from the driver's intended path.

Whether driving a particular vehicle daily, occasionally, or on a one-time rental or borrowed basis, drivers should be aware of that vehicle's technologies, and the benefits they can provide to both drivers and passengers. Only by knowing and understanding the vehicle's equipment can drivers maximize safety for everyone in the vehicle, as well as bike riders, pedestrians, and riders in nearby vehicles.

Newest Safety Features

Today, intelligent stability and handling system technologies are designed to help drivers maintain control of their vehicles when loss of control is imminent. For example, if you're steering one way, but your vehicle is about to head another, such as before a skid, these systems automatically brake specific wheels, allowing you to maintain control and continue in your intended direction.

Some of these systems also intervene with the engine's momentum, slowing the vehicle while correcting the steering.

Intelligent stability and handling systems should not be confused with intelligent suspension systems, which are designed to compensate for rough terrain and provide the driver with an uninterrupted smooth ride.

Drivers do not need to activate the intelligent stability and handling systems. When sensors detect that loss of control is imminent, the systems automatically engage.

Intelligent stability and handling systems are marketed under a variety of names, such as Active Handling, AdvanceTrac®, Dynamic Stability Control, Electronic Stability Program (ESP), StabiliTrac, and Traxxar®.

A list of vehicles that have these, and other intelligent stability and handling systems, is available online at www.abs-education.org, the Web site of the ABS Education Alliance.

Anti-lock brake systems

ABS can help drivers maintain vehicle control and steering to avoid a crash. There are two kinds of ABS — four-wheel and rear-wheel (RWAL).

Proper use of four-wheel ABS, which is available on cars and some light trucks, requires that drivers firmly brake their vehicle, hold the brake pedal steadily in place, and steer the vehicle to safety. When ABS is activated, drivers may notice a mechanical sound or feel some pulsation or increased resistance in the brake pedal.

Rear-wheel ABS, found only on some light trucks, vans, and sport utility vehicles (SUVs), prevents the rear wheels from locking up, but because it involves only the rear wheels, the vehicle's front wheels may lock up, causing loss of steering control. To prevent this loss of control, drivers should ease up on the brake pedal briefly just before the front wheels lock up, and then reengage the brakes.

It is important that drivers of vehicles equipped with four-wheel or RWAL anti-lock braking systems practice using the technology before they need to use it in an unplanned or panic stopping or slowing situation.

Airbags

Airbags, when safety belts are used, can significantly reduce injury if a crash occurs. It is important, however, that children and adults of small stature not ride in the front seat of a passenger-side airbag-equipped vehicle because the impact of the activated airbag can injure a child or small adult.

No Substitute for Cautious Driving

Even with all these advances in safety technologies, drivers should not forget basic safe driving habits. Nor should a driver of a vehicle with these new systems drive more aggressively and expect the same level of safety. Even the best safety technologies will not allow drivers to beat the laws of physics.

How to Learn More

U.S. Department of Transportation
Federal Highway Administration

TFHRC Home | FHWA Home | Feedback

Public Roads — *featuring developments in Federal highway policies, programs, and research and technology* —

January/February 2004 · Vol. 67 · No. 4

ARTICLES
DEPARTMENTS
Guest Editorial
Along the Road
Internet Watch
Communication Product Updates
Training Update
Conferences/ Special Events Calendar

Previous Issues
Subscriptions
Public Roads Home

January/February 2004

Update on Intelligent Vehicles and Intersections
by Keri A. Funderburg

Take a look at the latest automotive innovations and intersection technologies for improving driver performance.

Intersections like the one shown offer logical settings for deploying intelligent vehicle technologies.

Cited in more than 90 percent of police crash reports, driver error remains the leading cause of crashes on America's roads. To help improve driver performance and safety, the U.S. Department of Transportation (USDOT) and the Intelligent Transportation Systems (ITS) Joint Program Office at the Federal Highway Administration (FHWA) established the national Intelligent Vehicle Initiative (IVI). A significant new direction for USDOT safety programs, the IVI focuses on preventing crashes by helping drivers avoid hazardous mistakes.

Other partners in the project include the Federal Motor Carrier Safety Administration, the National Highway Traffic Safety Administration, the Federal Transit Administration, the American Trucking Associations, ITS America, the motor vehicle industry, seven universities, and 10 State and local transportation agencies. A departure from the past, the initiative looks at "preventing" crashes, rather than "reducing the severity" of crash-related injuries to people and property.

"The mission of the IVI is to reduce the number and severity of crashes through the application of advanced driver assistance systems," explains Ray Resendes, IVI program manager at FHWA. "Through the IVI program, the Federal government, and FHWA along with its partner agencies, is helping the transportation industry produce better safety systems more quickly."

SECTION 5

The Shared Solution and the vision of UBeT compromise transportation safety and local security and national security in the corridor. The radical environmentalists are at fault. They have damaged, through threats, the shared solution. Their solution compounds safety problems.

1. A recent Deseret Morning News article, the week of March 14th, quoted former Congressman James Hansen as saying that the functioning of Hill Air Force Base, with its national security importance might be compromised without a second alternative route in this corridor.
2. The recent accidents involving the Butane tanker crash which closed US89 above Kaysville and the spent-acid leak from a Union Pacific tanker car, west of the Interst6ate "spaghetti bowl" closed most of the central freeway facilities show the effects of failing to have alternate, well separated, freeway routes.
3. U.S. DOT Emergency Response Handbooks listing dangerous chemicals and the minimum separation distances from the public during spills has hundreds of dangerous chemicals, fuels, and etc with distances over ¼ mile.
4. The hypersensitivity to wetland issues has forced UDOT to place Legacy Highway immediately next to Union Pacific Tracks, which closely parallel I-15 west of Centerville. This was done to avoid wetland issues that would have been litigated by UBeT had the Legacy route overlaid the D&RG tracks (in Alternative B) or any of the alternatives even further west.
5. UTA has compounded the problem by placing Commuter Rail next to the U.P tracks, instead of further west in the D&RG corridor.
6. Thus I-15, Legacy, and RCR are within a few hundred yards of each other.
7. The UBeT alternative arterial is also within this close distance west of Centerville.
8. The UBeT arterial route under the freeway is another critical bottleneck.
9. Evacuation potential during emergencies is compromised. See, "Freeways to Survival", next page.

2

5a)

FREEWAYS TO SURVIVAL

TV coverage of the evacuations from Florida hurricanes, especially Ivan, shows the need for freeways as vital tools to help the public survive major calamities.

Misplaced priorities have resulted in squandering hundreds of millions of transportation dollars for Olympics image enhancement for downtown Salt Lake. This has used up money that might have gone, with a better transportation decision process, to building needed freeways. Many suburban areas have little or no freeway access or only access to long-overcrowded freeway routes. A BUILD FREEWAYS FIRST policy is necessary for all suburbs to prosper and it may save the lives of many citizens.

We've all seen the TV footage of millions of people fleeing the destruction from three hurricanes in the Florida area. Their cars filled the freeways. Those freeways were serving a life-saving function.

What happens when freeways are not available when needed?

What happens to the hundreds of thousands of people living in crowded suburbs who have little or no freeway access when a major natural disaster or un-natural disaster (large-scale terrorism), requires evacuation to safer areas?

THIS IS A FAIRNESS ISSUE. Salt Lake City has the best freeway access of any Wasatch Front city. In addition, they have the best street network with virtually no congestion. Salt Lake has bragged about its wide streets for over a century.

Downtown Salt Lake has by far the least congestion of all regions examined in the 2030 Long Range Plan at WFRC. (Chart / table Figure 9 in 2002-2030 LRP showed predicted growth in PM delay)

Is it fair for Salt Lake to be monopolizing transportation spending with **BILLION$** to build and subsidize operation of Light Rail and Commuter rail projects to "reduce" non-existent CBD congestion as well as self-inflicted U of U congestion while many Wasatch Front communities are inundated with daily commuting congestion? (**Southeast and Southwest Salt Lake valley congestion** increase over **100,000 hours per day** by 2030; **just 300 hours per day in SLC CBD**!!!)

THIS IS A HOMELAND SECURITY ISSUE. What amount of freeway development in metropolitan-suburban-exurban areas is needed to assure timely emergency evacuation when needed?

THIS IS A PLANNING ISSUE. This is one of many reasons why we need a ***Build Freeways First*** policy for prioritizing transportation spending.

THIS IS A **SURVIVAL ISSUE.** Many suburban areas will experience massive, possibly life-threatening congestion under emergency evacuation conditions. Many people could die or be injured because of evacuation delays. **We may need an optimally designed freeway grid system to save many lives!**

Michael T. Packard © 2005

SECTION 6

56

5.4.1. The No Build Alternative

This is the only rational choice. Don't build Commuter Rail because it's so wildly irrational, it's benefits so tiny and costs so mountainous, wide-spread and long lasting.

This is the only fair choice. The Salt Lake CBD and the University of Utah have gotten far more than their share of the transportation pie and there is little growth predicted for either domain. It is patently unfair to continue to steal from suburbs and rural areas vitally needed highway millions where the congestion problems are real. Once a functional highway is built to serve its traffic load, it is foolish, greedy and artless to add a gaudy train-toy to augment, microscopically, the highly functional freeway.

This is the only choice that is defensible in court. Courts have a reasonableness test. This is the reasonable choice.

This is the only sane choice. We live in hazardous times, with
We must choose not to gamble billions that might be desperately needed for our very survival,

The choice not to play the socialized transit game in a time when so much is uncertain and so very much is at stake.

6 9 3

GETTING IT RIGHT ABOUT RCR RIDERSHIP

UTA, its consultants seem to engage in time travel to borrow riders from a future extension of commuter rail. There are some good reasons why the south half of this commuter rail project might never be built. It is not reasonable to allow UTA to bootstrap ridership this way.

"Weber County to Salt Lake Commuter Rail stands on its own". S. Meyer, Oct. 2004 phone conversation.

Table 4.1, "Commuter Rail Boarding Forecast" p. 4-4.

A. **12,500 estimate includes 3,434** pre-existent **riders.**
B. **The starting** 1,717 riders are from South, unbuilt, half of RCR.
C. See column "NB Boardings" & Year 2030.
   D. 1,717 northbound boardings originate *South* of Salt Lake station. But, there is no commuter rail line south of the North Commuter Rail segment, before it is built.
   E. An equal number of would remain onboard RCR as it travels, existentially, south of the Salt Lake station. They would show up on a forecast chart of debarkations at points south of the Salt Lake station, if ever built.

F. **Actual reasonable portion of estimate is 9,066 boardings.**

   G. Former bus users among this reduced group is likely about 3,500.

   H. Likely low income without car for trip and those taken from car pool is likely at least 900, (10%).

I. **Net new riders are about 5,000 at planning horizon.**

   J. **All calculations which used the 0.1% share build improvement need to be recalculated down to this new 0.04% "new trip" build share. Cut RCR performance measures on Pp. 4-6 & 5-5 by 60%.**

      K. **Revise Table 4.4 to 40% of previous claim for "Reduction in Daily Traffic" volume on each regional highway.**

      L. **Revise Table 4.5 "Regional Travel Statistics" to show:**

M. **Daily Transit Trips**	**Build**	**"Change" (new),**	**= 5,000**
N. **Daily Auto Trips**	**Build**	**" "**	**<4,000**
O. Vehicle Miles Travel;	Build	" "	< 90,000

      P. **Revise Table 5.4 "Daily Transit Trips (Year 2030)**
         Build Alternative = 1.64%

INCLUDES: ANNOTATED PAGES 4-6 & 5-5

8a,

4.2.3.1 Regional

The project study area is a topographically constrained, highly traveled corridor. As such, a comparison of traffic operations on regional roadways paralleling the proposed project in the No Build and Build Alternatives would reveal some of the project-related highway benefits. Key regional roadways paralleling the proposed project corridor include I-15, US 89, portions of I-215, and the proposed Legacy Parkway. **Table 4.4** compares year 2030 daily traffic volumes on key regional roadways for the No Build and Build Alternatives.

Table 4.4: Year 2030 Forecast Daily Traffic Volume – Regional Highways

Location	No Build 2030 Daily Traffic	Build 2030 Daily Traffic	Reduction in Daily Traffic	@ ½
I-15				
31st Street Ogden to I-84	131,300	130,650	650	325
200 N. Kaysville to Legacy Parkway	119,000	117,300	1,700	850
500 S. to 2600 S. Bountiful	187,250	183,900	3,350	1675
600 N. to 1100 N. Salt Lake City	151,300	149,500	1,800	900
US 89				
Harrison Boulevard to I-84, Ogden	114,700	113,200	1,500	750
Oak Hills Drive to 200 N., Kaysville	115,300	113,800	1,500	750
1500 N. to Victory Road, Salt Lake City	48,500	46,900	1,600	800
I-215				
700 N. to 2100 N., North Salt Lake	119,700	118,950	750	375
Legacy Parkway				
I-15 to Parrish Lane, Farmington	80,000	79,350	650	325
500 S. to 2600 S., Bountiful	74,450	73,950	500	250

Source: No Build and Build Travel Model Runs, July 2003 model.

Table 4.4 shows that there is a SLIGHT reduction in average daily traffic on regional roadways under the Build Alternative. The overall reduction in private vehicle use is highlighted more in regional than in facility-specific analyses (see **Table 4.5**).

Implementation of high-capacity, fixed-guideway transit increases the transportation options available to the traveler, which in turn reduces the volume of vehicles in the corridor and improves the mobility of the community. These impacts can be quantified through a comparison of vehicle miles traveled and vehicle hours traveled in the region for each alternative, as shown in **Table 4.5**.

Table 4.5: Regional Travel Statistics

Travel Statistic	No Build	Build	Change	
Daily Transit Trips	178,193	191,699	13,506	5000
Daily Auto Trips	10,719,851	10,706,343	- 13,508	- 4000
Vehicle Miles Traveled	72,502,107	72,310,946	- 191,161	- 90,000
Vehicle Hours Traveled	2,103,813	2,098,672	- 5,141	- 2,500 HRS

Source: No Build and Build Travel Model Runs, July 2003 model.

Table 4.5 reflects a ~~5~~ 2 percent increase in transit trips and an increase in regional transit share for all trips, particularly work trips. The transit system improvements provided by commuter rail also reduces the number of auto trips made, total miles of auto travel, and time spent traveling in autos. SLIGHTLY

Regional benefits can also be quantified by comparing travel times throughout the project corridor for both alternatives. The travel time for a transit trip is the sum of times for each portion of a journey from the beginning destination to the final destination. For a typical transit trip, this total time will include driving to a station, waiting for transit, traveling on transit, and walking to work. **Table 4.6** shows the comparison of the fastest auto and transit travel times

8a2

arterials. Buses would be stuck in the same traffic congestion as automobiles. With the proposed commuter rail in place, bus service can be enhanced to serve shorter trips within the corridor, including feeder connections between the proposed commuter rail stations and jobs and housing with less time spent on congested arterials. **Table 5.4** presents the projected 2030 daily transit trips for each alternative.

INCREASE IN WORK TRIP SHARE IS UNPRECEDENTED IN U.S.A.

Table 5.4: Daily Transit Trips (Year 2030)

Travel Statistic	No Build Alternative	Build Alternative	
Daily Transit Trips	178,193	~~191,699~~	183,200
Percentage of Trips Using Transit	1.6%	~~1.7%~~	1.65%
Percentage of Work Trips Using Transit	4.1%	4.4%	

Source: No Build and Build Travel Model Runs, July 2003.

5.2.3 Objective 3: Enhance Economic Potential in the Corridor by Improving Access to Existing and Planned Employment and Activity Centers, as well as Creating TOD Opportunities

5.2.3.1 Employment Accessibility

Access to employment centers is expected to increase under the No Build Alternative because of the planned LRT capacity improvements and line extensions. However, these improvements would not be within the study corridor, and as previously stated, without rail serving as a catalyst, employment growth within the project corridor would not be concentrated enough for transit service to be effective.

The Build Alternative would link major employment centers with residential areas throughout Salt Lake, Davis, and Weber Counties. Job sites and activity centers that exist along the corridor include Weber State University, Hill Air Force Base, the Freeport Center, the Internal Revenue Service, Lagoon, as well as downtown Salt Lake City. Bus and LRT connections would also provide connections to the proposed commuter rail line increasing access to the Salt Lake City Central Business District, the University of Utah, Medical Center, and to the south into Sandy and Draper. This increased mobility would directly benefit the businesses located within 0.5 mile of the proposed stations by offering an alternative mode of access for both employees and patrons.

Employment accessibility under the Build Alternative would be improved further because of the rezoning policies that would support more compact development around proposed stations as well as the LRT system, as discussed in Section 5.2.3.1.

5.2.3.2 Potential for Increased Population, Employment, and Residences within One-Half Mile of Station Sites

The population and employment within the corridor are growing, but the geographic constraints of Great Salt Lake and the mountains restrict growth within a fairly narrow band, thus, containing urban sprawl and increasing density. **Table 5.5** presents the demographic data for the population, employment, and number of households that exist for areas within one-half mile of the proposed stations. The provision of reliable mass transportation would afford people within walking distance of the stations increased access to employment as well as provide employers a greater pool of potential workers.

Table 5.5: Population, Employment, and Number of Households within One-Half Mile of Proposed Stations

Statistic	Year 2010	Year 2030	Percent Increase
Population	21,252	34,402	62%
Employment	35,939	44,296	23%
Households	8,810	16,324	85%

Source: Wasatch Front Regional Council, 2003.

8a3

Transit Trips: Redux

Table 5.4 "Daily Transit Trips (Year 2030)" overemphasizes the impact of the transit trips gained by 2030. To gage the impact of the 13,506 trips gained, we must first deduct for those transit trips which don't actually remove a car trip from the road.

- According to Mr. Mick Crandall, Head of UTA Strategic Planning, about 5,000 of those trips were previously on a bus.
- Of the remainder, a small percentage was too poor or for other reasons didn't have a car available for their trip; deduct another 10%. A share of this group will have walked to the station. In the May 2000 TRAX Onboard Survey, 6% of new riders said they had no car whatsoever. But, 18% of new users said a car was not available for their trip.
- Others would be induced trips or trips filling latent demand, deduct 5% or more. This category would likely expand to comprise a large part of ridership if RCR were to exceed projections. So, UTA, still no cigar if ridership were to exceed projections
- Another 15%, at least, would likely be drawn from car pools
  - For over a decade national transportation expert Wendell Cox has made the case on his www.demographia.com and www.publicpurpose.com websites that new rail projects have the disconcerting habit of pulling carpool riders out of cars and leaving the original car pool driver driving alone. Transit has been an important element in carpooling decline.
  - Except for Salt Lake, in the cities along the Rail corridor, citizens are from 3 to 10 times more likely to be in car pools than ride a bus, according to the Census Bureau. (work trips)
    - Layton: 4,190 to 548 or 7.6 times.
    - Kaysville: 861 to 284 or 3 times.
    - North Ogden: 829 to 97 or 8.5 times
    - Bountiful: 1809 to 499 or 3.6 times
  - By county, here are the multiples of car pooling over transit from CTPP 2000 table:
    - Weber: 12,984 to 1,311 or 9.9 times
    - Davis: 14,173 to 2,483 or *5.7* times
    - Salt Lake: 57,307 to 15,332 or 3.7 times
    - And Utah: 24,354 to 2,280 or *10.7* times (just to fill out the picture)

Over all, carpoolers outnumber transit users by about 105,000 to 21,000, giving a surplus of about 84,000. The rational person or society would spend more dollars to emphasize and encourage more car-pooling rather than miniscule transit.

Bottom line, after these deductions, the 13,508 trips has dwindled to ~~6,000~~ 5,000 reduced car trips. Of these, 4500 are in peak hours and 1500 are off-peak users according to WFRC estimates of peak/off-peak sharing of transit trips. Thus, RCR has an overall net effect of reducing regional car trips by 56 one-thousandths of one percent. Since 1% of regional trips are purchased in the 2030 long range plan with only $240 million by investment in roads by UDOT, the 0.056% reduction in traffic by commuter rail could be purchased with only $1.35 million. We could save a billion dollars over the very long run (40 years) by not building commuter rail and getting the improvement out of chump change lying around at UDOT!

REFER PRE-EXISTING RIDERS.

8 c 1

8 c 2

5.2.1.1 Freight Operations NO HELP FROM RCR.

Commuter rail has already hurt freight operations in northern Utah by converting the D & RG tracks to a trail. If RCR is built it will have a totally insignificant effect on truck traffic on I-15. The diversion of a billion dollars over the long run means Salt Lake County will likely never get the supergrid of freeways it needs to bring congestion under control. Also, Utah County will not get as many lanes as it needs where they are needed to keep congestion down. So, Commuter rail will actually increase congestion where it is the worst. Since truck traffic in Northern Utah, according the 2030 LRP is expected to have more, but shorter trips; the increased congestion as a result of the diversion of taxpayer dollars will cause more delays to future freight movement.

The CanaMex Highway, if built, will likely drastically increase North/South truck traffic. An Annenburg CPB *Power of Place* TV show on *Cuidad Juarez, Mexico*, which is across the border from El Paso, noted that every day 4,000 semi trailer truck rigs line up at the border to cross into the U.S. The most efficient and least polluting way to move goods from Mexico long distances through the U.S. or/and into Canada is by Rail which produces 1/3 rd the pollution per ton-mile carried as by truck and decongest potential highway routes like I-15. By doing away with the D & RG tracks, UTA has already reduced the long-term prospects for competition of rail-carried goods through this corridor versus truck.

The 5309 New Starts document for RCR noted that the reduction of heavy truck traffic on I-15 as a result of the RCR operation would reduce heavy truck traffic only 0.06% compared to the no-build option.

8d

5 3 Cost Effectiveness

UTA inflation makes "Cost Effectiveness" calculations absurd.

The absurdity of this analysis, in UTA's wildly inflationary cost situation, is shown by comparing this cost effectiveness with the one in the 5309 New Starts filing for RCR. The New Start submission was signed in July 2003 and sent to FTA.

	Baseline/per mile	New Start	Reduction
THEN (July 2003)	$0.393	$0.387/$0.399	+/- $0.006
NOW	$0.573	$0.523	- $0.05

UTA has "pumped up" the estimated cost saving per mile to a nickel a mile, or almost 9% cost reduction per mile over the DEIS "baseline" rate. In just one year, the "baseline" rate has inflated 54%. By the time RCR is running, it is most likely that UTA's roaring inflation of all costs will have swamped the "nickel per mile" cost saving, again.

Cost Benefit per Hour Saved:..... (Across a lifetime of work)

UTA shows the cost saving at the bottom of page 5-7 as $20.38 per hour, (high calculation) saved by a former bus rider. What UTA never does is project the implications of such a "Saving" over a long-term basis of a lifetime rider.

A proto-typical transit-using ideal rider, in this corridor, will ride to work every day on Commuter Rail. A "work life" of 40 years is10,000 days. He or she would ride this train, instead of a bus,saving a half hour each way, 20,000 times just for work. Thus, society will invest the tidy sum of $204,000 dollars for his/her time-savings on a UTA train instead of a bus..

"Previous Speed" calculation.

The data can be used to calculate the previous speed of the transit rider. This shows, by the very low speed, that most of the beneficiaries of RCR will be former bus riders.

8e

Travel Time :

All the benefits are to bus users!

Table 5.1, page 5-3, shows eight Origin-Destination pairs. The No-Build and Build travel times are given for auto and transit trips. Three facts stand out about average travel time improvement.

1. For the eight O-D pairs of highway users, travel time reduction is nearly nil. Two car trips have only a one minute saving, (2.5%), while the remaining six trips experience no saving whatsoever!
   The average saving is only 15 seconds from car trips averaging 30.5 minutes
2. For five O-D pairs of transit users, there is very large benefit of 24% to 44%.
3. Curiously, for three O-D pairs of transit users, travel time reduction is insignificant. One trip has a one minute saving, (3% reduction) and two others have no travel time reduction from bus trips averaging 41.5 minutes.

Generalizing:

- There is no significant congestion reduction on parallel roadways due to Commuter rail.
- There is no benefit in reduced travel time for some transit users compared to current express bus service.
- For those transit users who do benefit, the benefit as calculated from the 5309 New Start Cost per hour saved data is very large, worksheet # : (presuming **lifetime use** = 20,000 trips and cost per hour at $20.38 per hour), is huge!
  1. SLC-Ogden = $109,000
  2. SLC-Clearfield = $204,000
  3. SLC-Layton = $102,000
  4. SLC-Farmington = $129,000
  5. Ogden-Farmington = $218,000

It is absurd to claim that transit provides any congestion reduction benefit to car users. If it existed, it would show up as reduced travel time. It doesn't show up.

The benefit to transit users for some origin-destination pairs is large. But, why would any rational person want to expend so much money for the time of a tiny percentage of daily commuters at the cost of massive congestion in many other locales for hundreds of thousands of car-users for lack of money for freeways?

Buses on freeway claim lane cap: ea. bus = 3pce

"Under the no-build ...buses travel on the same congested facilities as cars".

The above shows that the buses do not experience significant congestion. Their delay will approximate that of the cars traveling the same route. Although buses might be expected to be delayed a bit more than the average car, the privilege of traveling in the HOV lane more than compensates.

8f1

UTA also purchased the UPRR locomotive maintenance facility as part of the rail corridor preservation project. UPRR operations at this site would be relocated to eliminate freight traffic crossing the proposed commuter rail line, which would allow the railroad to operate independently without disturbing commuter rail service.

5.2.1.2 Travel Times

Mobility improvement can also be measured in travel times for each alternative. **Table 5.1** presents a travel time comparison of each alternative for selected origins and destinations within the corridor. There is no substantial difference between the auto travel times under each alternative because the No Build Alternative assumes the reconstruction of I-15 and Legacy Parkway. Bus service consumes some needed highway lane capacity, while commuter rail would add people-carrying capacity without affecting lane capacity since it is being provided in a separate right-of-way. Under the No Build Alternative, buses would travel on the same congested facilities as automobiles, increasing travel time and impacting transit schedules.

Commuter rail would also provide a much higher level of reliability in daily travel time savings. While there would be little impact on highways, the high level of increased transit service under the Build Alternative would produce a substantial travel timesaving for transit trips. For example, travel times on transit from Salt Lake City to Clearfield would be reduced by 44 percent, from Salt Lake City to Farmington by 38 percent, and from Ogden to Farmington by 39 percent. System-wide, the Build Alternative would result in annual travel time savings of over 2.5 million hours over the baseline.

Moreover, with the Build Alternative footprint immediately adjacent to I-15, the proposed commuter rail would help mitigate the Utah Department of Transportation reconstruction of the freeway, which would provide additional corridor capacity during highway reconstruction and thereby help to relieve traffic congestion during construction.

Table 5.1: 2030 PM Peak Period Travel Time Comparisons

Origin-Destination	No Build Alternative		Build Alternative		% Change in Transit Times (decrease)	CHANGE IN CAR TIMES MINUTES
	Auto (minutes)	Transit (minutes)	Auto (minutes)	Transit (minutes)		
Salt Lake City to Ogden	47	67	46	51	24%	1
Salt Lake City to Clearfield	35	68	35	38	44%	0
Salt Lake City to Layton	31	51	30	36	29%	1
Salt Lake City to Farmington	23	50	23	31	38%	0
Ogden to Clearfield	18	22	18	22	0%	0
Ogden to Layton	21	40	21	39	3%	0
Ogden to Farmington	28	82	28	50	39%	0
Ogden to Salt Lake City	41	61	41	61	0%	0

Source: No Build and Build Travel Model Runs, July 2003

5.2.1.3 Daily Auto Trips, Vehicle Hours Traveled (VHT), and Vehicle Miles Traveled (VMT)

In 1993, there were a total of 101,500 daily trips between Davis and Weber Counties, 122,600 trips between Salt Lake and Davis Counties, and 18,200 daily trips between Salt Lake and Weber Counties. This high level of demand for inter-county transportation facilities is projected to increase dramatically by 2030. Daily trips between Weber County and Davis County is projected to almost triple to 293,000. Between Salt Lake and Davis Counties, trips would more than double to 271,000, and the daily trips between Salt Lake and Weber Counties would more than triple to 66,000. With this increase in inter-regional travel, the length of peak period highway congestion in the corridor would also increase dramatically. Buses would be caught in the same highway congestion as automobiles, and the resulting need for alternative modes of transportation would increase greatly.

8f2

SECTION 7

Problems with Robust Transit Package

Refer to Table 2.3.2 Integration technical memorandum.

Thi section is full of assumptions by "enlightened" politicians/planners about how to control transportation behevior of people who think they need their cars. The policies often blow up in the faces of the city officials until removal a return to normal in an attempt to recover lost customers/ busineswses.

Increased commuter rail frequency. Experience in many cities, such as between Dallas and Ft. Worth on "The T" is that you just use up more fuel and labor and equipment hours without gaining much real new ridership. "Transit share of all trips, even with "The T" and light rail remains below 1%". Wendell Cox

Parking cost increases: The theory is to charge extra for parking spaces downtown while building **thousands of new spaces** at transit stations. Salt Lake had an anti-downtown parking policy for quite a while. Mayor Anderson has had the city in full re verse on this policy to try to draw back customers lost by city businesses to suburban ones..

Seamless transfers: This is another transit industry canard. Anti freeway/anti car policies will havce created massive congestion on overcrowded arterials. Buses will be given special "go to the head of the line lanes" with early signal preemption to get through the intersection before cars. These are doublebarrelled roadblocks to free-flowing car traffic. Massive computer and communications architecture of the smart-car/smart-highways of the future will be able to optimize car travel and reduce congestion, much as has been done by the "Utah Traffic Lab" (off-line) at the U of U for traffic along Wasatch Boulevard. There's a catch; if you create too many "Boundary Conditions" with special treatment for transit buses, even if empty on return trips, it will be much less likely that optimally beneficial conditions can be calculated for car flow. In other words, cars will pay in lost time to help transit. This is called **LOSE/**win. Thousands of cars lose optimal signal coordination to help a small overall share of trip-taking riding in transit.

Reduce fares for premium transit With a plethora of discount fare programs and sharply rising costs structure, who would be paying that ever shrinking fare share of costs?

Discount Programs:

- Free fare zones
- Summer youth pass
- Reduced fare for seniors
- Forced fare at colleges; all pay for small minority
- Semi-forced Eco-passes for large employers. (compulsory in many areas)
- Government provided pases:
  - Employees
  - Misc handouts

7)

SECTION 8

AUTOMATED-BUS RAPID TRANSIT/ HOV (VIRTUAL TRAIN) ALTERNATIVE to RCR

This new technology can operate at far lower operating and capital cost than either BUS/HOV or Comuter Rail move 70,000 seats per hour along an HOV/HOT lane.

ADVANTAGES:

1. LOWER LABOR COSTS THAN RCR OR CONVENTIONAL BRT.
2. FAR LOWER CAPITAL COST THAN RCR.
3. "NEW TECHNOLOGY" DEMONSTRATED SINCE THE ISSUE OF THE IRCAA BY THE WFRC IN 2002

WHAT IT IS: Automatic Bus Rapid Transit, A-BRT.

- Transit buses are, "...equipped with the sensors, actuation, communication, and computation systems needed to enable them to operate under completely automatic (remote), control."
- Multi-bus "Platoons" driving along HOV freeway lane
  - Cut the number of bus drivers needed in the corridor by half or more.
    - Can leave pick-up bus at pick-up lane and board another local bus to run route again
- A demonstration on Aug 23-24 2003 involved 2 40 ft buses CNG powered buses and a 60 foot bus powered by diesel engine to "show how automation technologies can harmonize the performance of these very different vehicles so that they can operate together in an electronically coupled **"virtual train"**."
- Reported in "Intellimotion" vol. 10 no. 3 2003
- Research by California-PATH university Transportation Technology consortium U.C. Berkeley.

Automated Bus Rapid Transit (ABRT) Demonstration

Note: The following is the handout prepared for use at a demonstration of ABRT, held in August of 2003, in San Diego, California. For a full report on the results of the demonstration, see PATH Demonstrates Automated Bus Rapid Transit Technology, by Steven Shladover.

Automated Bus Rapid Transit (ABRT) may be viewed as the integration of several elements:

- Precursor systems such as transit information and operational improvements to enhance fleet management and provide more accurate and timely information to passengers, and collision warning systems to improve bus safety
- Bus Rapid Transit (BRT) service innovations in fare collection procedures, station design and location, and more attractive vehicle designs
- Automatic precision docking to enable buses to stop immediately adjacent to a loading platform, providing passengers with quick and easy boarding and alighting, even for those whose mobility is impaired
- Automated bus operation on segregated busways, providing rail-like ride quality while minimizing the needed right-of-way width.

How will it function and with what technologies?

Bus transit automation will consist of automation functions and complementary elements (advanced public transportation systems) and include certain design attributes.

Automation functions:

- Precision docking
- Lane keeping
- Automated speed and spacing control
- Maintenance yard operations

Complementary elements:

- Collision warning (forward, side, and rear)
- Vehicle diagnostics warnings
- Transit management center operations
- Trip information for travelers at stops, stations and on-board buses
- Electronic fare payment and pre-pay systems
- Passenger counting systems

- Traffic signal priority systems

Supporting design attributes:

- Bus design changes (low floor, wide doors)
- Bus stop/station design
- Infrastructure (bus bulbs, queue-jumpers, dedicated lane, check-in/check-out system, vehicle-roadside - communications)
- Bus components (electronic throttle, brake, and steering control)

Why demonstrate automated buses now?

The *earliest* deployments of automation technologies in road vehicles will likely be on heavy vehicles—*buses* and *trucks*—operating on their own special rights-of-way because:

- It's easier to develop and acquire rights-of-way for public purposes like transit service
- In some cases, buses already operate on separate facilities, which could, if demand warranted, be switched over to automation
- Costs of the technologies are a smaller percentage of total bus costs and buses are used much more intensively so these costs are amortized faster
- Benefits in travel-time reduction, trip reliability and safety can be translated more directly into cost savings and revenue increases than for private passenger cars
- Customized, small-lot production of vehicles makes it possible to introduce automation technologies into the bus production process faster than for automotive mass production
- Packaging of new technological elements is easier on buses than on passenger cars
- Buses already have more onboard electronic infrastructure (such as data buses and electronic engine controls) to use as a foundation for more advanced capabilities than passenger cars
- Maturing technologies can be used more safely by professionally trained bus drivers on professionally maintained buses than by the general public on passenger cars that may not be well maintained.

Who benefits and how?

- Transit properties
- Bus drivers (employees)
- Bus passengers (general public)
- Infrastructure owners and operators

The overall benefit will be an improved level of people movement, mobility, and quality of service. More specifically:

For Transit Properties

- Reduced dwell time at bus stops for loading and unloading of passengers and avoiding need

for

maintenance-intensive wheelchair ramps by use of precision docking with low floor buses

• Precision docking at bus stops should help reduce tire scuffing against the curb, resulting in reduced

wear-and-tear on the bus's tires and corresponding maintenance costs

• Rail-like line-haul service at a much lower capital cost

• Narrower rights-of-way and structures for busways are possible with the use of automated steering/lane keeping

• Potentially reduced operating costs (labor, fuel and vehicle productivity) for the automated portion of the bus trip (line-haul)

• Facilitating maintenance operations and saving yard space and labor. (i.e., reducing costs), ordinarily used to move buses through routine maintenance processes

• Greater vehicle and passenger lane-capacity, by enabling buses to operate at shorter headway than under manual control

• Reduced fuel consumption and emissions for buses that can operate in automated platoons with small enough separations that aerodynamic drag can be reduced

• Potential safety improvements should have direct benefits in terms of reduced insurance costs and less time lost from buses taken out of revenue service while being repaired for crash damage

• Increased ridership is a collateral benefit that could result from the cumulative effect of the previously stated benefits

For Bus Drivers

• Automating precision docking at bus stops will make this operation easier and less stressful

Automated line-haul operations reduce workload and stress

For Bus Passengers

• Reduced travel time can result from having automated bus travel on a dedicated lane

• Improved bus stop arrival reliability

• Enhanced access to and from buses for mobility impaired passengers and reduced time for - loading and unloading of all passengers from bus stop - precision docking

• Smoother travel for passengers and increased passenger riding comfort

• Flexibility to perform in "dual mode": collection and distribution, and line-haul portion (even with

intermediate stops). This may reduce need for passengers to make transfers, allowing

passengers to remain on same vehicle for entire "door-to-door" service. The bus would "transfer"

between a local neighborhood collector/distributor and a line-haul rail-like mode of operation.

For Infrastructure Owners and Operators

• Permitting operations on narrower rights-of-way (reduced lane widths), thereby saving on land use and physical infrastructure costs

• Accommodating bus-only lanes in locations where they would otherwise not be able to fit at all

What are some of the challenges facing successful deployment?

Solution strategies are currently being sought for these and other challenges.

The transit industry may have concerns over the complexity and reliability of new technologies associated with bus transit automation. These concerns may influence the acceptability of technological changes that could potentially impact:

• Role of the driver (driver training, salaries, and work rules, additional driver responsibilities)

Maintenance cost and complexity

• Safety

• Liability (changing risk and responsibility assignment).

Large-scale public transportation projects have the potential for influencing travel patterns and surrounding land uses. Automated bus transit operations, intended to replicate high-level transit service, (e.g., rail transit), though more flexible, may raise concerns over:

• How they fit into a region's overall transportation plans to be considered as a credible alternative for
regional public transportation investment

• How their inherent flexibility over rail transit may be perceived instead as a lack of permanence and inhibit potential developers from investing heavily along such transit corridors.

Will bus transit automation cost more?

There will be *incremental* costs associated with the use of bus automation technologies: additional electronic equipment installed and maintained on buses and busways and some additional protection of the busways to prevent intrusion by pedestrians, animals, unauthorized vehicles and debris.

Additional bus equipment is likely to consist of:

• Electronically controlled brake actuator (but this may soon become standard equipment associated with anti-lock braking anyway)

• Electronically controlled steering actuator

• Lateral-position sensing system

• Forward ranging sensor system similar to - commercially available sensors for adaptive cruise control systems

- Vehicle-to-roadside and vehicle-to-vehicle data communications systems, which could build on existing and impending traffic signal priority system and DSRC technologies

- Collision warning sensor systems, which are already available for some vehicle applications and are under commercial development for others

- Onboard control computer similar in power to standard personal computers

At early stages of development, the total costs of these systems are likely to add no more than 5% to 10% to the cost of a new transit bus, and over time those Incremental costs should decrease by another factor of 4 or 5. It is important to consider these additional cost elements in the context of the costs of providing higher quality transit services by other means, such as light or heavy rail transit systems. In the context of such costs, these incremental costs are negligible.

How do we get from today's bus transit system to automation?

The specific development and deployment sequence will likely vary by location, depending on local and regional needs and constraints, so some locations will undoubtedly be able to make faster progress than others. However, a generic sequence can be defined, building on technologies already available or nearly available and then combining additional technologies and service elements in building-block fashion to achieve increasing levels of capability.

There are existing and currently emerging technologies commercially available today in at least one major sector of the world (Europe, North America, or Asia/ Pacific) for at least some vehicle classes or for specialized applications. They are:

- Forward collision warning

- Lane-departure warning

- Adaptive cruise control (ACC)

- Vehicle-roadside communication

Transit forward collision warning is being developed now by PATH for the San Mateo County (California) Transit District (SamTrans) under the sponsorship of the Transit Intelligent Vehicle Initiative.

Special capabilities can be added to transit buses with moderate levels of development and deployment costs:

- Vehicle-vehicle data communication for cooperative adaptive cruise control (CACC)

- Low-speed precision docking of buses at stops

- Automation of bus movements through maintenance facilities

A next level of deployment includes protected-lane opportunities, particularly useful in locations where there are strong needs for enhanced transit services and/or where the right-of-way can be made available. In these locations, the operating agency can set aside a separated, protected lane for transit use. It then becomes possible to implement automatic steering control safely, permitting use of a narrower lane and relieving the bus driver of the steering responsibility.

Integrating a combination of these elements can form the basis of an initial operational scenario for bus transit automation, such as a pure line-haul run with few intermediate stops. Passengers could be collected from their origin locations at normal local bus stops, where the bus would be driven manually (except for the assistance of precision docking at stops). At the entrance to the protected busway or bus lane, the driver would switch the bus to automated operation and it would continue to operate automatically until it reached the busway's destination end. There could be intermediate stops along the automated busway, where the bus would operate exactly the way automated metros or automated guideway transit systems do now. At the end of the automated busway, the driver would resume manual control of the bus and could take the passengers to their desired local

bus stops. Through this kind of "dual mode" operation, the automated bus provides the collection and distribution flexibility of conventional buses and the line-haul efficiency and service speed of conventional rail transit, while saving passengers the inconvenience and time associated with transfers. This is the great service advantage automated buses can provide.

Over the longer term, with further advancements:

- Access to the ABRT lane could be provided to suitably equipped vanpools and then carpools

- Buses or vans could be coupled together more closely with their counterparts to form platoons, increasing capacity while reducing drag, to save fuel and reduced emissions

- Entry maneuvers could be automated with the addition of more sophisticated vehicle-roadside communication

- Higher-level management functions could be implemented to serve a network of connected ABRT lanes. These could indeed become the precursors to an automated highway network.

Functions to Observe In the Demonstration

Precision docking, in configurations suitable for terminal or station (in-line) or at conventional arterial bus stops (full lane change)

- Very small gap between platform and bus entrance
- Accessibility for mobility-impaired passengers
- Reduced stress for driver
- Reduced likelihood of scuffing tires at curb

Smooth and easy transitions between normal manual driving and automation functions

- Simple user interface
- Easy resumption of driver control when needed
- Smooth control transitions

Lane-keeping assistance

- Highly-accurate lane tracking in tightly constrained locations
- Smooth steering response
- Reduced driver stress and workload
- Rail-like service quality

Automatic vehicle-following control

- cooperative adaptive cruise control to reduce driver workload
- close-formation vehicle following for increased capacity in high-density locations (an electronically-coupled bus train)
- smooth acceleration and deceleration for passenger comfort and

PATH Demonstrates Automated Bus Rapid Transit Technologies
by Steven E. Shladover

PATH researchers demonstrated some of the key technologies for automated bus rapid transit (A-BRT) services for invited visitors in San Diego on the weekend of August 23-24. This demonstration continued a distinguished PATH tradition of demonstrating the most advanced ITS capabilities under realistic conditions on full-scale vehicles, and true to that tradition it exceeded the expectations of the visitors.

PATH has equipped three transit buses with the sensing, actuation, communication and computation systems needed to enable them to operate under completely automatic control. At the same time, these buses were equipped with a specially-designed driver-vehicle interface (DVI) system to show how easy it is for the driver to interact with the automation systems, to transfer back and forth between normal manual driving and automation and to initiate automated maneuvers such as lane changing on the highway and precision docking at local bus stops.

The emphasis of this demonstration was showing the realistic opportunities for implementation of the A-BRT technologies to improve transit service and economics. Since the demonstration buses were two standard-size (40 foot) buses powered by compressed natural gas (CNG) and one 60-foot articulated bus powered by a diesel engine, it was also possible to show how the automation technologies can harmonize the performance of these very different vehicles so that they can operate close together in an electronically-coupled "virtual train".

Click Here to see a demo of the Automated Bus Platoon. (Real Video File)

The transit service functions that were demonstrated included:

- Precision docking of a bus at two different platforms, one representing an in-line platform at a bus terminal and the other representing a curb-side platform requiring an approach with a lane change ahead of a line of parked cars. In both cases, the bus stopped with a gap of less than an inch between the bus floor and the platform, making it easy for one of visitors to roll on and off the bus in a wheelchair. Both the steering and the stopping of the bus were controlled automatically, although initial deployments of this service would probably only use the automated steering function, leaving the full attention of the driver for watching out for pedestrians and passengers.

  Click Here to see a video of Precision Docking (Real Video File)

- Automatic lane-keeping (or lane assist) of the buses operating in a line-haul mode on the I-15 HOV lanes. This demonstration showed the ability of the automatic steering system to keep the bus centered accurately over the lane, while providing a smooth ride for the passengers. This is an important capability to enable buses to operate in narrow lanes where right of way is costly or unavailable. The driver was able to switch back and forth between automatic and manual steering at will, showing how a driver could override the automatic system when necessary.

- Automatic lane-changing while operating on the highway, initiated by the driver pressing a button on the DVI. In order for buses to be able to enter or exit from an A-BRT bus-way, or from off-line stations, it is necessary for them to be able to change lanes automatically. This part of the demonstration showed the ability to execute this maneuver repeatedly, with a minimum of effort required by the driver.

  Click Here to see a video of Automatic Lane Changing (Real Video File)

- Fully automated bus driving. The buses were operated in both low speed (docking) and high speed (highway driving) conditions with fully automatic steering and speed control. Once the driver transferred control to the automated system, he did not need to do anything else until reaching the other end of the HOV lanes, where he regained control. This capability indicated the potential for future operations without requiring a driver to be on every bus operating along a dedicated, protected bus-way. However, the technology is not yet sufficiently mature and fault-tolerant to make it possible for our drivers to leave the driver's seat (except in the limited case of the low-speed precision docking maneuver).

- Automated "virtual train" of buses. The diesel bus was electronically "coupled" behind one of the CNG buses for a run down the length of the I-15 HOV lanes (8 miles), making use of a "WiFi" wireless data link, combined with forward-looking lidar and radar sensors to detect the gap and speed difference between the buses. The buses ran at separations of 40 m and 15 m to each other and smoothly performed the automatic transitions between these two different target separations. The operations at the 15 m separation showed the potential for automated bus trains to carry very high passenger volumes in the highest- density corridors. With that length of separation between the buses in the "virtual train", and with a long enough separation between consecutive bus trains to ensure that no failure would involve more than one bus train, a sequence of three-bus trains could provide 70,000 seats per hour in one lane which is competitive with the highest-volume rail transit services.

The visitors who participated in this demonstration included members of the Board of Directors of ITS America and the Program Steering Committee of the Cooperative Vehicle-Highway Automation Systems (CVHAS) pooled-fund project, as well as the attendees of the TRB meeting on "Urban & Community Transit - The Role for Automated BRT". The reactions of the visitors were very enthusiastic. For example, Neil Schuster, the President and CEO of ITS America, said,

"The San Diego demo went very well and I know our members enjoyed it this is the fourth time I've seen the technology in action, and each time I'm amazed - now I can tell friends I rode in a city bus, going down a real highway at speed, too close to a bus in front of us for a human driver to attempt. For me, the expression on someone's face the first time they comprehend they are in a moving vehicle without a driver is priceless What a great morning!"

The discussions in the TRB meeting that immediately followed the demonstration were strongly influenced by many comments indicating that the demonstration changed people's minds about what was possible and opened their eyes to new possibilities for using vehicle automation technology to improve transit operations. That, of course, is one of the strongest reasons for investing the effort to present such a demonstration.

The efforts were considerable and involved extensive time spent away from home by a team of more than a dozen PATH research and development engineers, working under the leadership of Dr. Ching-Yao Chan including: Bénédicte Bougler, Fanping Bu, Susan Dickey, Barry Duncil, Anouck Girard, Adam Howell, Paul Kretz, Thang Lian, Joanne Lins, David Marco, David Nelson, Christopher Nowakowski, Daniel Schickele, Bongsob Song, Han-Shue Tan, and Elvin Vedar. Their work schedule was governed by the limited availability of the I-15 HOV facility for testing in preparation for the demonstration. All of the preparatory testing needed to be conducted during the four weekends prior to the demonstration (8 am to 8 pm each day) and during the weeknights in the

two weeks immediately before the demonstration (8 pm to midnight). With outstanding cooperation and support from Caltrans District 11 and Division of Research and Innovation (DRI) colleagues, extremely rapid progress was made during that final month of preparations for the demonstration.

Home | General Info | Current Research | Researchers and Staff
Publications and Video | What's New | Media Info | PATH Partners | Search
WWW Links | Contact PATH

1018 S. 1325 W. Box 431
Farmington, UT 84025

2 3 2005

18 March 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
SLC UT 84118-1847

GP 1003
GP 1004

Dear Mr. Punske:

RE: Legacy Parkway DSEIS

Attached are two sets of petitions (n = 255 signatures) collected on the University of Utah campus. One petition is signed by students who support UDOT's preferred alignment for the Legacy Parkway. The other petition is signed by students who asked that UDOT (and other relevant agencies) "give UBETs proposed Redwood Road alternative full and fair consideration." The methodology by which these petitions were gathered is described in detail after my signature. I am submitting these petitions separate from my personal comments. 1

Supporting UDOT's Legacy Parkway were 26 students, fourteen of whom provided addresses or city information. Two of these signers indicated that they live in Davis or Weber County. 1004-1

Supporting consideration of UBETs alternative were 229 individuals, 175 of whom provided addresses or city information. Eighteen of these signers indicated that they live in Davis or Weber County (one individual signed the UBET petition but was not counted because he indicated he wanted a road on the west side of the Great Salt Lake, which is not in the UBET proposal). 1003-1

Thus, of the 255 signers, 90% favored giving full and fair consideration to the UBET alternative. Because this is a convenience sample, we cannot say that 90% of people on campus feel this way. However, even a methodological curmudgeon like myself is willing to say this is a huge difference in opinions, and worth considering.

Read the comments and you'll find that most are thoughtful and informed, and express great concerns about the future of the Wasatch Front. Signers are concerned about air quality, wetlands protection, and sprawl growth. Comments indicate that these are highly educated individuals who have thought about population growth and transportation issues. They care about environmental stewardship and the kind of environment they and their families will inhabit. I was surprised that so few expressed concerns about the cost of gasoline or owning and maintaining automobiles. Their concerns focused primarily on the need to plan now for a less auto-dependent future. Although most comments are constructive and specific, I apologize that some of the comments use coarse language. The students who managed the booth did not instruct signers on what to say in their comments. We did not anticipate the non-normative language; the comments reflect youthful exuberance and the depth of their conviction as well as our overall goal of encouraging free expression: I apologize for any offense.

On behalf of the many who signed these petitions, I submit them as their comments on the Legacy Parkway DSEIS.

Sincerely,

Carol M. Werner, PhD

Methodology

The two petitions were made available at a table in front of the University's Union Building between 11Am and 2PM during the week of February 28th, 2005 (between Monday, 28 February and Thursday, 3 March, 2005). People were told that the deadline for comments was 4 March, 2005 (the deadline at the time).

The Union setting was chosen because it is at the center of campus, a primary attraction being the food court/cafeteria. Many people from diverse backgrounds and academic majors pass this site. Although this setting increases the representativeness of the sample, it is still a convenience sample. The Union encourages political outreach by providing tables for these kinds of activities.

The table was sponsored by the University's Environmental Studies Program as an educational outreach and political action opportunity. One student from Environmental Studies volunteered and 15 students from an undergraduate class earned course credit for staffing the outreach table. The class was a general education class entitled "Global Environmental Issues." The instructor for the class stipulated that this be an educational outreach, with both sides of the issue presented fairly to interested passersby.

I trained the student workers but most of the time I was not at the table; this underscored the petitions as a student to student outreach. The workers were trained to approach every person who walked past the table and say "would you like to express an opinion about the Legacy Highway – either pro or con. We have two different petitions." Many passersby declined the opportunity, many others had an opinion and simply signed their preferred petition. Others asked for information and were shown an image (either a diagram or an aerial photograph) marked with the proposed Legacy route and UBETs Redwood Road alternative. A small percentage took two information cards. One card gave UBETs web address and reasons why students from Davis and Weber Counties might prefer mass transit to the Legacy Highway. The other card gave the address for the ACE website where people could read the DSEIS as well as the web address for a citizens group who supports the Legacy Highway (www.legacy-yes.org). A very small number of passersby (4-5?) took an envelope preaddressed to FHWA so they could write a longer letter. At the table were additional materials outlining the cases for and against the proposed Legacy route.

GP-1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Johnny Atkin
2574 E. woodchuck way
Sandy, UT 84093

Jeni Patterson
3055 W 13200 S
Riverton UT 84065

It is harmful to the environment ~~to~~ and unnecessary to build the highway. The transit system is a ~~well~~ better alternative. Rachel Ward
127 E. 1st Ave #1
SLC, UT 84103 | 2

At least put the UTA light rail in because it would be great. Do it soon. If Legacy will harm the environment, why do it when Redwood, that is so close that you can just expand it. Jeff Kendell 5869 S. Village Way S. Ogden UT | 3

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Alden Nascimento
1458 N 400 E
Centerville UT 84014
No comment

Aubrey L Seppson
7517 Monterey Circle
Sandy UT 84093

Emily Merola
740 Heritage Center
SLC, Utah 84112
The highway would plow through my living room. I actually like my house so... let's avoid plowing it down. Not to mention the wetlands down the road. | 4

Deborah Callister
3061 S Plateau Dr
SLC, UT 84109

evan anders brown
561 east 100 south, apartment 7
slc, ut 84102

Masira Pilivi
2399 Heritage Center
SLC, UT 84112
There's no sense in destroying one of Salt Lake's premiums wild life preserves when the best solution would be to extend Redwood Rd. Also the alternative would reduce costs for tax payers. | 5

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

6 Ryan Davies
ALTERNATIVES SHOULD BE CONSIDERED & WEIGHED AGAINST THE LEGACY PROJECT

7 Kate Scheuecher
Student Housing
mail box # 1319
It is a great Idea, but I needs to be put in a better place and the impacts on the environment need to be strongly concitered! The current Placement it far to detrimental to the environment around it!

8 Elizabeth Peterson 760 S Lake SLC 84102 I support NO LEGACY HIGHWAY because alternative modes or even multiple ways of transport are less likely to damage wetlands or interfere with present housing.

Kristen Nelson
1516 W 145 E
Provo, Ut
84604

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

9 We need to end urban sprawl. The way to do this is to not create other convexes of traffic flows. Once the legacy highway is developed people and business will develop along the road and we will consume more resources. We need to find ways to centralize our population. Create a viable city center where people can walk or ride low cost mass transportation systems. Just like Arizona, building more roads inevitably leads to building more roads. The only way to stop this is by providing viable methods of mass transportation.

If you're gonna drop bombs & kill people, the least you can do is reduce pollution.
Yay for tracks!!

If only gas was cheaper... Anywho trax is the way to go, Trax is useless to me in West Jordan.
Cameron Curry

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address	
IT SUCKS!!	LOUISE RADCLIFFE 29 S. STATE ST. #205 SLC, UT. 84111	
Please preserve Utah's beauty for our children's children! You are our stewards! Please.	Michael Noe 2107 E. Claybourne Ave SLC, UT 84109	10
Put in the Trax & Redwood Road idea	Dena Crawford 1320 S. Glendale Dr. SLC, UT 84104	11
I like the idea of saving the wetlands while still implementing a better transportation system. ~~Trax from~~ Transportation from Ogden to Provo would be nice.	Jason Christensen 2129 No Rolling Hills Dr Centerville, Ut 84014	12
	Kristen Garner 532 Heritage Cntr SLC, UT 84112	

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address	
	John D. Zilleruelo 224 SUN ARBOR TERR #1107 Salt Lake City, UT 84116	
Mr/Senator Bennett Where were you in a chemistry or biology classroom? Too many years ago ~~so~~ that you've forgotton the car emissions are the greatest pollutors of our enviroment. The extra oxygen (ozone) it's creating is determental to the health of all living organisms. Your support of another highway instead of commuter rail ~~is~~ must be founded on very little research on your part. You won't get my vote the next time around.	Jean Frances 3124 Emigration Cyn SLC UT 84108 Jean Frances	13
Jonathan Dritz	1320 E 700 S	
DAVID HOLSBERG Lagoe would tell you to extend trax into Davis county. The reasons for it out weigh any reasons for Legacy.	134 N. STREET.	14

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

COMMENTS	Name/Street Address	
Will Cheney	2044 Kensington Ave	
Mussygreen	246 Heritage Center.	
Chris Linton	476 south 1200 east SLC, UT 84102	
The highway is not the best use of money and it only benefits the relatively small amount of people who live north of Salt Lake City. The commuter rail would benefit anyone from Provo to Ogden. It seems the logical choice is commuter rail.		15
Rob Allred		
No way Man!		
I'm very much in support of exploring any alternatives to the legacy highway which may preserve the wildlife in the preserve! - Jeffrey Taylor		16

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

COMMENTS	Name/Street Address	
I like clean air	Alpha Bagley	
Yayee for trax!		
It would be a lot more convenient to have TRAX up north & a lot less stressful!	Kerri Ellsworth	
Let's cut emissions toxins & road congestion. Please use alternatives.	Kathryn Lindquist 2253 Laird Way SLC 84108	17
TRAX IS THE ANSWER - it will improve quality of life in the long term and it is more economically feasible and social/environmentally friendly and responsible	PATRICK BARNES 61 T Street #3 SLC, UT 84103	18
I believe there are other alternatives to legacy highway such as Trax. Look for a more environmentally friendly solution.	We need to protect the wetlands & protect air quality! Courtney Keele	20

Dustin Sudo
There are better places to build - road

23 W. Van Buren Ave SLC UT 84115

OPPOSE LEGACY - SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

101 I think the railroad will help more people get where they need to go w/ less expense - [illegible] | 21

102 Transit is important to any community people need options — Andrew Marques | 22

103 Leave the wetlands and wilderness alone! | 23

Matt Heavey 3878 Yorkshire Cir. S. Jordan, UT 84095

104 Let's build a train — Ray Phillips

Derek Devine 3530 E Macintosh Ln SLC 84121

105 Save more wetlands and wilderness. Build a train instead! | 24 Annalisa Paul | 7073 S. 2980 W. W. Jordan, UT 8408[illegible]

Build trains, not roads. — Alexandra Andersen 806 Heritage Center SLC, UT 84112 | 25

108 SARA HOWE 320 GORDON LN. E-8 SLC, UT. 84107 — PRO-ECOLOGY (NO) ANTI-LEGACY

OPPOSE LEGACY - SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Brent Jorgensen 8275 so 1520 w WJ UT 84088

The Redwood Road alternative or any alternative other than Legacy needs to be considered. | 26

Margaret Toscano 541 E. Tahoma Pk. Cir. SLC UT 84121

Protecting the environment is protecting our future. We can find an alternative to this highway. | 27

Patrick Hedley 7223 S. Walnut way SLC, UT 84121

Christine Passey 135 E. Gordon Ln #2 Murray, UT 84107

Matthew Peabody 529 E. 800 S. SLC UT - 84102

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Please fairly consider other possibilities. | Shane Smith 28986 E. 3rd Ave S.L.C., UT 84103

I've listened to both sides. I'm concerned w/ air quality already. (Not to mention the destruction of wetlands) All in the name of a speedy commute? I'd like to encourage TRAX & public connections. I think this will also create a passway for North & South. Whitney Watchman 263 A 1st AVE, SLC 84103 | 29

We have to think of the longevity and quality of life issues involved with building Legacy and not just the short-term commuter congestion problems. As a man who works with water issues we need cut down pollution and protect our water sheds if we expect to maintain the quality of life Bountiful and areas ~~have~~ North have come to expect and enjoy. Please don't build this highway! | 30

I support transit. Legacy wouldn't be that bad - ~~the~~ but rail is a better alternative. I lived in Europe for 3 yrs and their system is amazing. We need to pick up the pace and expand the system we have started. Sean Jensen | 31

OPPOSE LEGACY – SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

I think the money being spent on Legacy needs to be spent on Traxx and expanding these lines instead of promoting more single ~~dear~~ driving. Spent the $ on bus routes & traxx. | 32

If we would listen to educated urban planners rather than money-driven developers (or even to city dwellers w/ personal experience), we would realize that more roads lead to more "growth", more destruction, & more problems associated w/ urban sprawl. What Utah "needs" is a feasible alternative to get around. | 33

I think that a light-rail mass transit system will do more good in the long term in reducing congestion into the city | 34

Add light rail routes, join the future! -Patty G.

-Brian Jones
bri_jonesslc@yahoo.com

If the options to Legacy Highway is cheaper, faster to build, and Efficent then Lets use the options
Moises Leon 6072 S. Sweet Basil S. | 35

I understand the need for expanded transportation systems in the SLC Area, and there are ways to accomodate this need w/o destroying wetlands and creating highways that only benefit car owners. As a SLC area resident who has made a conscious environmentally sound decision to not own a car, I support TRAX over the Legacy Highway. | 36

OPPOSE LEGACY - SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

We need more public transportation in Northern Utah
Sydney Hall
1321 East 4500 South SLC

Increasing public transportation alternatives and respecting wet lands is important. 37
Isabelle Darger
11549 S. Gracey Lane
Sandy, UT 84092

Commuter Rail is Better
Justin Healy
184 Q. St. #2
SLC, UT 84103

Justin S. Brown
1438 E. 3010 S.
SLC UT 84106

Jessica L. Durfee
851 3rd Ave, #1
SLC, UT 84103-3838

OPPOSE I-80 ALT SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Focus on public transit. Be stewards of the environment. Think of the future! Quality Growth! 38
Laura Lee
868 E. Windsor Lane
Kaysville, UT 84037

Building a huge freeway is not the way forward. We as a society must begin to look to alternative solutions to highway congestion & population expansion. ETI proposed alternative is well-thought out & is fully capable of solving the congestion issues the way they exist now. Please give it full consideration & help to move society in the direction of sustainable development.
Dave Harnsberger
4200 Achilles Dr.
SLC, UT 84124

K. Wilcl 180 Gary Way, NSL, UT 84054
– Trav/train much better –

OPPOSE I-80 ALT SUPPORT UBET

GP1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

5 Please do not put in the highway — Randall Eggert 837 E 6005 S SLC

There are so many viable alternatives to the Legacy Hwy that it's ludicrous to consider this fiasco. RR & improving Redwood Rd are two. Also, the Legacy is too expensive & destructive in addition to adding to the pollution — M Jackson 3124 Emigration Cyn SLC. 40

Saving the wetlands is more important than building more roads. Building trax would decrease pollution & save the environment. Plus it's least expensive to build Trax. Trust me. I'm from New York City. Christopher Martin 3673 So. 2200 W. #14 SLC, UT 84119 41

No legacy highway, the wetlands are irreplaceable and there are alot better ways to do this — Bambie Richardson 7741 S 1000 E Midvale, UT 84047 42

OPPOSE 1 FGNU SUPPORT 11RFT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

3 I'm a resident of Farmington and adamently against the Legacy Highway in any form. Not only would the construction displace residents, but would destroy irreplaceable wetlands, which serve as stops on the waterfowl migrational highway. I grew up hunting in the Great Salt Lake's marshes and abhor their destruction. No LEGACY HIGHWAY. COMMUTER RAIL FIRST! — Don Oleson 2076 N Summer Wood Farmington, UT 84025 43

Wetlands are good and so is more Trax, — Daniel Smith 2958 W 6620 S, West Jordan, UT 840840

OPPOSE 1 FGNU SUPPORT 11RFT

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Aaron Nbirdeau
831 McClelland
SLC UT 84102.

No Way!

Leonard C Marelli
3566 Crestwood Dr.
Salt Lake City, Ut 84109

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

63 Don't jeopjeapordize the environment!! Nicole Hillas
1114 E. Stone Valley Way
Sandy UT, 84094

64 You must acknowledge the quality Growth options! 44
122½ Apricot Ave
SLC, UT 84103

65 WE NEED to preserve OUR WETLANDS. The highway will DO nothing but hurt OUR AIR quality + increase CO_2 levels higher. 45
Doug Fotheringe 2343 Flamingo Dr. Holladay, UT 84117.

as I lived in Layton, I noticed that the commute to the U. was not feasable - I noticed that gas & vehicle maintanance costs - along with frustrations in traffic were not worth the commute - I began to ride the bus - and found a pleasant situation - one which I could read, sleep, and contemplate. I decided that living a long distance from school was IDIOTIC a waste of time & money. - The many SUV - single passengers (next)

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

+ the operators are truly selfish - they congest traffic - pollute the air, and are now asking "Salt Lakeiters" to fund their stupidity - both fiscally & environmentally. The Legacy highway supports selfishness - it truly does. either use public transportation - or live closer to your destinations. - William Richmond
553 e 900S SLC UT — 46

+67 Jim Davis
3236 Bermuda Dr.
SLC, UT-84124
No Legacy.

---

68 Sue Wurteburs
Gender St Program
Univ of Utah
More public transportation options (good for people & enviro) - air quality!

+69 Lauren Duke
1779 S. Heritage Dr
SLC, UT 84115
- is the valley not smokey enough! Let's try to add some years onto our lives and not promote more pollution! We saw the air quality during the Olympic for goodness sake!!! — 47

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Providing A Transit alternative first will help more people recognize the advantages of Transit. Help the community learn more about Public Transit before building Legacy.
Andrew McKinnon / 5445 W. 5440 S. Kearns, UT 84118 — 48

Building a new freeway is a short term "solution" to a massive problem. A new freeway encourages the growth of pollution and other car related problems. Build mass transit infrastructure! Build it 5 years ago...
Dan Larsen Riverton, UT — 49

Provide mass transit alternatives!
Jason Castleton Salt Lake City

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address
Please draw a line after your comment to separate it from the others. Thanks.	
Trax should just go further + cut down on traffic	Heidi Burr 175 N. Canyon Rd. Apt 20
I oppose Legacy Hwy.	Randall Gess 577 E North Hills Dr. 84103 Jake Williams 1114 Heritage Center SLC, UT 84112
Animals are more important than people w/lead feet	Jessica Zimmer 8884 S. Willow Green Drive Sandy, UT 84093
NO comment	Kristin Rencher 1426 W. 11940 S. Riverton, UT 84065
Legacy is an unneeded highway that would endanger Utah wildlife	

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address
Please draw a line after your comment to separate it from the others. Thanks.	
	Meaghan Fox / 1983 S. 1600 east SLC, UT 84105

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

54 The ~~statement~~ growth Alternative plan should be proving plan. If you are looking very close you can see how those areas could be benefit the easy access and less driving on the. If you look at the history of trax, it has cut the numbers of cars and pollution. If you building Legacy Highway to benefit the people like Ivory + Boyer company to build in those area, this would be very bad reputation for the State to benefit those business. It really clear that those company have already brought land along the legacy highway!

50

APPOSE 1 FGNCU SUPPORT UREF

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

I BELIEVE THAT WHAT WE NEED IS MORE MASS TRANSIT.!

JEAN ARMENT
468 N. OAKLEY ST., SLC. 84116

52 No highway needed.

Clint Simkins
560 Heritage Center

53 commuter rail is another alternative. Legacy highway will effect the environment! and population will increase!

Khinna Khao (801) 634-6326
2446 Heritage Center
SLC, UT 84112

I SAY NO!

51

APPOSE 1 FGNCU SUPPORT UREF

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Let's use Redwood Road - expand it. It already exists and would cause the least damage. We also need to expand TRAX. 52

Nancy Hooper
3989 Sandusky Circle
Murray Utah 84123

I think its great - we should expand the public transportation!

agreed great for transportation -!
Heather
1750 E Minden
SLCUT 84121

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Save the wetlands — the environment is more valuable than some minor inconvenience. 53

Anna Vaughn 2606 S 800E SLC 84106

The land involved is too important to use it for another highway. 54

Frank Fisher 3896 Hale Dr. SLC. 84124

Using our existing resources to improve traffic flow without destroying other great resources is our civic responsibility. Why not consider all options, especially those that are less-invasive on our essential environmental resources. 55

Sprawl is bad and pedestrain friendly ~~Citys~~ cities are good. There is no greater fear then my car breaking down and trying to get along with out it. The Legacy Hiway is a step in the wrong direction for the Environment, and sprawl and beutiful ~~City~~ cities 56

C J Hansen

Christian Hansen 2262 West 13450 South Riverton

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Save the wetlands—the environment is more valuable than some minor inconvenience. 53
Anna Vaughn 2606 S 800E SLC 84106

The land involved is too important to use it for another highway. 54
Frank Fisher 3996 Hale Dr. SLC. 84124

Using our existing resources to improve traffic flow without destroying other great resources is our civic responsibility. Why not consider all options, especially those that are less-invasive on our essential environmental resources. 55

Sprawl is bad and pedestrain friendly ~~Citys~~ cities are good. There is no greater fear then my car breaking down and trying to get along without it. The Legacy Hiway is step in the wrong direction for the Environment, and sprawl and beutiful ~~City~~ cities 56
C J Hansen
Christian Hansen 2262 West 13450 South Riverton

OPPOSE LEGACY SUPPORT UBET

GP1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

not counted ambiguous

I am for the Army Corps of Engineers plan which is not the Legacy high way's present route, because of cost + environmental wetlands lost.

Kuni ~~Eggnill~~ 815 E. 100S Apt. 5, SLC, UT, 84102
Anthropocentrically this project makes sense but it is unfortunate that it is at the cost of a vital ~~to~~ corridor for wildlife. It does make sense to allow none sprawl and growth due to none highways. Long term effects must ~~be~~ ~~seem~~ understood! ~~and this project should be~~ A better transit system should be implemented before 57

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address	
Please draw a line after your comment to separate it from the others. Thanks.		
58 Public Transportation makes more sense. Better air quality, lower environmental impact, less traffic accidents.	Michelle Moore 129 McClelland St #3 SLC, UT	58
Hate it	Heather Trecker SLC 84105	
10 Public Transportation represents a more viable long term alternative	Jim Mills Univ. of Utah SLC	59
We Need Public Transport First	Daniel Laraway 1495 E. 1025 N Layton Ut.	60
People come to Utah because it's not a paved wasteland. For the love of "god", don't kill this place. Transit first!	Scott Heisler 3684 Peach St, SLC, UT 84109	61

OPPOSE LEGACY - SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address	
Please draw a line after your comment to separate it from the others. Thanks.		
Please do not build the Legacy Highway. Mass transit & wetland preservation are much more important	Jeffrey M. Hunt 1276 E. Crystal Ave. S.L.C. Utah 84106	62
14 Mass transit is way cool, car accidents suck!	James Comstock 4211 S. Shanna St SLC UT 84124	
15 Save the air, and our lungs! I promise to use the external!	Kristin Coffey 221 Heritage Center SLC, UT 84112	
There's got to be a way to move people without ousting wildlife. Public transportation is the answer.	David McPhie 1706 Paulista Way Sandy, UT 84093	63
Public transportation is definitely what we need to do.	Catherine Mihlfeith 2146 E. 1300 S. SLC, UT 84108	
Choose the alternative. Preserve the Preserve	Bethy Merrill 444 Mayfield Dr. SLC, UT 84104	
Not worth sacrificing wetlands use alternative	Thomas F. Beck 8778 S. Iron Lane Sandy, UT 84093	

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

20 Build TRAX to Davis Co. -7 Public Transpo instead of consumption | 64

21 Don't really know about it — you should get it out more.

Wa dont need th. increase in traffic and air pollution
22

23 I OPPOSE THE LEGACY PARKWAY.
I ~~PROP~~ SUPPORT LIGHT RAIL TRANSIT AND/or REDWOOD RD IMPROVEMENT. ~~IF~~ PLEASE TAKE PROACTIVE ACTIONS TO IMPROVE OUR ENVIRONME
65

Adam Saperston M.D.
EMERGENCY MEDICINE
2618 SHERWOOD DR
SALT LAKE CITY, UT 84108

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

24 UBET will work. Do not endanger the natural habitat, farm land. There are better alternatives! | 66

Stephanie Riedman
5827 S. Waterbury Dr. E
SLC, UT 84121-1122

25 Use alternatives! Don't pollute!

Haley Miyatake
7236 S. 2065 E.
~~SLC, UT 84121~~

Build the rail not the Road. | 67

John Foss
351 S. Elizabeth St
SLC UT 84102

Give a boot! Don't Pollute!

Tim Garrett
509 10th Ave
SLC UT 84103

Legacy Highway a wasted idea! Mining bird refuge!

Sam Szyenla
1445 South Milton Way

Carrie Sprouance 125 S. 1300 E. #8

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address	
Please draw a line after your comment to separate it from the others. Thanks.		
+2 Trax would be a great alternative to more cars & more pollution.	Carl Gierisch 162 Sun Arbor Terr #1328 SLC	68
Totally needless to wait except to create new traffic jams	Edward Epstein 358 I St SLC, UT	69
+3 I'm against destroying all that land for the sake of saving very little time on that new Freeway.	Dave Donahue 1574 Westbury Way Apt L Lehi, UT 84043	70
Poor planning and neglect for alternative travel from SLC North and I15 expansion in Olympic years. 25 plus of years. Cannot be paved over with a road. One governor(s) (Leavitt) & Legislators have contempt for Nature	Roger Nelson PO Box 11038 SLC UT 84147	and the people who elect them are

OPPOSE LEGACY SUPPORT UBET

GP 1603

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS	Name/Street Address
Please draw a line after your comment to separate it from the others. Thanks.	
+131	Rob Sykes - 980 East Capitol Blvd SLC, UT 84103
+228	GREG HERNANDEZ 443 N. W. CAPITOL ST SLC, UT 84103

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

131 LEGACY HIGHWAY? IT NEEDS TO DIE...
GINAMARIE CHECHI (RIVERTON)
usaarchery@yahoo.com
P.S. I AGREE W/ SEAN!

132 Ryan Carrier gladiatorpride@hotmail.com Sandy Utah
I think its prettiy ridiculous to pay that much money on urban development so far away. | 72

133 Legacy Highway is just a convenience for some people but it can cost the rest of us irreplaceable resources
Downtown, SLC | 73

Legacy highway - is nothing more than a short term fix. The out come of which will be irreversable. Look in to public transit first. [signature] SLC UT | 74

135 I agree w/ public transit - building highways only encourages more sprawl, which will lead to the need for more highways, and so on.
[signature] SLC | 75

ADDRESS LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

136 Against building highway Myrna Duncan 6456 So. Tannerlane.

137 good luck! I value the presence of Marshland's
John Yeates / 822 University Village SLC, UT 84108

139 Against Legacy Highway
Anika Fassia 110 S 900 E #6 SLC, UT 84102

140 Joseph Ulmer 4782 W. 1440 N. Centerville

141 Nazol Nazarinia 1192 Heritage CTR SLC UT 84112

142 Nick Myers 2860 E Lambourne SLC. 84109.

143 MICHAEL GILLHAM 1373 HERITAGE CNTR. SLC, UT 84112

144 I do not like it
Catherine Chachas 287 Heritage Center SLC, UT 84112.

145 Janneke Housk 1116 E. North Sandman Rd. SLC
I Strongly oppose this. Do the EIS. Correctly, Look @ alternatives | 76

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

146 77 I am an urban planning major and I think that Legacy Highway should not be built! Commuter Rail is a great alternative to the highway. -Dyan Day

147 78 Don't build the Legacy Highway! Save the Wildlife and save us money! Jake Anderson 2871 County Rd 84121 SLC, UT.

79 I am against destroying the wetlands for another freeway/highway. - Emilee S. Ferguson 688-8429

80 Please expand Redwood Road!! NO LEGACY HWY Vaughn Bigham

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

150 81 I fully oppose the legacy Highway! Do you realize how much pollution this would cause. This would be detrimental to our health, our children's health, and the future of this planet. We need to come up with alternatives which would help provide cleaner air & water instead of ruining the earth, the resources, and the natural habitat of thousands of life. Please don't put this atrocity in. Support UBET & save our future. Ksenya Knizevich

151 82 I believe we do not have the right to negatively impact bird populations all over the western ~~half of~~ segments of the North & South American continents by diminishing the carrying capacity of the Great Salt Lake Wetlands.

I believe that commuter rail and other mass transit in general is the correct alternative that should be pursued. Highway development begets sprawl, and the Wasatch Front already has too much sprawl. Sprawl begets higher air pollution. The Wasatch Front already has too much air pollution. - James P Watson 815 E 300 S SLC Ut 84102

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

SHAME ON UTAH!

I am against destroying wetlands— please protect these areas and support alternative means of transportation! Public Transit!
Leah Vinton

83

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Steve Alexander 3215 E Del Mar Dr SK UT 84109

Patricia DeTorre 624 Heritage Dr SLC, UT 84117

Patrick Muir 1938 Bryan Avenue SLC, UT 84108 Go light rail

RuthAnne Frost 1414 N. Hwy. 89 Kaysville, UT 84037

Monique Abre 2130 S Adams St Apt #8 Salt Lake City Utah 84115 save the enviroment

Dave L Eddy 760 S. Lake St Salt Lake City, UT 84102 who's gettin the Kickba

Monica Borsellel 143 1st Ave. #402 SLC UT 84103

Please save the environment. Not just the birds, my friend would like for her home to not be torn down. I commute on public transportation if we continue to build UTA more people will ride it will become better and people will like it more. We should be able to get anywhere we want quickly on public transportation. Heidi Larson 3292 W. Northborough Dr. West Jordan, UT. 84084

84

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

162 Marie Mac 3069 W 5620 So. SLC

I use TRAX daily to commute. It makes sense to funnel $ into mass transit prior to considering a completely new highway. It is plausible that enhancing the current "Redwood" Road will sufficiently handle over-flow from the commuter rail.

85

Mass transit helps the environment and makes being a poor college transfer student much easier! I use it daily - please promote it.

Salt Lake City, UT 84109

Scott Conley 956 E. 3385 S.

I think all Utahns are duty-bound to stop all land grabs by rich road developers and substitute safe, economical public transportation systems for getting people to and from their daily places of employment! Our lives are dependent on protecting our natural resources by stopping the Rich!

86

ADDRESS LEGAL SUPPORT UDOT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

165 Angela Peedee Palmer
35 N. O Street #3
Salt Lake City, UT
84103

I am an ornithologist by hobby, I'm very concerned about the Legacy hiway because of the Wetlands. Utah has a diverse bird community. I like the alternative better. It's less damaging and more cost-effective. Please consider protecting our beautiful earth for the future. As a BLM volunteer, I know compromises can be made & this dialogue must continue. Once a decision is made - it is impossible to reverse. This alternative is less damaging and won't scar our future like Legacy will. Thank You!

Angela P. Palmer

87

ADDRESS LEGAL SUPPORT UDOT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

166 Cameron Warwick 3080 W. St. Andrews Dr. Syracuse UT 84075

88 I agree that we need an alternative route is needed but the proposed (I-15) layout is a bad idea. there are better alternative. Not to mention it doesn't solve all the problems agency.

167 We should take advantage of the potential for mass transit. I did a survey of people attending

89 the farmer's market in downtown SLC. The overwhelming response was from citizens of the county N of SLC in favor of mass transit. They hated the congestion on highways. Legacy highway will not reduce congestion. Demand will only increase to match supply. We must seek alternative transportation options.

Courtney Mild
1652 Heritage Ctr.
SLC, UT 84112

ADDRESS ITEM(S) SUPPORT UDOT

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS — Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

168 So little is done in this State regarding environmental betterment. It would be a relief and confirmation stronger belief in the leaders of Utah if they would listen to the environmental outcry of the people they serve.

Julia Pollett / 851 E 600 S. #306 Salt Lake City Ut. 84102

90

169 Our leaders are stupid.
How can they ignore the environment
We are citizens ~~out~~ of a world
who gives a shit if Sean Tribe
Commuters save five minutes 1959 S. 300 E
I wish our ~~bad~~ leaders Apt. A 84115
had a conscience. Salt lake city
~~Save the~~

ADDRESS ITEM(S) SUPPORT UDOT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

170 Teresa Jepson
9539 S. 1210 E.
Sandy, Ut. 84094

91 A light rail system seems more useful, and more effective. Ruining wetlands, adding more traffic, and pollution, and destroying migratory bird patterns make no sense when a light rail system would solve the problem.

171 BRADLEY HATCH
575 E HOLLYWOOD AVE
SLC, UT 84105

172 Maureen Clark
768 W. 3500 S.
Bountiful, UT 84010

173 Light rail would be much less destructive to our environment & also would promote Community transport instead of ~~trans~~ encourage more polluting vehicles. Thanks
Jacob Durtschi
208 890 8391

92

ADDAGE ITEMS SUPPORT IDEA

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Perhaps build a road from Nephi to Fremonton, diverting thru-traffic outside of the metro area, which should make Legacy unnessecary. - J. Sower

93

Kyler Hokanson
1464 University Village
SLC, UT 84108

174 Breanne Miller
1017 Heritage Center
Salt Lake City, UT 84112

177 Samantha Harker
1155 E. 500 S. #23
SLC, UT 84102

Build TRAX
Not a Road

Jason Eder

178 Michelle Howlett
820 Zenith Ave SLC UT 84106

Matt Anderson
4055 S. 1610 E.
SLC, UT, 84124

180 Brian Carlisle
621 S 300 E
Kaysville UT.

ADDAGE ITEMS SUPPORT IDEA

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

181 Please provide Mass transit and use new alternatives for Legacy highway
Josh Gondek | 94

182 Mass transportation is the smart alternative for our community. Not only does it provide adequate transportation for outlying communities into the city, revitalizing the economy it also protects the land and air in our valley. Another highway would only be detrimental to Utah and hold us back from progress and sustainable living. - Rachael Roberts | 95

183 I oppose the legacy highway, I like birds.
Eli Cohen

184 The alternative plan seem to be more cost effective. It would cost less and not destory wetland. I don't suppose the legacy highway but I do suppose the alternative.
Holly Ty | 96

OPPOSE LEGACY SUPPORT UBET

GP1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

185 + Erin Haley 220 A St. SLC UT 84103

186 Trax saves time, money, and the air. [illegible]

187 TRAX WOULD BE EQUALLY EFFECTIVE! IT IS A POPULAR AND VERY EFFECTIVE CHOICE IN S.L. COUNTY. ~~AND~~ UTA ALREADY OWNS RIGHT-OF-WAY ON UNION PACIFIC RAIL, WHY NOT USE IT!!! [illegible] | 97

188 → Look forward, not backward. Mass Transit = high speed Electric Rail from Brigham to Provo.
- Jared Richmond.

189 Mass is a much better way to increase transportation. It will also help reduce air pollution in the Salt Lake valley. [illegible]

190 Let's look more at public trans! Brent Vawdrey 8561 So 240 E Sandy 84070

191 MASS TRANSIT RAIL WILL Revitalize BOTH S.L & DOWNTOWN OGDEN, as well as save the Great S.L. MARSHLAND. LOOK @ S.F. BART SYSTEM → A. VALDEZ 1060 S. 900 W. SLC UT 84104

192 I live in Davis county and would much rather have commuter rail, protect the wetlands. J. Rose 2397 N 725 W Layton | 98

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

3 Drew White
458 N 800 W #2
SLC, UT 84116

As an SLC resident of 8 years I want more UTA/mass transit programs developed. Please listen to me; a resident, registered voter and U of U student. I want a cleaner Utah.

94 KEVIN HARRIS
5350 S 1300 E
SLC, UT 84117

I've been in Utah for about 5 years now and I've seen the improvements in the Utah mass transportation system. I'm against the Legacy Highway. Coming from N.Y., I can appreciate the use of mass transportation. 99

OPPOSE LEGACY SUPPORT UBET

GP 1063

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

#195 Legacy Highway is a great Danger to the maintenance and preservation of an important bird migratory area. The negative environmental impact it poses far outweigh the percieved benefits which its supporters espouse. I encourage all interested parties to explore all alternative alignments for the highway, as well as other modes of transportation including, but not limited to LRT, ~~bus~~ dedicated bus lanes, expanded commuter rail, and HOV lanes on existing highways and I-15.

Tyson Carbaugh-Mason
1428 E. Sunnyside Ave.
SLC, UT 84105

100

#196 Its destroying our natural eco system and ~~[illegible]~~ will kill countless plants and animals - it sucks.

Thomas Nelson
1672 New Bedford Ct.
SLC, Ut, 84103

#197 Natalie Porter 1060 S. 1500 W. #95
Clearfield, Ut 84015

- public transportation please!

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

I am opposed because it destroys the environment. No one knows how bad this highway will affect environment. This will destroy a lot of wetland that birds use. 101

Israel Najar
1679 N. Morton Dr
SLC UT 84116

Ridiculous. Mike Anderson

I oppose the Legacy Parkway. Please use an alternative. Light rail is more cost effective and will not damage important wildlife like the Legacy. Why support the corporate ambitions to put more and more cars on the road, thus increasing this toxic pollution which is specially dangerous in this city's inversions. Air pollution is immoral, you're killing Mother Nature which sustains all life. Please cut down car usage use an alternative. 102

Matthew Mullins
2021 Lincoln Circle
SLC UT 84124

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

I think SLC has expanded business wise and suburb wise enough - We need to start protecting the natural environment that we have left before we don't have any to protect. The legacy Highway affects more than the marshlands it would be built on. It would also affect the land taken by expansion and put more CO^2 poisons into our air. We need to find and utilize other alternatives to solve our transportation needs. More bike trails in downtown SL would be a good place to start. 103

Michelle Hughes
2575 S. 500 E.
SLC, UT 84106

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Fuck the idea of the Legacy Highway - Public transit is so much better
— CHRIS ELK

Need to expand Trax to appeal to more commuters that can connect commuter rail passenges
-Steve Bova

Light Rail is the way to go! Stop the "Legacy" Highway.
— SHELDON WALCHER
733 N 2260 N
LEHI, UT 84043

Support light rail along alternative!
Elise Blackwell
2705. 1200 E.
SLC

ruining the wetlands for more opportunities of having more traffic is absurd!
Kyle Clarke
427 Noble Rd.
Tooele UT 84074

104

APPROVE 1 EGNCU SUPPORT 11BRT

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

I would like to express my opposition to the construction of the legacy highway, as it has been proven time and time again that building new roads only creates more congestion, it does not ameliorate it. A thoughtful and comprehensive mass-transit and land-use rezoning plan would certainly be more appropriate.
Craig Crow
1603 E. Browning Ave
S.L.C, UT 84106

105

APPROVE 1 EGNCU SUPPORT 11BRT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

MICHAEL HAWKS 876 SPRING CLOVER DRIVE

I'M ALL FOR AN ALTERNATIVE FOR NOT DESTROYING THE ENVIRONMENT. THIS IS A GOOD OPTION & A VIABLE WAY TO SOLVE THIS ISSUE

HAVING LIVED IN AREA THAT USES RAIL - I HAVE USED RAIL & KNOW THAT IT CAN GET ALOT OF USE - I THINK IT WOULD BE GREAT!

TODD CLARK 1855 So 860 Ea BMFC UT 84010

---

we need mass transportation (commuter rail) before we need more highways 106

Whit Hollis 1331 E Harrison 84105

JACKIE GRANT 736 N. AMERICAN BEAUTY DR. 107

I support extending light rail prior to building the legacy highway. Jackie Grant

APPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

212 Todd Sherman 842 W Bimondi Ave SLC 84116

I would support fully an extention of Train services from Ogden to Provo. I would prefer this over the legacy Hwy. VoFV Architecture student 108

---

213 Angela Stefaniak 5062 Lon Way SLC, UT.

Try alternatives first, protect Utah's wetlands.

---

214 PICK A NEW ROUTE!

Kevin Clinton

APPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

215 I dont think the Legacy Highway should be built. It will have a terrible impact on the environment and it really is unessesary. A lightrail system between Ogden and Salt Lake is already being proposed which would be a much better solution to the trafic problems. 109

Elizabeth Burton
592 Heritage center
SLC, UT 84112

216 The legacy highway is a bad idea and Should not be build because it will destroy a natural wetland. It will contribute to the increase of pollution and make the inversion more miserable during the winter. The trax system would not contribute to pollution and more people would be able to ride trax and not deal with driving. 110

Chris Orr
893 W. red oaks dr
Murray, UT 84123

The Trax would be a better suggestion; lower/keep taxes same. I would ride it every day. Legacy Highway just moves congestion from one road to another. 111
217

Iver Olsen
1593W 1550 S WX UT 84087

OPPOSE LEGACY SUPPORT UBET

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

218 I think a light rail system extension would be a greater use of resources to end traffic congestion. Also, it would save a habitat from unneccesary destruction and lower pollution 112

Gregory Bennett

219 I love the commuter Rail idea - it would solve the environmental problems - good PR

OPPOSE LEGACY SUPPORT UBET

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

220 Andrea Gardener
241 N. Vine St. #201W
SLC, UT 84103

221 Barbara McLane
322 Douglas St
SLC Utah 84102
God Damn idiots!

222 Tres Eberhard
322 S Douglas St
SLC UT 84102

223 Julie Schutten
87 N A' St #109
Salt Lake City, UT 84103

224 Ron Konnick
1943 Sunridge Cir
Sandy UT 84093

OPPOSE LEGACY SUPPORT UDOT

GP 1003

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

225 I live around the area of the proposed legacy highway. Having a commuter rail would be a lot more useful, and appreciated than an extra highway that will only move the traffic over rather than solving the problem by offering an alternative to driving.

113

Luis Alves
1896W 1750N
SLC

OPPOSE LEGACY SUPPORT UDOT

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
PLEASE GIVE UBETs PROPOSED "REDWOOD ROAD ALTERNATIVE" FULL AND FAIR CONSIDERATION.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

26 I fully support a rail alternative in the back street area, It would fill a gap that exists in our community for public transport
Eric Keeney 613 N 300 West

27 Put in the rail system! Develop better public transportation! Doing both of these will reduce, HEAVILY, the emissions of toxic pollution. At the same time it will reduce energy costs since we are technically consuming less. Save the Wetlands! Why spend more money that only complicates the issue i.e. Legacy Highway. Spend less money and promote public transportation - it'll save a lot down the road.
Patrick Whiting
400 N 816 W S.L.C, UT 84116

114

OPPOSE LEGACY SUPPORT UBET

1018 S. 1325 W. Box 431
Farmington, UT 84025

2 3 2005

18 March 2005

Mr. Gregory Punske
Federal Highway Administration
2520 West 4700 South, Ste 9A
SLC UT 84118-1847

GP 1003
GP 1004

Dear Mr. Punske:

RE: Legacy Parkway DSEIS

Attached are two sets of petitions (n = 255 signatures) collected on the University of Utah campus. One petition is signed by students who support UDOT's preferred alignment for the Legacy Parkway. The other petition is signed by students who asked that UDOT (and other relevant agencies) "give UBETs proposed Redwood Road alternative full and fair consideration." The methodology by which these petitions were gathered is described in detail after my signature. I am submitting these petitions separate from my personal comments. 1

Supporting UDOT's Legacy Parkway were 26 students, fourteen of whom provided addresses or city information. Two of these signers indicated that they live in Davis or Weber County. 1004-1

Supporting consideration of UBETs alternative were 229 individuals, 175 of whom provided addresses or city information. Eighteen of these signers indicated that they live in Davis or Weber County (one individual signed the UBET petition but was not counted because he indicated he wanted a road on the west side of the Great Salt Lake, which is not in the UBET proposal). 1003-1

Thus, of the 255 signers, 90% favored giving full and fair consideration to the UBET alternative. Because this is a convenience sample, we cannot say that 90% of people on campus feel this way. However, even a methodological curmudgeon like myself is willing to say this is a huge difference in opinions, and worth considering.

Read the comments and you'll find that most are thoughtful and informed, and express great concerns about the future of the Wasatch Front. Signers are concerned about air quality, wetlands protection, and sprawl growth. Comments indicate that these are highly educated individuals who have thought about population growth and transportation issues. They care about environmental stewardship and the kind of environment they and their families will inhabit. I was surprised that so few expressed concerns about the cost of gasoline or owning and maintaining automobiles. Their concerns focused primarily on the need to plan now for a less auto-dependent future. Although most comments are constructive and specific, I apologize that some of the comments use coarse language. The students who managed the booth did not instruct signers on what to say in their comments. We did not anticipate the non-normative language; the comments reflect youthful exuberance and the depth of their conviction as well as our overall goal of encouraging free expression: I apologize for any offense.

On behalf of the many who signed these petitions, I submit them as their comments on the Legacy Parkway DSEIS.

Sincerely,

Carol M. Werner, PhD

Methodology

The two petitions were made available at a table in front of the University's Union Building between 11Am and 2PM during the week of February 28th, 2005 (between Monday, 28 February and Thursday, 3 March, 2005). People were told that the deadline for comments was 4 March, 2005 (the deadline at the time).

The Union setting was chosen because it is at the center of campus, a primary attraction being the food court/cafeteria. Many people from diverse backgrounds and academic majors pass this site. Although this setting increases the representativeness of the sample, it is still a convenience sample. The Union encourages political outreach by providing tables for these kinds of activities.

The table was sponsored by the University's Environmental Studies Program as an educational outreach and political action opportunity. One student from Environmental Studies volunteered and 15 students from an undergraduate class earned course credit for staffing the outreach table. The class was a general education class entitled "Global Environmental Issues." The instructor for the class stipulated that this be an educational outreach, with both sides of the issue presented fairly to interested passersby.

I trained the student workers but most of the time I was not at the table; this underscored the petitions as a student to student outreach. The workers were trained to approach every person who walked past the table and say "would you like to express an opinion about the Legacy Highway – either pro or con. We have two different petitions." Many passersby declined the opportunity, many others had an opinion and simply signed their preferred petition. Others asked for information and were shown an image (either a diagram or an aerial photograph) marked with the proposed Legacy route and UBETs Redwood Road alternative. A small percentage took two information cards. One card gave UBETs web address and reasons why students from Davis and Weber Counties might prefer mass transit to the Legacy Highway. The other card gave the address for the ACE website where people could read the DSEIS as well as the web address for a citizens group who supports the Legacy Highway (www.legacy-yes.org). A very small number of passersby (4-5?) took an envelope preaddressed to FHWA so they could write a longer letter. At the table were additional materials outlining the cases for and against the proposed Legacy route.

GP-1004

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS	Name/Street Address
1 IT'S A GOOD THING	JOELLEN NAGAN 2033 HARBOUR AVE
2 Please build the highway	Ryan Valle
3 GO FOR IT!	826 W RIVER TRAIL TERR. APT. 575
4 INCREASED CAPACITY IS NEEDED	Jason Shary 1174 SOUTHAMPTON TAYLORSVILLE
5 MORE ROADS WILL DECREASE CONGESTION + REDUCE POLUTION	Stephen Nelson
6 We need less congestion less time in cars = less pollution	Nicole Deiger 1532 W. Leland Dr.
7 We need less congestion and we need more options in case of emergency situations	Michael Lyon 385 W. 200 N Bountiful
8 LONG OVER DUE	RAND SMITH 5285 COBBLE CREEK #25K SLC 84117
9 lets do it! tell rocky to mind his own business!	Jason Manway 273 Millpoint Pl. SLC, UT 84115

SUPPORT LEGACY

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS	Name/Street Address
10 Better Roadway infastructure that will solve problems of building roadways in valley. It is harder to build roadways here in the valley.	

Please draw a line after your comment to separate it from the others. Thanks.

SUPPORT LEGACY

GP 1004

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

7 We need this highway to help the growing population of Utah. I'm more concerned about people than marsh-land. The sooner the better!

Jake Reed
SLC, UT

Yeah Brendan Daly

8 very economical and will be very conducive to further growth of both cities.

Damon Cargill

SUPPORT LEGACY

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

14 Build the road, understand population growth, Build it before its already obsolete!!

Marshall Maughan
37 W. 1200 S.
Kaysville UT 84037

9 Transportation to the city is a necessity and more roads are needed — We need it now — Andrew Erickson.

16 Get it done!
Jana Francis 819 16th Ave.
SLC UT 84103

17 DAVID McAfee 6733 W. Mary Lezan Ln.
Herriman, UT 84065

18 Tyler Squire 450 U.V. SLC, UT 84108

SUPPORT LEGACY

GP 1004

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

19 NEED AN ALTERNATE TRAFFIC ROUTE IN DAVIS CO. — TRAVIS HINSCH, BTFL WI — 10

20 OUR COMMUNITY IS GROWING RAPIDLY. WE NEED A BETTER ROUTE TO THE NORTH. DOWN W/ ROCK! BOOO! — USTIN ACKSON — 11

21 JUST get it done! Davis county is already congested enough & we wouldn't have to bother going on the interstate & get slammed for it! — 12

22 Lets do it. We need this. The congestion is too much and we need to alleviate the problem. I'm tired of the environmental blockade that put up to stop it. Progress will always hurt something. — Thomas — 12

SUPPORT LEGACY

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

23 We need more road space so there aren't so many cars idling in traffic creating MORE POLLUTION. The wetlands will be protected, the team for legacy highway have taken procautions for it. Utah is growing, lets grow up and deal with it effectively. — 13

SUPPORT LEGACY

GP-1004

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

26 I am 100% in favor of the Legacy Highway proposal. There is great need, and demand, for improved roads in the area. Improved roads will bring more people and economic growth into the area. The increased tax revenue, jobs, and goods + services offered will benefit us all. Not to mention improved transportation.

Mass transit is great, but if people aren't using it, why build more? When it is demanded, then we should think about the investment. So far, there isn't enough demand. The liberal wacos that want to stop it are just holding back our growth.

As far as the "alternate proposal" of widening Redwood Rd., I have read that UDOT decided that would not work, so why are we still talking about it?

Kellen Wilson
917 E. 1300 S. Apt. B
SLC, UT 84105
(801) 463-1526
payasokellen@hotmail.com

SUPPORT LEGACY

14

GP 1004

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

5 I think it will be a great idea. It would be a lot easier for me to get from place to place for my work. Thank you

Mike / 2787 Juniper Way
SLC, Ut. 84117

SUPPORT LEGACY

2/28/05-3/3/05

PETITION TO GREGORY PUNSKE, FHWA
RE: THE PROPOSED LEGACY PARKWAY:
WE SUPPORT UDOTs PREFERRED ALIGNMENT.

COMMENTS Name/Street Address

Please draw a line after your comment to separate it from the others. Thanks.

Yes! We need help w/traffic. Susan Tatum [redacted] obscured for confidentiality CWO

SUPPORT LEGACY

OT 1-11

PUBLIC COMMENT HEARING FOR THE

UTAH DEPARTMENT OF TRANSPORTATION

)
)
)
)
)
)
)
)
)
)
)

REPORTER'S TRANSCRIPT OF

PROCEEDINGS

TAKEN AT The Davis County Fairgrounds
151 South 1100 West
Farmington, Utah 84025

DATE January 7, 2005

REPORTED BY JODI SUDWEEKS, RPR, CSR

1 January 7, 2005 4 00 p m

2

3

4 P-R-O-C-E-E-D-I-N-G-S

5

6

OT 1

7 PATRICIA CASPER I live up in West Point, and I
8 work in Farmington Like yesterday with the snow, it took me
9 an hour just to get that far to go to work And it made me
10 think a lot about how bad this traffic really is Today the
11 roads were good and it took me 40 minutes to go that far,
12 which is really ridiculous I have no control over where my
13 job takes me I used to work in Kaysville, they move us
14 around sometimes And so I can't, you know, not go on the
15 interstate 89 is too crowded It used to be to 89 you can
16 go there, you can't do that You can go through Kaysville,
17 you're having problems with neighborhoods and just the high
18 school there, so it's not a good alternative There really
19 isn't any other way except for the parkway to relieve some of
20 that traffic
21 And I know someone said one time that if you live
22 in Davis County, then you should work in Davis County
23 Someone in Salt Lake City, one of Rocky Anderson's friends
24 I said that's ridiculous There's people from Salt Lake that
25 come up, and they don't get it quite as bad but they do get

it It's such a headache And I'm concerned about our air pollution and our wildlife just like everyone else, but I also know that we're going to have a catastrophic accident on I-15 if something isn't done

The other concern that I have is that the UTA does not access very far west So, for example, for my husband and I to get on the UTA bus, we would have to travel from where we are just past 3000 West to 2000 West to catch the nearest bus There is no park and ride there, it's just a bus stop From that point then we can, I can probably get to work through a series of transfers and so forth But my husband, who works in west North Salt Lake, an industrial area, that bus is going to drop him off somewhere around that Five Points area in Bountiful And he's stuck there, there's no bus that's going to take him out to that industrial area So we can't even use public transit at this point So he's going his way at his time, I'm going my way at my time, single people traveling on this highway I think that's all I wanted to say

KIRK NIELSEN I am a resident of Weber County, and I work in Salt Lake County And, therefore, I drive I-15 every day Many days it seems like the traffic congestion is so bad that it takes sometimes an hour to get to work where it's only thirty miles and the posted speed limit is 55 The reasons for this vary from traffic accidents to bad weather

OT 2

Traffic accidents are particularly bad because it shuts down I-15 And there are no alternate routes really to take except for some of the local roads which aren't meant to handle high capacities of traffic

The mass transit options that have been presented by a lot of the groups that are opposing Legacy Highway don't work for me because of where I live in Weber County It would actually cause more congestion for me to drive to get to one of the mass transit points to use mass transit Therefore, another route really needs to be an option And it's not an option that we can wait any longer for It's one that we need to have now, and available now, to relieve the traffic congestion that is already present on I-15 And also provide emergency access around I-15 when it does get shut down, which seems like it happens quite often throughout the year due to accidents and also every day during rush hour traffic

Therefore, I'm supportive of the Legacy Highway and hope to see it built soon to relieve the traffic congestion I know there's been other points that have been presented to UDOT and to the state, but none of these options raised seem feasible to work for someone where I'm at, and commuting that I do through Salt Lake every day Thank you very much

BRENT WILHITE I'm a Davis County resident I live in Layton and I work in Salt Lake County, and I drive

OT 3

I-15 every day Majority rule and the will of the people are being overlooked That's contrary to our understanding of what American government is to be, it's not American Eighty-six percent of Davis County residents favor Legacy Parkway Eighty-one percent of Weber County residents favor it Even the majority of Salt Lake County residents want the Legacy Parkway to be built When was the last time that many Utahans agreed on anything?

But in this situation it's minority rule activist groups who are using the courts to high-jack Utahans desires The environmentalists have been in the forefront through legal theories, twisting environmental reviews, and federal rules and laws, they are able to create obstructions to anything they oppose, not just the Legacy Parkway Roads have been shut down, vehicles have been banned, recreational uses have been prohibited, the central projects like Legacy Parkway have been killed

Environmentalists and special interest groups have learned that they will never win, whatever they cannot win they can steel in the courtroom Their philosophies and objectives are popularly opposed but judicially imposed And increasingly the will of the people is trodden under foot The people have a right to be heard But that voice will probably never be heard because the noise created by environmentalists in the courts will be too loud Thank you

OT 4

DAVID PETERSON I live in Layton, Utah Went back to work two years ago and refused to drive in the mornings to go to work because of all the traffic Coming home at night I have to leave at 3 00 unless I want to be stuck in traffic for an hour to two hours All depends on how many wrecks there are, or what the weather is like I know sitting in my truck and doing three to five miles an hour in a traffic jam pollutes the air like mad

If I had to get home to an emergency every evening, it would be impossible I belong to SUWA, Southern Utah Wilderness Alliance I will fight for wilderness I love animals I want them protected And I understand because I work for Intermountain Concrete Specialties and have taught personally, and have lived in Farmington, and people from Farmington, Utah, that have explained the amount of acreage that will be preserved because of this new Legacy Highway

My business, and I'm sure every business in Utah is impacted by the slow cumbersome way of getting through a narrow corridor If they do not do anything, and do it quickly, acres and acres of wetland will be gobbled up by the land developers I'm going to fight the Sierra Club, withdraw all my monies that I give them, and build the highway, it's needed Thank you

Working full-time for Intermountain Concrete Specialties, I'm aware because of conversations with

superintendents, men who are working on the project, that they want to do a good job and preserve the lands we have for the birds, and the foxes, and the blow snakes, and the raptors, which I love If we don't, shame on you

ANDY WISSER That piece of road that they're going to build next to the Bountiful pond just west of the city down in West Bountiful dumps, I think that's going to be a tragic piece of road There will be a lot of accidents there There will be a lot of frost there, exhaust fumes, fog There will be a lot of accidents there They'll be ice on that road all the time building it right next to the water I can't see sometimes when I feed my horses down there Come out of my barn, I can't see my other building So it would really be dangerous A lot of people are going to get killed

JOHN PERSON I moved into Layton in 1963 when we didn't have a freeway It was just, you know, the old, we'll call it Old Road We had 89 around the mountain And 91 was the road to the west, went down through Clearfield and Layton And if you wanted to go south, you had to go right straight through the middle of Salt Lake City, one stop light after another, all the way If you wanted to go fishing at Utah Lake, it was a long run We didn't have anything to speak of as far as businesses in Layton until after the freeway went in

Before if we wanted to go shopping, you had to go to Salt Lake or Ogden And, of course, where I live on Maryland Drive, just a block below Main Street, it was all farm fields all the way to the west, all the way to the lake And of course now we got all kinds of housing going in And we need the room for extra corridor for transportation Here a few years back we had a fuel truck that caught on fire in the northbound lane of Centerville and had the traffic shut down for around nine hours, which created one terrible bottleneck for the northbound traffic And with the Legacy Road going in, it will relieve the people in case there is a future accident on the roads for anything

Let's hope that this goes through because for safety if nothing else We do need extra routes

WALTER BORNEMEIER I lived in the San Francisco Bay area during, and experienced, the 1989, I think it was the '89 earthquake I saw the results first hand of what happens when bridges collapse, overpasses collapse, and things of that nature If one of the overpasses, because of an earthquake or other seismic, or anything else, one of the overpasses over I-15 were to crack or crumble, it would create a major disaster for traffic in Utah

We saw what happened when an oil tanker crashed and shut down the freeway for less than 24 hours This would shut the freeway down for six months to a year or more, and

would make a major impact on the economy of the entire state of Utah, let alone Davis and Salt Lake Counties I would be very happy to explain in further detail, or make any further comment that anybody else would want to have

OT 8

DAVE ROBERTS. My concern is the truckers coming west on Highway 84 out of Weber Canyon are now going to go along Mountain Road through Layton, Kaysville, Fruitheights, Farmington, going to split those cities right in half with all those truckers coming down there Can we possibly get a road from I-84 going west far enough to put them on I-15 down around the west end of Hill Air Force Base? And then make the truckers go down there instead of coming through our little cities

OT 9

DAVID WEST I live in Centerville, Utah I grew up in Farmington And was out of the state for about twenty years with the Air Force And I'm back home in the area now and have been for about four years now Within the first year that I was here there was a very severe accident on I-15 northbound on the Bountiful on-ramp to I-15 going north And it literally shut the freeway down I think it was at least twelve hours, impacting not only, this was on a Saturday so that was kind of good in the fact that it didn't impact the normal rush hour traffic going to and from work

But what they ended up doing, because we have one artery, is diverting traffic into Bountiful on to Main Street heading north through Centerville and into Farmington causing just a really severe traffic problem, just trying to get through your own little small town All of the freeway traffic is now on one lane roads within the city And this is with big semis that are the interstate traffic that's coming through the area, both interstate and over state And, obviously, that's a significant safety issue when people are just trying to turn on to the, just get on to the road in their own community That's why I truly, that's just an example and I thought that was a big wake up call for this area as to why the Legacy Parkway project needs to move forward

Because the one artery, you shut that down and it shuts down interstate commerce, the stuff that's trying to go on in the state So I was unable today, which is Friday the 7th of January, to get any information from the Sierra Club concerning the smart growth project that they're proposing That upset me in the fact that they're not there to provide their story They're talking at length in the public forum that was going on in the other room concerning this smart growth project, but not, I think I talked with the head guy that was with that group that was making their remarks And I asked him, why can't you provide me some information on this? He said he just couldn't So that really upset me in the fact that I could not get the alternative side's view of

1 what they're concerned about, what they're proposing

2 I understand that I have a lot of things to learn

3 about the project, that's why I'm here tonight But I, also

4 at this time, you know, I am active duty Air Force I do not

5 work at Hill Air Force Base I'm assigned to the University

6 of Utah It's just another side issue that I, you know,

7 working at the University of Utah I have a free bus transit

8 system pass, okay That's provided to me at no cost And in

9 three years I have used that pass one time to get to work,

10 okay And the reason that I have not used public

11 transportation that is available to me at no cost is because

12 it's an inconvenience to me It probably would add, I would

13 have to be getting up an hour and a half earlier than what I

14 already do now, just to get to work on time There's days I

15 have to be to work at 6 00 in the morning And so

16 transportation, the public transportation is just not there

17 at the times that are convenient for me

18 And when you tie yourself to public transportation,

19 you have no opportunity to really change your plans other

20 than get back on the bus, Trax, and go home So I am someone

21 that does plan to drive to work for quite a long time yet to

22 come And it's because I change my schedule at a moment's

23 notice and I need transportation And that, you know, just

24 because we provide all of this additional mass transit, light

25 rail system through the I-15 corridor here along the Wasatch

1 Front, it's not going to be conducive for my job And I

2 don't think it's going to be conducive to many people's jobs

3 So that's why, yes, there's going to be some people that will

4 use that, but it's still not going to cut back on the

5 significant amount of traffic

6 And I still go back to that, one of the most

7 significant things that we need to keep our minds open to is

8 the fact that our, we need to keep these arteries open for

9 mass transit, or excuse me, for the, we need to keep these

10 corridors open so that the interstate commerce can continue

11 A good example of why this needs to happen is what has

12 happened back in the east Yesterday they had a significant

13 accident with their railroad lines There's been at least

14 eight people killed And if we had an accident like that,

15 again, we're just shutting down the entire freeway system so

16 that we're unable to continue to carry on the normal commuter

17 traffic and the interstate commerce that needs to continue

18 through the area So that's my comments

OT 10

19 A BRUCE CHRISTENSEN We live in Kaysville And I

20 work down in Salt Lake We also run an appraisal business

21 all over Davis County, Weber County, Salt Lake We're on the

22 freeway frequently Getting sick and tired of being stuck on

23 the freeway Waste of gas, waste of time, concerned about

24 safety If there's a national disaster, or something like

25 that, we couldn't move traffic fast enough It's too clogged

anyway as it is during certain times of the day And it's about time we got this going It's just been a big waste of tax payer dollars We need to get it going

I think Rocky Anderson ought to be stuck in the middle of the freeway and, anyway, let him feel it out He's not compassionate and non-understanding at all towards other people's feelings about this Besides that, it's none of his business We're trying to be able to conduct ourself, a lot of us work down in Salt Lake and he's trying to conduct how we get there I don't think that's part of his business

OT II

GAIL CHRISTENSEN My opinion is Legacy should have been in twenty years ago, up and running Not just planned, up and running And now they should be considering commuter rail, whether it's light or whatever Now I don't want the diesel going through my neighborhood, granted If it's diesel it needs to go on a regular train track Electric, that's a different story And I know there is at least five people around, families around me that feel the same way

They say that the commuter rail north south is finished No, it isn't Not unless it goes from Payson on the south to Tremonton on the north And I have heard of people that live in Tremonton that travel every day to Salt Lake to work and back And this is out of line to say it's completed No, it isn't Not only that, I'm worried about my husband on the road all the time Traffic, accidents, road rage And he wakes up to KSL and it stays on And I'm getting to the point where I'm scared to listen to it because I'm afraid that I'm going to hear and have a phone call that says he's been injured in an accident, or he's been killed because of the way the roads are

And Rocky Anderson needs to keep his mouth shut and stay out of Davis County's business, period Not just Davis County, Weber County too But he needs to stay out of the other counties's business His responsibility is Salt Lake City and that is it, period Thank you

(Whereupon, the record was closed at 9 00 p m)

1 C E R T I F I C A T E

2 STATE OF UTAH)

3 COUNTY OF DAVIS)

4 THIS IS TO CERTIFY that the public comment hearing, was

5 taken before me, JODI SUDWEEKS, a Certified Shorthand

6 Reporter and Notary Public in and for the State of Utah,

7 residing at Centerville, Utah

8 That the comments of said participants was reported by me

9 in Stenotype and thereafter caused by me to be transcribed

10 into typewriting, and that a full, true and correct

11 transcription of said comments so taken and transcribed, is

12 set forth in the foregoing pages

13 I further certify that I am not of kin or otherwise

14 associated with any of the parties to said cause of action,

15 and that I am not interested in the event thereof

16 WITNESS MY HAND and official seal at Centerville, Utah,

17 this 7th day of January, 2004

18

19

20

21

22

23

24

25

PUBLIC HEARING

FOR THE DRAFT SUPPLEMENTAL ENVIRONMENTAL

IMPACT STATEMENT OF THE LEGACY PARKWAY PROJECT

Davis County Fair Grounds

151 South 1100 West

Farmington, Utah

January 7, 2005

1 P R O C E E D I N G S

2 MS. CLARKE: I would like to welcome you to the
3 public hearing for the draft supplemental environmental
4 impact statement of the Legacy Parkway Project. I want
5 to make sure that you're in the right place tonight. I'm
6 going to turn the time over to Colonel Ron Light to
7 welcome you. Colonel?
8 COL. LIGHT: Thank you very much. Ladies and
9 gentlemen, good afternoon. My name is Colonel Ron Light
10 and I'm the district engineer for the Sacramento District
11 of the US Army Corps of Engineers.
12 On behalf of the Federal Highway Administration
13 and the Corps I would like to welcome you to this public
14 hearing for the Legacy Parkway supplemental environmental
15 impact statement. The Federal Highway Administration's
16 role is ensure that actions are considered and decisions
17 are made balancing transportation needs and environmental
18 protection. With me today from the Federal Highway
19 Administration is Mr. David Gibbs, division administrator
20 for Utah.
21 Now the Corps' role is ensure compliance with
22 Section 404 of the Clean Water Act when projects impact
23 wetland sites. In that capacity we will determine
24 whether or not to issue a permit for the Utah Department
25 of Transportation to fill in wetlands in order to build

the Legacy Parkway. The purpose of this meeting is to give everyone an opportunity to comment on the Legacy Parkway Project and the alternatives to the Legacy Parkway.

Now there are five ways in which you can provide comments. You can do so here by filling out a card and speaking in front of this group, or you can visit the open house, which is the first building you passed through to reach this one. There you can provide comments and writing to a court reporter, to a videographer or on a computer. All methods carry the same weight, and all will be considered equally. And may I also add that the order with which the comments are received this afternoon and this evening have no bearing on their importance. We will consider them all equally.

To make this process effective we will only be taking your comments at this meeting. If you have questions, please ask the experts who are manning displays in the open house. So you are welcome to fill out a card, take a seat, and speak in front of the group when your name is called, but you don't have to. As I said, you can also provide your comments in the open house. I intend to be here at least until 9:00 p.m., and if we need us to be here afterwards, I can certainly stay. And I am ready to listen.

In order to make this process as fair and orderly as possible we hired an outside consultant, Ms. Tracylee Clarke, who has no connection to the project or any of the agencies. This Ms. Clarke will explain the ground rules to you and run this meeting. So I'd now like to turn it over as to Tracy. Tracy?

MS. CLARKE: Thank you, Colonel. Okay. So let's talk about how this process is going to go tonight, and this is where I'm going to need your help, so bear with me. I've had an opportunity to facilitate a number of public hearings, and it's been my experience that there is different ways to handle them. Tonight I'm handling it a little different than maybe you've had it handled at meetings you've attended in the past, so that's where I'm going to need your cooperation and help.

I've established a number of ground rules for behavior for this evening that I'd like to explain to you and have you adhere to them. In order to foster an atmosphere where neighbors are listening to neighbors, that's why I've established these grounds rules.

The purpose of the need for process at a public hearing during the need for process and the section referral for a permit process is to give the public an opportunity to comment and to give the agencies an opportunity to listen.

Because of the structure of this meeting, as the Colonel said, it does not allow them the opportunity to answer your questions or to engage in dialogue. We have an open house to the north of this building, as many of you are aware, and there's resource experts at different stands over there that you can ask questions to. The structure of this meeting is for you to comment to your neighbors and to the agencies over there.

So let's go over those ground rules. Each individual has three minutes to come up and tell us what's on their mind. What we've got at the back is a light that will be your timer. Green means go. Turn it on. Thank you. Yellow means you have 30 seconds left, so please begin wrapping it up, and red means please stop talking. And if you have any problems stopping talking, I can assist you with that.

The reason why we limit your time to three minutes is not because we don't want to hear your comments, it's because there's a number of people here tonight that we want to hear from, and we want to make sure that everybody receives their chance to be heard and all voices are treated equally.

Because some of you may want to speak longer than three minutes, there is a court reporter in the other room and you're welcome to go over there and you

can talk as long as you want to that court reporter. In this meeting I would ask you to keep it to three minutes.

Now in meetings in the past we've had individuals come up and say, "I donate my three minutes to so-and-so or to this group." That's not going to be allowed in this meeting. It's three minutes per individual. If you come up here and waive your right to speak, the person that you're waiving it to does not get longer than three minutes. I want to make sure that's understood.

The second ground rule -- so three minutes. We all understand that, right? Okay. The second ground rule is no clapping, jeering, booing, or cheering or pounding on the pulpit. And let me explain to you the reason for that. It's been my experience that when I let people clap or cheer for a particular point of view or after one person has spoken, what happens is the next person gets up and they want to make an even grander comment and get the crowd even more excited. And then it turns into a contest to see who can be the loudest. And that's not appropriate. That does not create a forum for people actually listening to each other.

So if that happens, I'm going to ask you nicely to stop. If it keeps happening we'll just take a break for ten minutes or so until I can get your cooperation.

So I'm imploring you, please adhere to that ground rule.

Another reason for that ground rule is that our court reporter, Wendy, right here, she needs to be able to hear what their comments are, and it's hard for her to hear when there's clapping and cheering. And also pounding on the pulpit sends a shriek through all of the sound system, and we don't want that either.

The next one is to focus your comments on the issue at hand. We would like to hear about what you think of the alternatives and the draft SEIS. And also again I'll remind you that we don't want questions at this point. There's an opportunity over there for you to ask questions. The purpose of this is for you to speak your mind.

The fourth -- excuse me. The fourth ground rule is respectful communication. I think I have said this a number of times that it's important to me that we listen to each other. That's my job here tonight, to make sure that this is fair and that everybody has a chance.

I can tell by the amount of people that are here and comments that I've heard already that people feel very strongly about this issue. I get that. I hear that. When people feel strongly about an issue, it's sometimes easy for them to let their emotions get the

best of them and to maybe conduct themselves in ways that they normally wouldn't. I would ask you tonight to be respectful of your neighbors and the different points of view. So be tough on the issue but easy on the people and the organizations.

The next one is only the person recognized by the moderator, that's me, may speak. The reason for that is, again, so we can listen to each other, but it's also so that Wendy can get the comments through all the chaos. We don't want that to happen, so she needs to be able to hear what you're saying so, please.

No signs of picketing. I know that some of you have brought signs and we've asked you to keep them outside, and I want to thank you for your cooperation, you've been very cooperative already. I would ask that that cooperation continues.

The next one is no side conversations. Obviously you're going to want to talk to your neighbors, but I would like to ask you to keep it at a minimum. If you want to have a side conversation, please take it outside. Again, we need to be able to listen to each other and we need to be able to hear the comments.

The last one is cell phones and pagers on silent. You're welcome to take a moment and turn them off right now. If you need to keep them on for a

personal reason or if you're expecting a phone call, put them on beeping mode or silent. Again, that's a courtesy to your neighbors and those that are speaking.

So with that, let's talk about how we'll proceed. As each of you entered, if you want to sign -- if you want a chance to speak you are to sign up at the back. You received a yellow card. This is half of it. You filled it out and it had a number on it. I'm going to call these in the order that we received them up. Up here I've got number 1 through 37 already.

So I will call the first person to speak, they will come and up. I'd like to ask you to state your name for the court reporter. I'm also going to call three additional people to come up and be waiting in line so we don't lose momentum, so don't waste time. There's a lot of you here tonight and we have a long evening ahead of us so we're going to make sure that we're doing it in a process that's quick.

So I will call your name, come to the podium. You have three minutes to speak. Make sure you keep your eye on that timer back there, which might be hard to do, so again I'll remind you when your time is up. And if you could please state your name for the court reporter, I think I said that.

There's no other comments? I'm not engaging in

questions at this time. If you want, you can pull an expert person from the back and they can answer your question specifically. They're all familiar with this format.

So if I can have James Hansen, Brad Dee, Curtis Oda, and Stuart Adams please come up. Please state your name for the court reporter.

MR. HANSEN: I'm Jim Hansen. It's a pleasure to be here. I appreciate these people for doing what they're doing here today.

PT 1

Let me point out that 42 years ago I started working on this as a city councilman in Farmington. We called it the West Davis Highway in those days. And we all envisioned that taking care of some problems. I then spent 12 years in the state legislature where I was later speaker of house. We did a number of studies on this particular issue to determine whether it was a feasible thing to do.

I then spent 22 years in the United States Congress where I chaired the resource committee. The resource committee, working with the Corps of Engineers, working with others, determined how they come up with the best way to build this highway.

Governor Leavitt and I worked on it ad nauseam and finally we named it the Legacy Highway. It was

determined that the first part should be the Farmington area or it should be Davis County because that would be the hardest one to do. That became a very difficult thing, and we knew the problems that would be involved there.

You know it reminds me a lot, as I look at people who see the necessity of this of my many years in Congress when I was driving into Washington every day. You know, there's more crowds now on Highway 15 in Utah, and especially in Davis and Weber County, then there was in Washington.

They finally determined they had to build Highway 66, the most expensive highway ever built. I know, I had part in it. It comes down to the idea that this would be expensive, but on the other hand, do we or do we not need it?

I agree with the environment community. I think that we need to interpose. I think we need buses. I think we need bypasses. I think we need the whole thing. But we also need our cars. Americans have a love affair with their cars and they're not going to give up on their cars, and this is the best way to do it as I see it. When 81 percent of the people in Weber County, and 86 percent of the people want it here, it possibly should be the way it should go.

You know, when I was in Congress I got actually millions and millions of dollars for Salt Lake County, and the reason I did that was not because I thought it was the best idea, but they needed it. The people in Weber, Davis, and all the way from actually Juab County to Brigham City are going to need this highway. This is where 73 percent of us want to live.

Now let's talk about wetlands. I had the Fish and Wildlife, I had others under my direction whom I've had chairmanship over those people, check into this. They get five times more wetlands. Now of you don't build this thing, guess what happens? There's lot of good people who have ground west of it who will want to put homes in.

I have a very wealthy friend who told me the other day, he says, "Jim, I want to put 500 homes down there." Well, if you build this then you won't have that happen. If would seem to me my good friends in the environmental community would say, "Hey, we ought to be this team because this is the thing that will stop that additional area as far as wetlands go.

As a lifetime member of Ducks Unlimited, I don't want to ruin that either. But we're not ruining it, we're actually enhancing it. I would urge the people to look at this in great detail. It's a very important

issue. Thank you.

MR. DEE: My name is a Brad Dee. I am from Weber County and a member of the state legislature representing District 11. I've had the opportunity to serve as a mayor of a city in Weber County before joining the legislature, and served on the Wasatch Front Regional Council, vice chair for about eight years.

During that time I had the opportunity to look at Legacy as well as several other alternative travel plans or routes through Davis and Weber County. And we settled on the fact that the marriage of the transit and the I-15, I-215, and Legacy Parkway was the best plan that we could come up with. I still believe that is true today.

I've had the opportunity, as I'm sure many of you have had, to walk this particular area, to drive this area, and spend much of the time looking at that area. This particular Legacy Parkway will be a perfect buffer for the Salt Lake area and the wildlife area and the wetlands along the Great Salt Lake.

I considered that as I've watched the urban sprawl of more and more neighborhoods and more and more growth towards the lake, a perfect alternative to letting growth go all the way to the edge of the lake, completely obliteration the wetlands we now have.

PT 2

I've also had the opportunity in recent weeks to look at an alternative plan that has been placed for your review. It hasn't been placed very soon, just recently. As I look at that plan, I have a real tough time imagining, having traveled 215 for many years as I have, moving traffic off 215 onto Redwood Road, even in a four-lane configuration, even with other lanes that would allow for commuter rail -- or, excuse me, for commercial sites or frontage roads for commercial businesses.

During that time, the effect and the impact it would have on those commercial businesses, after the construction there would be no commercial business there. You also affect a vast amount of homes, historic sites, and all the businesses that are currently on Redwood Road.

As a state legislature -- legislator, we deal every year with millions of tax dollars dedicated towards transportation. This year will be a major struggle for the legislature to try to provide tax dollars to the transportation needs of this state.

In the last years we have seen tens of millions of dollars siphoned off for this project that should have been completed this year, which will now be many years in the future. The taxpayers of Utah are paying the tab. I believe that it must stop. We must complete Legacy soon.

PT 3

Thank you.

MR. ODA: My name is Curtis Oda. I'm a former Clearfield City councilman in Davis County and I was recently just elected into the Utah House of Representatives. I'm here representing my constituency, approximately 28,000 people, 90 percent of whom are at this point livid that this highway has not progressed.

The arguments over Legacy Highway have gone on way too long, the latest project, using tactics that, to me, I feel are on the border of unethical standards. They've cost the citizens of Utah nearly $100 million in hard costs considering construction penalties, current value inflated costs, costs of litigation, and all of the additional EIS reviews and revisions.

Commuter rail is making being constructed, and it will be completed in 2007. 114 acres of wetland are being mitigated by 2,100 acres of new conservation land. All alternatives have been studied, restudied, and rescritinized. Even the latest alternative is not new, it was proposed three years ago, and is simply not practical.

Since the lawsuit was filed several traffic accident and incidents have delayed hours per incident to citizens using I-15. Emergency vehicles are severely delayed, human lives are at stake. The economic impact

of lost production will be in the tens of millions of dollars. When it gets approved, the final actual cost will most likely double from the original estimates. The lack of transportation is keeping major corporations from locating in Northern Utah. Tourism is jeopardized. Lost production translates to fewer jobs available. Even our transit buses many times can't get through.

Environmentally, vehicles during rush periods and poor weather travel at very slow speeds causing many times the pollution of vehicles traveling at peak efficiency speeds of 55 or 70 miles an hour. In times of weather inversions this could translate to toxic levels of pollution.

This is no longer an environmental issue. This is strictly about power and money. Since stopping Legacy is a number one nationwide issue they're putting our campaign towards millions for their pockets. If this were not the case, they'd not completely ignore this stretch of small riparian areas that could be saved.

The opposition claims that more roads will bring sprawl. I'm sorry to disappoint you, but sprawl is already here. We need to move people, not ducks or cattails. Of course, 98 percent of the opposition are not local residents and are not affected. Many are out-of-staters sticking their nose in my backyard. For my

sake, please go home. Wildlife will adapt. They always have -- they always have and always will, the entire wetland area and manmade fresh water area anyway.

Your commonsense consideration to recommend court approval is the right thing to do. Thank you.

PT 4

MR. ADAMS: Thank you. I'm currently a state representative. Before I was elected as a state representative I served on the Layton City Council. At that time I was appointed to serve on Davis County's transportation task force.

We knew we had some problems with transportation in Davis County. We went to work in Davis County to try to solve those. We had representatives from every city in Davis County, county commissioners, we had congressional representatives. We had everyone come together and we came up with four priorities.

Those priorities were very simple: Widen I-15, build an alternative route through public transit, and work on our east/west corridors. As we looked at that, we determined what should we do first, which one had our number one priority? As we thought of about it, the widening of I-15 became very problematic because there is really no other way to put traffic through Davis County to widen I-15.

If you remember back a few years ago, they put

a fourth lane on I-15. During that construction period of time I had friends in Salt Lake City who instead of driving and going through the construction because it was such a lengthy way, would leave Salt Lake City, drive up through Park City, around through Coalville, and come down Weber Canyon. That was sure not environmentally friendly. There was actually no other way if you don't use I-15 to get into Salt Lake City from Davis County.

During that period of time we involved the environmental community in our discussion. When they talk about Legacy Highway, Legacy Highway they indicated would be a good thing because it could be a line in the sand, meaning development on the east side of the highway, no development on the west side of the highway.

As we looked at the highway we had an A, B, C proposal. All the communities in the southern end looked at those A, B, C proposals, and the environmental community kept pushing the highway further east, further east, further east. Soon it became not the line in the sand anymore. Every cent that they spent on past resolutions supported Legacy Highway.

We talked a lot about the environment. We talked a lot about wetlands. We have 99 acres of wetlands affected, and a 2,000-acre nature reserve. Simple math, that is absolutely a great thing for the

environment.

We talk about the wetlands. There were 19.1 acres of wetlands recently identified and delineated in the environmental impact statement to build commuter rail. There was not one -- there was not one negative comment from the Sierra Club or anyone else regarding those 19.1 acres of wetlands. Those same wetlands are equally as valuable as those being taken by the Legacy Highway, but not one negative comment.

Clearly this is not an environmental issue. It's an issue regarding how we move people back and forth. An issue regarding transit problems. We simply in Davis County believe in a shared solution. We believe we need public transit. We also believe we need an alternative. In Davis County there is simply no other way if you don't use I-15. Thank you very much.

MR. McCONKIE: As stated I am Dan McConkie. I am here today as a citizen of Davis County and as a county commissioner. I would say that I know a little bit about roads, but not a lot. I worked with the Department of Transportation for some 29 years and I chaired the Wasatch Front Regional Council for five when the original studies were done on this road.

I support the Legacy Parkway project as it's now presented, and I support the SEIS as prepared and

PT 5

presented at this time. I want to tell the Colonel thank you for coming. Thanks for this forum and this opportunity. I have the greatest regard and respect for those here today, and I see many here that have opposing views to mine on this project, and I respect those very much.

However, I am here because I know that the residents of this county, in all of the contact that I have with them yet, I have yet to have a resident who isn't supportive of this project and have inquiries as to why the delay. There is frustration because of the expenses that have gone into this project that confuse them. So I counsel that we accept this project, that we build the project, and that we do it now.

And I would say also that I think the truth and right is on the side of Legacy Parkway. We're doing the right thing, for the right reasons, in the right place, at the right time. And it is visionary. 266,000 people live in this county. They love Davis County. They're very environmentally conscious. And they want the choice of mobility. They're desirous of the shared solution for mobility between rail and road and others, and it's all necessary and needed.

The frustration is that we're spending money that we ought not to be spending, and that money is tax

dollars. In my assignment as a county commissioner I have to be very careful about what I do with tax money, and there are other people here that do as well. This road is to be built with tax money. Let's stop fooling around and wasting money and build this road, and let's build it now. And then let's focus on other issues that are important to the State of Utah.

The big picture of things is the people who live here want to move about. The people who want to live north and south of here want to move through here. And our visitors from outside this state, our tourists, our friends, they're frustrated when they come here. So let's get together, let's pull together. Let's make this project what it ought to be and let's build it. Thank you.

MS. FISHER: Thank you for this opportunity to speak. My name is representative elect Julie Fisher, District 17, and I also represent 27,000 people.

Supporters of the Legacy Parkway are the only true preservationists. The current plan for the Legacy Parkway project is an unprecedented opportunity for Utah citizens. With this project we'll have over 2,000 acres of open space protected, which also protects our wildlife. Development will be stopped at the boundary of the nature preserve, and hiking and biking trails will

PT 6

allow the public to enjoy what we could call the crown jewel of the Wasatch Front.

If the opponents of Legacy Parkway do not see this opportunity is within their grasps, these are not truly preservationists. This is a project that works for everyone. The "do nothing" scenario that seems to be the direction the opponents are going is not an option if you care about the environment and preservation of wetlands. If the opponents are truly about preservation, the project at hand preserves wetland and open space like no other project in this state.

We cannot continue by battling this in the court system. The Sierra Club and Mayor Anderson's lawsuit has now cost tax payers millions of dollars more to build this small 14-mile stretch that we should be driving on today.

UDOT has now done its due diligence. The studies show the D&RG corridor is not feasible. The right-of-way is planned to be narrower. Commuter rail will be in before Legacy Parkway will be completed, and wildlife will now have 2,000-acres plus to call its own habitat.

Davis County citizens have done their part. Well before the lawsuit was filled the citizens voted to have an extra quarter cent sales tax taken out of their

pocket books as their commitment to commuter rail. The Sierra Club's main objective seems to be to advance their personal agenda with disregard to the citizens of this state.

We would be foolish to turn our backs on the Legacy Parkway project as it stands now. This project is exemplary at mixing the environmentalists vision of the future with the demands of growth. We all need Legacy Highway. The "we" includes the drive time commuters, safety officials, citizens of our community, and our Northern Utah communities. Even Rocky Anderson, who critically needs our tax dollars. But more than any other group, the Sierra Club needs this plan, which is about preservation.

MR. PETROFF: My name is John Petroff. I'm currently serving as the mayor of West Point and I'm also the chairman of Utahns for Legacy Highway.

I had a little talk prepared, but as I -- I've learned everything I had in mind has already been said, and it will probably be said over and over. The first thing I would like to say though is I do appreciate the efforts of the Army Corps, and also the Federal Highway Administration working with UDOT and the overwhelming amount time and money that's been spent in preparing this Supplemental Environmental Impact Statement.

PT 7

Commissioner McConkie indicated there was about 266,000 people who live in Davis County, and I'd like to represent all of the environmentalists within that group. I'd like to speak on their behalf.

I, too, agree with everyone else that spoke ahead of me that if you are truly an environmentalist then the Legacy Highway is the absolute best thing you can do for Davis County, for Salt Lake County, and for Weber County. I do believe that environmental needs must always be talked about and met whenever you have a project like this.

And I think that there's a very good possibility that had we not had the environmental community many years ago that we might not have ever gotten the commitment and the purchase of those 2,000 acres, but because of them, we did do that. And I would like to give them credit for that.

But it's kind like playing in a football game and being behind 50 to nothing and having the other team want to raise the score on you. Do you need to beat us by 100 to nothing? 200 to nothing? I don't quite understand what you want, because truly the things that we are doing here to in Davis County are the most environmentally sound things that we could do. We have spent millions of dollars in Davis County enhancing the

environment and I think that we will continue to do that.

I think that one of the other most important factors, and then I'll sit down, is that 86 percent of the people in Davis County have said that they want the Legacy Highway. And now I can tell you if you have a car wreck outside and ten people watched it, I bet you we can't get 86 percent of them to agree what happened. 86 percent, that means that the people of Davis County really want it.

Recently there was a vote taken in eleven states that had to do with gay marriage. 70 percent of those people said, no, we don't want that. Well, that's the same thing we have here. 70 percent can stop it there, and 86 ought to stop it here.

I honor the Corps and the Federal Highway Administration for their work. I hope that you will determine that this is the best corridor and we can go forward with this. Thank you.

MR. DAVIS: Thank you. I appreciate very much the opportunity to have this chance to speak my mind, as I'm sure all of you will today.

And I want to start by thanking those who had a voice in the shared solution, without which we probably wouldn't have what we have here today, which is 2,100-acres of pristine wetlands.

PT 8

I think it's a great partnership. It's a great synergy that occurs. It's going to be better for the residents of Davis County now and in the future. My kids are going to be better off because of it.

However, this whole debate would be a lot simpler if this were really about a highway. In reality it's about the question of whether the rule of law is going to prevail over the rule of a few. It's abundantly clear, as Mayor Petroff and others have stated, that the vast majority of Davis County residents prefer the construction of the Legacy Parkway and they prefer it now. The conclusion of the supplemental environmental impact study points to the ongoing need for the Legacy Parkway.

However, there is a plan that I'm not so sure many of our residents are aware of, and the plan calls for studying this highway to death. Literally to death. There is an alternative that's been put forth by opponents of the Legacy Parkway. When we study that one there will be yet another one to study, and another one and another one, until the residents of Davis County simply run out of money, patience, and will. This is the plan. You need to understand that.

It's also critical to understand that special interest groups perpetuate their existence with issues

like the Legacy Parkway. They're less interested in preserving the environment than they are in preserving their funding. How can I say this? Let's consider one fact. The Legacy Parkway project, as I mentioned, has a primary component, the preservation of 21 acres of pristine wetlands adjacent to Farmington Bay. In fact the Utah Department of Transportation has already secured that property and has promised to put it into permanent reserve. Most of the impacting property that will be touched by Legacy Parkway has been historically used for grazing and is currently used mostly for industrial dumping. It begs the question: Who are the true environmentalists here?

We need to get on with it. We need to construct Legacy Parkway. I probably won't be with West Point when Legacy goes through West Point, but I realize the impact that it's going to have to future generations that live out in West Point. I urge it to be built now. Thank you.

MR. RUSSELL: Thank you. I would like to thank all of the people who are supporting this highway. I'd like to indicate in my earlier life I was a member of the Audubon Society through my early days and also Weber State, and studied the birds and the areas of refuge from Brigham City to Salt Lake. There's no one that loves the

PT 9

animals, the hawkers, as we call them, or the Canadian geese, snow geese, the swans, and the ducks of various kinds, and we need to take care of them. But we also need to take care of ourselves.

As a long-time resident of Davis and Weber Counties, I go along with that 86-plus percent that need this particular highway now. I feel that it should have been started ten years ago and completed so we could have it to use at the present time.

Many of you haven't been on the highway when a trucker has come along right to the back of you, coming from the southbound, and me going -- me going southbound and they were coming northbound, and run into the wall and blown up just a few feet behind us. I called in an emergency call on that and they had just received the call. It plugged up I-15 between four and six hours not long ago when I was working in Centerville.

I think this is a circumstance that I have never seen in any of our 48 states, in Europe -- actually in 50 states because I've lived in about all of them. And the circumstances are that we need this highway. We need it now.

I think that as an environmentalist, we have a responsibility to that group of individuals that don't talk, they just quack at us. And sometimes our people

like Rocky Anderson have quacked enough. I think we need to do something for ourselves. I think we need to think about how we can get back and forth on this highway.

Yes, we do need I-15 broadened and smoothed out. We need the Legacy Highway to be able to compensate when there are unforeseen circumstances that happen that we don't plan on. Emergency vehicles and otherwise should be able to get through. I think that we need to have the Legacy Highway to be able to bring people from Ogden and Davis County into Salt Lake and from Salt Lake to this direction.

I appreciate making this opportunity -- or taking this opportunity and voicing my opinion. And I thank the Colonel and those individuals that I hope are responsible for this and the Legacy people, and the also the environmentalists that they will support us also. Thank you.

MR. KILLPACK: My name Sheldon Killpack. I serve in the state senate which represents District 21, northwestern Davis County. That is about 70,000 people and growing rapidly on a daily basis. The voters in that area, 86 percent, approve of this project, and roughly 70 percent approve -- gave their approval with a vote for the shared solution by bringing commuter rail into the area. They understand -- they live in a reality where

PT 10

they understand that you need a shared solution.

Those who were in the know of moving people by mass transit will tell you that commuter rail was never meant to entirely replace the roads. It was meant to be part of a shared solution. It simply can't facilitate all the people that is necessary. They live in our reality and understand that.

The opponents of the Legacy Parkway will talk about air quality when they are talking about their proposal of moving traffic in a different route along Redwood Road and then across Parrish Lane and over on to Frontage Road on to Park Lane. You don't have to be very observant to realize that you're running into a lot of the stop lights in doing so. If I'm not mistaken, your emissions are much better at a constant rate, moving through traffic, rather than stop light after stop light.

Finally, in a perfect world we would all be riding bicycles. In a perfect world I wouldn't be balding. But until such point of time that we can develop a bicycle that can hook a trailer from a semi on the back and go around a traffic failure and then put it back on the road, this is our reality. We have to have a shared solution.

I thank the Corps of Engineers for your tireless work, and I just urge you and plead that you

PT 11

will continue on and approve the current route. Thank you.

MS. BROWN: Hi, I'm Joyce Brown, and I am a lifelong resident of Layton, Utah, and also at the moment I represent Layton City as a council member.

First of all, I would like to thank those that have represented the citizens of this area for a long time before me that have seen the future, seen the vision of what we need to move people back and forth between Davis County and Salt Lake County.

Right now if you were to ask most of the people in Layton, they would tell that you their biggest issue, biggest concern, is traffic. And if you are in Layton during the time of the commute in the morning or the evening, you will see that our three main arteries that run east and west are full of traffic that are trying to get to the freeway. And even commuter rail will not alleviate that because they'll still need to come along those east/west roads to get to commuter rail. We need something on the west side that will keep those people from the need of having to come to the east and getting on either commuter rail or on the freeway.

We have not only our own community that comes through Layton, but we also have Syracuse and West Point that come through there because they also need to have

PT 12

that west road that we do not have right now. Thank you.

MR. STEVENSON: My name is Jerry Stevenson, I'm the mayor of Layton. About 25 percent of the population of Davis County lives in our community.

As I've watched this process over the years, it reminds me a little bit of a story that I once heard about Ulysses S. Grant told about riding in the desert of Texas and hearing the prairie wolves howl. He said he thought there was a least 100 of them, and when they finally caught up with them there were only two. We're a little bit that way, I believe, if we look at maybe some of the numbers have been put out here tonight. We have a very, very vast majority of the population of this area that needs -- recognizes the need of this highway. Recognizes the need of it being built now.

I've had the opportunity the last two years of chairing a committee for the Wasatch Regional Council. That committee is on the commuter rail program that is being put in and presently is under construction as we speak. That commuter rail program will take off of our roads, in reality, if we look at the very best scenarios across the United States, we will take one in 20 cars off of the road. Between one in 20 and one in 17. That's the best we can expect. We're not going to replace lanes of highway in this country -- in this area, especially

with anything except more road. It needs to be built. It needs to be built now.

The latest smoke screen that we've seen on the Redwood Road proposal will not work. It displaces an awful lot of people. If you want to an experience in life that is unpleasant, enter into a process where you have to go in and condemn homes. It's not the best thing in the world to be involved in. As a community, we have to do those types of things at times in order to keep people moving.

We can expect additional people to move into Northern Davis County. We expect the communities in the southern end of the county to continue to grow. We need to make this process work and live here peaceably and get along well. We need Legacy Highway. We need commuter rail. We need enhanced mass transportation. We need additional lanes on I-15. We need east/west corridors expanded and built so we can move traffic in the way it needs to go. There is no other alternatives.

I leave that with you. I think that the best solution is to build the alternative that we presently have that UDOT has studied and studied and studied. Get is this lawsuit solved. Let's move on and build a road.

MR. HANSEN: Thank you. My name is Alan Hansen. I'm a former Clearfield City council member, a

PT 13

member of the Davis County transportation task force, I'm also currently the new Davis County commissioner representing the 86 percent and others that want the Legacy Highway here.

The supplemental environment impact study is done. A few T's have been crossed a few I's have been dotted, but other than that the proposal is the same and it's the best around. I've looked at the proposed route that has been put forward by the Sierra Club from their announcement on that. Respectfully, it won't work. It takes out 40-acres the wetland along Redwood Road, it takes out historical sites, it takes out homes, and it takes out businesses. This is not a good route.

The one that was put forth originally is the best route to go with. It will help move traffic. We have truck traffic increasing because this is a Canadian route from north to south on I-15, and I've driven it enough to know that even when the fourth lane was added along the highway there to now, it is crowded. And it is a true fact -- this is right from our own I&M testing center, the people that know emissions from vehicles -- when a vehicle is stalled and moving slowly in stop-and-go traffic, it puts out more pollution -- emissions and pollution into the air than it does when it's moving at a constant speed.

Now, we do need commuter rail. The transportation task force that I was on was to grant that quarter cent sales tax. We pushed for that because we wanted commuter rail. We need commuter rail. It's part of the solution on there, too.

Another reason for Legacy Highway is safety. We live along a Wasatch fault here, which is an active fault and could go at any time. With I-15 being the only route, and we've seen this in the past when they've had tanker rollovers and other accidents there, it virtually stops the north/south flow. Traffic flows both ways from Salt Lake to north, and from north from Weber and Davis County to the south there. We need Legacy Highway as part of the complete package. Thank you for your time.

PT 14

MR. QUINNEY: Good evening. If Redwood Road is so viable, I suggest an experiment. Let's close down 215 in Salt Lake and put all that traffic onto Redwood Road and see if it works. For our needs in Davis County it does not work. As Commissioner Hansen said, it's going to displace homes, businesses, historical sites, and still would not meet our needs.

I say build Legacy now, build commuter rail now, light rail now. We need it all. We need it all now. Let's stop wasting time and taxpayers' money. Thank you.

PT 15

MR. JOHNSON: Thank you, Colonel, and thank you all for letting us be here today to speak on behalf of the Legacy Highway, or at least about it. I'm Joe Johnson, mayor of Bountiful City, and also currently this year chairman of the COG, Council of Governments in the county.

And I find it very interesting to me how I've lived here my entire life, nobody ever, I believe, thought that we would build a bunch of homes west of Redwood Road. And where I grew up in North Salt Lake, it amazes me when I go to the project now that all of the homes are being built, and now there's projected to be some highway going to run through there, but we're certainly going to have schools, we're certainly going to have additional businesses, and we certainly have neighbors and kids that are going to be crossing the street. It makes no sense to me at all.

The other factor is I believe in our city -- because we're kind of situated in the middle of that highway between Farmington and where 215 cuts off. One of the problems we have, just like it's snowing outside right at the moment, and all the radio stations will come on and say, "You know what? You ought to take an alternative tonight. And so what you ought to do is get off I-15." And so I think to myself, "Where are all of

you going to go?" And so all of a sudden all of our streets get clogged up in Bountiful, Orchard Drive, 4th East, 4th North, 2600 South.

And then if we -- here's the problem. If we need to have a haz-mat group sent out for oil spills or fires, or if we have a heart attack somewhere up on 4th North or 5th South, we can't get up the street. And I have a tremendous obligation to my citizens to see that they are properly and securely safe. And we can't do it if the 15 highway is closed down or slowed down to the point where we can't move.

Listen, we need the highway now. We need it. We needed it a year or two ago. We really need it now. It's not getting any better. Mayor Panucci will speak in a minute. I'm surprised at the homes that are being built there and all over our county. So I want to encourage you to do that.

Having been the chairman of the COG I'd like to let you know that every single mayor in every single city in this county support the Legacy Highway. We have three commissioners. All three commissioners. I haven't talked to one person in Bountiful that I'm responsible for that has come to me one time and said, "Joe, I don't think we ought to build the Legacy Highway." Not once. They're always concerned, "Why don't we build it? Why

haven't we built it?". Quit wasting tax dollars, build it now. Thank you.

PT 16

MR. PANUCCI: My name is Fred Panucci, I'm the mayor of Syracuse City. Syracuse is one the faster growing cities in our state. In the last three years we've experienced 50-percent growth. And we're not alone. The entire northwest side of Davis County is experiencing explosive growth.

I don't think a day goes by that I don't have a resident ask me, "When are they going to get that highway done?" We are a bedroom community. Davis County is full of bedroom communities, and we are reliant on -- many of our residents rely on Salt Lake City as their source of employment. They have to -- they have to travel to Salt Lake City.

The time for delay of this highway is over. The alternative that has been proposed by the Sierra Club makes so little sense that it it's hard for me to view it any other way than just a delay tactic. It's time. We need the highway. And I implore you to do all you can to expedite it. Thank you.

PT 17

MR. MAYOR: My name is Doug Mayor and I would like to thank the Corps of Engineers for allowing me to speak on this issue. I'm kind of intimidated being up here. I'm just a guy that doesn't have much public

speaking abilities or time doing it.

But my feeling is -- and it comes from my heart -- that we need some environmental responsibility here on this issue. I think one of the things that I feel is we've got a world treasure out here in the Great Salt Lake and we need to preserve that and the wildlife that uses that on a migratory path.

It appears that the way that this proposal is going it will destroy a lot of the -- as I see it, it's kind of a refueling station on their migratory paths. So I've heard a lot of numbers tonight so far on acres being set aside with this proposal, and I did a little bit of math and it said 2,000 acres.

Well, to my estimation it's about 9,000 birds we're talking about here. So it looks like if we can get them all to refuel, 9,000 of them per acre, I think this proposal is sound. But I can't really see if I was one of the birds and I had 8,999 others around me trying to feed off of that one acre, I think it would be a little tough, so I hope you'll consider that with this proposal.

And I think the other thing we should consider is as intelligent beings we should be concerned with moving people instead of the wildlife. And I think as intelligent beings we have the ability to move ourselves or plans to impact the wildlife as little as possible.

PT 18

So thank you for the time.

MS. HINDERLITER: I would like to thank everyone that stood out in line and got cold and came to support the Legacy Parkway. I'm Lucy Hinderliter. I'm a resident and business owner in Davis County, and I put approximately 1,000 to 150 miles a day on my car. I have been driving this quadrant from Salt Lake to Weber County for 20 years, so I've watched it grow, and I've watched the impact of traffic on our community. I find that clearly it's not safe and we need to do something about our traffic problem.

I'm here as a marketing person. That's what I do with my industry. I travel from one area to another within our county, going east and west and north and south. And I find that when I'm on I-15, if there's an accident, if there's a problem, everybody tries to go east and go through the residence and it's unsafe. It's a problem.

We have a great, big problem in our community with traffic. And I hope that from a resident standpoint, from a small business owner, you'll look at taking responsibility and making it possible for us to go forward with the Legacy Parkway. Thank you very much.

PT 19

MR. HINDERLITER: Hi, my name is Clyde Hinderliter. I'm a civil servant. I've live in Davis

County. I live in Layton on the north side. Since the early '80s I've commuted to the Salt Lake Airport every day for my profession.

Tuesday -- this past Tuesday on my way home approximately 3:00 in the afternoon there was an accident on I-15 in Clearfield, well beyond my commute. I get off on 89, I go up to 193. For the the Sierra Club, it's right up by Hill Field. The traffic was at a walk, and the accident was on another highway five miles west, but the entire area locks up.

If we had the Legacy Highway, I would have spent more than 100 hours with my family over the last two years. Anything stops it. Stops it cold. The cars aren't going away. I'm going to be driving. I need the highway. Thank you for your time.

MR. SALT: My name is Jeff Salt, I'm executive director and lake keeper for a nonprofit organization called Great Salt Lake Keeper. Our mission is to protect the water resources of the entire Great Salt Lake watershed, including the shores of the Great Salt Lake.

My organization is opposed to the current proposal for the preferred alignment for Legacy Parkway proposed by UDOT because it conflicts with provisions of the Clean Water Act. That's why we're here today is to talk about the Clean Water Act and the federal laws that

PT 20

guide development.

The Great Salt Lake is not something that the boundary ends at the shoreline only. The Great Salt Lake is part of a system. It's a watershed. And the land around the lake is part of that system.

The Legacy Highway, as proposed, does create negative impacts to the Great Salt Lake system. We have to come to grips with that and come up with a solution that provides for the transportation of people in a growing community and provide the protection of a publicly owned trust resource, which is the Great Salt Lake and the surrounding habitat.

More specifically, the proposed preferred alignment by UDOT has not significantly changed the footprint of this alignment, which is exceedingly wide compared to any other highway project. For a four-lane highway the width is out of proportion. And why is that? Because there have been provisions included in this highway for a utility pipeline to convey water from the Bear River Refuge. This is not part of highway project. It should not be included in the footprint.

Second of all, the proposed bike and pedestrian pathway, my organization thinks, needs to be replanned and located in a more sensible alignment so that people will use the pathway for commuting. We do not believe

the Davis County citizens are going to use this trail to commute to Salt Lake because the trail does not take them into downtown Salt Lake.

Another point to consider is the secondary cumulative impacts of this highway have not been adequately addressed in the SEIS; namely, storm water runoff, light and noise pollution. We're dealing with migratory birds that do not know where the boundaries of a preserve are, so we have to have flexibility and broadened boundaries. So we are opposed to the current alignment as proposed.

MR. LeGATE: Thanks for the opportunity to comment. In my comments tonight I want to refer to two principles that I believe undergird the American character. One is the democratic notion that this nation's citizens can and should take the initiative to confront the challenges that face our community. The other aspect of the American character is that optimistic energy, that "can do" spirit that helps us to overcome seemingly insurmountable odds.

I'm very disappointed. I've been very disappointed in the last few weeks. I've been disappointed by the negative reaction by state and federal bureaucracies -- bureaucrats to the smart growth alternative, which I support, because I believe that it

2

3

PT 21

1

fails to recognize -- that opposition fails to recognize either of these principles that animate our natural character.

The smart group alternative includes a plan for maximum buildout of transit, including commuter rail, and also -- I haven't heard much about it tonight -- but also light rail and/or bus rapid transit. Smart group opponents have not, unfortunately, wasted a minute in loudly crying no. The ink was not dry on the smart growth alternative before people said, "No, no, can't be done. Absolutely can't be done." And we've heard all kinds of reasons why Redwood Road cannot be expanded to accommodate.

People say, "You people are opposed to all highways." Well, we were told we had to compromise, so we came up with a proposal to add more lanes. It does happen to be through the Great Salt Lake wetlands. Then somebody came up here tonight and said, "You're going to destroy wetlands." Well, yes, we will take some wetlands, but it won't be nearly as many as the current preferred alignment for the Legacy Highway alternative.

It is amazing to me that the level of negative reaction without -- without, I believe, people giving it a fair shake and actually sitting down and very carefully going through the proposal. So I do find it very dis-

appointing. But I, for one, intend to persist. I will keep the "can do" spirit. I will keep up the dialogue. And I hope that people are going to be listening.

We're told also, for example, that there will be stop lights every half mile on the expanded Redwood Road. I don't know where that idea comes from. I don't believe that's true. All I can do is ask that people try to keep as open a mind as possible. And if so, we can get this done, and we could get it done fast. And we don't need the delays that people say, quite rightly, we should not have in solving our transportation problems. Thank you.

PT 22

MR. HERRING: Thank you. My name is Al Herring. I'm a resident of Davis County, and I favor addressing the traffic needs of this area in the most cost-effective and least environmental damaging manner. I think there is a smarter way to do it and a least costly way.

Many of you in the room have a nice, slick brochure put out by UDOT explaining the reasons that Legacy is needed. I guess I'm a bit surprised to hear that building freeways is the answer to our traffic problems. I've lived around the country in a few places and there's a lot of places where they've built freeways, and they've built more freeways, and more freeways, and

that was not the answer. We need to look deeper.

One thing I noticed that is conspicuously absent in this brochure is cost. I looked back at some of my newspaper clippings, and in the year 2000 this Legacy proposal was priced at $370 million. In December UDOT estimated the cost at $570 million, and held out the possibility that it could go higher than that. This is taxpayer money that you and I are going to have to come up with. This is not a handout from the feds. This is state money. Where is that money going to come from?

Well, I look at something I just got from the Wasatch Regional Front Regional Council, a five-cent-per-gallon increase in the Utah State gasoline tax in 2006 and similar increases every six years. 2006, that's next year, folks. Another nickel. And 100 million annually contribution to the Centennials Highway Fund from the Utah State Legislature in 2008. Big money.

I think we need to look at alternatives which costs us less and have less environmental impact. Thank you.

PT 23

MS. HANKS: My name is Rosemary Hanks and I am a 24-year resident the Davis County, and I've seen that we need the Legacy Highway for many years. When the traffic gets stopped on I-15 it comes right past my house, right past where my children go to school or went

to school. And there's just no way around it, we need that road.

I'm grateful to be a citizen of a country that is concerned about the environment. I'm grateful for the Corps of Engineers that will study this and do the best plan. I don't want to live in a country that has no concern for the environment, that wants to use it up and throw away the animals and take away people's homes, and I'm grateful for that. And I feel I have the "can do" attitude that we do it right, but we do need it.

I've heard people express the opinion that if we don't build it, we won't grow. Congressman Hansen 42 years ago saw the need for it. Because it wasn't there didn't stop the growth. The growth will still come.

In a perfect world I would like everybody else move out and me and my family to stay in Davis County, but I know that's not going to happen. I love it here. I'd like to see the growth plan, and I think the Legacy Highway is part of that plan. Thank you.

PT 24

MR. KNIGHT: I'm Lurlen Knight, I'm from Syracuse, Utah. I've lived in Davis County most of my life. I think it's important that I point out where I'm from. I wish everyone would. I'd like to know who from Davis -- is speaking from Davis County who lives here, who lives with the problem, and who are the outside

interests that are trying to help us in what we're doing here. If you'd point that out I'd very much appreciate it.

Let me just say while we sit and debate that the population is growing, that if we build it they will come, they're here, and they're still coming. I look at the proposed route of extending Redwood Road, it doesn't address the east/west issues. If you leave Syracuse in the morning during rush hour, it's a constant line of cars. If there's an accident, we can't get emergency vehicles up 1700 South. It's packed with cars. There's not a shoulder for the emergency vehicles to go on.

This is a problem with the environmentalists. And I used -- I feel bad saying that, my family are environmentalists as well. I'm interested in the environment. I also serve on the Syracuse City Council. One of things we do in the city is we try to preserve open space. We've spent a fair amount of money buying up land to preserve open space in Syracuse. We've looked at how to preserve it out west as well.

I think this route can be done to preserve that and also preserve the wildlife. I've grown up here, I've enjoyed the wildlife. I'm actually not a bird hunter, I'm a bird watcher. I've hunted in the mountains, but I've gone out to the wetlands, and taken my truck -- just

last -- during the Christmas holidays I took my boys out to the wetlands on the north side of the Great Salt Lake. We spent some time out there. We enjoy that. I love the community. The fact remains, though, that we need a road. I think it could be put in and still enhance the community, make it more accessible, and preserve the area for the wildlife that exists.

I hope that as we look at this we can recognize there's a way to accomplish this goal rather than just to say if you build it you're going to destroy the wildlife. I don't know if anyone wants to do that.

One other thing I want to point out, too, we keep talking about 86 percent of residents of Davis County want the Legacy Highway to come through. I don't know where the 14 percent are. I have people contact me all the time in Syracuse, "When is the highway coming through? What can we do the influence this? How can we get this accelerated?" I've not had one citizen come up to me and say, "I want the Legacy Highway stopped."

We have developers, people who own land, who have been very gracious to keep the proposed route open when there's a financial loss to them, and they've redone things to help that work out. So I hope you consider all those things. We love our community. We want this done right. It's something we feel like we need, and I

appreciate you're time and interest in listening. Thank you.

PT 25

MR. BORGENICHT: Thank you for the opportunity, Colonel, and to all of you. My name is Roger Borgenicht, I'm chair of the Future Moves Coalition, which is a public interest transportation coalition.

First I want to tell you what I am for and then, secondly, why I'm against the Legacy Highway. I am for a program of smart transportation investments that returns future dividends by offering more travel choices for our future for all people, including those too young, too old, or unable to own or drive a car, and to improve long-term air quality.

The only way to do that is to reduce traffic and reduce vehicle mile travel. It doesn't work to build big freeways, they all end in interchanges and intersections. I am for prioritizing the transit investments over the next decade to create a balanced transportation system. I think we can all agree that that's what we want. But it's a system that's been out of balance for 50 years. We now need to prioritize the transit so that people have more choices, because it really is a problem of peak hour only.

I am for reducing the growth rate of traffic, typically mile measured -- vehicle miles of travel

through offering that convenient, reliable, and affordable public transportation, at the same time building communities that are walkable and likable for some of our trips.

I am also supportive of land use policies that maximize the efficiency and effectiveness of transit investments. The DDIS has greatly underestimated the potential of transit to deal with the peak hour problem on our roads. 20 hours a day there is way excess capacity.

I am also for a first-class Great Salt Lake shore family-friendly bike way east of the nature preserve, but not next to a truck bypass that Legacy, many people tell me, will become. I'm for giving transit a chance to succeed, especially by providing a viable alternative at those peak hours.

And I'm for enhancing Redwood Road north of I-215 as a commercial boulevard and extension up to Centerville along the power corridor that would provide economic development opportunities for better jobs and housing balance in Davis County. And I am for giving the smart growth alternative full and fair consideration.

I think I'm against the Legacy Highway because it's the answer to the wrong question. UDOT's asking how we can accommodate a 90-percent increase in traffic the

BMT mentioned while the population only grows by 60 percent. Thank you.

MR. HEILESON: Thanks for this opportunity to speak. My name is Mark Heileson. I am the regional representative for the National Sierra Club in the State of Utah, and I'm from the State of Utah. I'm very proud to be from the State of Utah.

And I'm also proud to be a Heileson. I'm one of the many that have the s-o-n, s-e-n names, because over 150 years ago my family did join the predominant religion here and make the trek from Europe across the county to Utah where we worked very hard to settle a civilization here and overcame many obstacles.

The first governor and leader, Brigham Young, I think deserves credit for being one the better planners in the history of this country. He set up an urban corps, planned streets, other community centers, protected open space, about 40 acres of farm land between other developments, and laid the foundation for one of the most elaborate trolley systems in the west. We even had the commuter rail, we had the Bamburger running north and south. It was a wonderful place. And it's a development pattern that somehow we turned away from after World War II and I would like very much to see that style of development and transportation reinstated.

And, again, it's been a long-haul. I went to the next building over there and was known by my first name. I've worked on the Legacy project since its conception. And one thing I would like to just congratulate everyone in Utah in the success of Trax. People use transit. When we first started this battle against the Legacy Highway it was, "People never get out of their cars. You can pry the steering wheel out of my cold dead fingers. No one is going to use it." We build Trax, boom, it's at 43,000 riders a day with just the main north/south, and many more lines are on the way, and I think we should be congratulated on that.

I never really use transit. I grew up in Provo, Utah, and anybody who doubts my Utah heritage just -- I grew up in Provo. You should get an asterisk by your name if you grew up in Provo when it comes to being a citizen of Utah. And it was only until my mission that I ever used transit.

I don't know if people know about the Boston mission, but when the president picks you up off the plane, he hands you a transit token for the MET 18 bus and takes your luggage and tells you, "The mission office is on the red line at the Harvard stop, it's three blocks, find it," and sends you on your way. And like it or not, you get a crash in transit.

So with this transit boom we should move that direction, and that's why I recommend the citizens smart growth alternative. It meets our traffic demand, it protects the environment, moves our growth pattern the way we want to go, but more importantly it avoids the loss of wetlands. It greatly avoids the loss of wetlands compared to the other proposals.

And with that I would like to say we're very happy to be proactive. We welcome comments and we're very glad to be promoting something rather than just fighting something. Thank you very much.

PT 27

MS. MOSS: I appreciate the comments that have gone before, there's been many, many good ones. And I appreciate the opportunity to speak at this public hearing.

I would like to voice my support for the Legacy Highway alternative that has been proposed by UDOT. As a member of the Fruit Heights City Council I've been actively involved with emergency preparedness, and my other assignment is the Davis County Transportation Passport. Both of these assignments have led me to believe that if the Legacy Highway and nature preserve are not built in the immediate future, we will be truly doing a disservice to all the people in Davis County, as well as to my constituents in Fruit Heights City.

As a nation we have undertaken many project to ensure the safety and security of our citizens. We have many people who are trained in various types of emergency services and are actively working to continue to train more. We have regional bond spreads, regional health department services, regional haz-mat teams, and various other regional responsibilities.

While these reduce the up-front costs to local counties and the federal government and the savings of taxpayer dollars, it also mean that it doesn't do any good to have them if there's not a way for one entity in the region to be able to respond to another area in the region.

We know that if I-15 is closed or substantially impeded for any reason for any length of time, there are few options available for emergency response. Perhaps helicopters can aid, however it is not feasible to think that a haz-mat team could be moved in such a fashion. We must have a way to timely move emergency response equipment. Without an adequate transportation system, we cannot do this.

When the Wasatch fault shifts, and it will, and causes an earthquake in the 7.0 to 8.0 range, as is predicted, chances are very high that portions of I-15 will not be usable for a prolonged period of time. We

must have another available route in place to increase the potential for us having the ability to move necessary equipment, personnel, and supplies.

Elected official are responsible for having the foresight to plan for many years ahead, more than just 10, 15 or 20 years. We are talking 50, 75, 100 years. Building a highway at this time will increase the time that my constituents will have with their families. Building a highway at this time will help decrease the air pollution caused by cars sitting idling while they are waiting to move. My biggest concern, however, is being prepared for emergency situations. If this corridor is not preserved for future generations, we will have lost an opportunity that can never be replaced.

Specifically, we need to build this highway now and not wait to see what disaster happens that we are not prepared for.

PT 28

MR. GLIDDEN: My name is Jock Glidden, I'm from Weber County. I confess that I, too, hate driving on I-15 when it's impacted, but what I do if I can, I change my lifestyle a little bit and drive when it's not so crowded. I also try to bring friends with me and we car pool. What I'm suggesting is it's not all that impacted if we were to change our lifestyle a little bit. But most people aren't willing to do that. They want another

highway so they can drive their car singly, alone, and conveniently get to work. We're not really considering that.

Now, being opposed to the Legacy Highway, I suppose you all think that I'm from a special interest group. Well, I take issue with that. I'm from a general interest group. What could be more general than preserving the wetlands and ecosystem from further destruction? All of us can take an interest in that. What can be more general than building highways that will soon be impacted, just like I-15, or to make our Wasatch Front look just like Los Angeles? I don't think all of us have an interest in that.

What about weaning us from the automobile and turning to public transportation? Well, I do have a special interest in that because as I get older I'm going to find it more and more difficult to be driving, white knuckles, down the highway with all these cars, and I'm going to be wanting to have public transportation. And I don't see that UDOT has its heart in that much at all.

And finally, a special interest? No, it's a general interest in how much these things will cost. And the UDOT proposal, as I understand it, will be 500 million or more, and the price goes up. And on that alternative we have the breaking of new ground of our

wetlands, paving a least 113 acres of it, and you get two lanes going one way and two lanes going the other way.

There's another proposal which is the smart growth alternative, and that's going to use an existing road. It's going to take far fewer wetlands. It will retard sprawl and cost an estimated $270 million. And that will give us three lanes going both ways. To me, that's the best alternative.

PT 29

MS. DALLIN: My name is Chris Dallin, I'm the CEO of the Chamber of Commerce here in Davis County. And I'm proud. I'm proud of being an American. I'm proud to be a resident of Davis County.

Specifically, thanks goes out to the Army Corps, specifically also to UDOT for all the hard work. What a great plan. What an answer to all of the questions. What a great way to make a happy marriage between transportation, also between education, between commerce, and other things.

You know, here in America we have a lot of privileges. We have the freedom of speech. We have a lot of freedoms. We have the freedom of press. I'm sure we'll read about this tomorrow. And we have a lot of freedoms, but we also have a free market enterprise system. And that means that you have the opportunity to go out and try to make it as an American financially.

As I-15 constricts and more and more people live in Davis County -- and I can see why, what a wonderful place to live. And by the way, Al, my hat's off to you, sir. The only opposition I've ever met that has lived in Davis County.

Finally, I would encourage -- I challenge anybody that's opposed to Legacy Parkway to state where they're from, just like Al did. Congratulations, Al. We have the opportunity to live in a free market enterprise system. One where we can make a buck and we can provide for our families.

As I talk to more and more businesses, they are hesitant about moving to Davis County. They're hesitant about moving to northern Utah, because they can't get their people through, their human resources through, they can't get their product through, or other things to the airport and other places. It's critical that we have more places to go.

My good friends in the Utah Truckers Association, they tell me that each year between five and 15 percent more trucks will be on the highway. You can't put that on a rail. That's why we're supporting rail. That's why we need rail. But we need the opportunity to get through. We need the opportunity to get our people and our products here.

What a great system we live in to be able to be here and voice our opinion and the way that we see things. Legacy must be built in order to get products and human resources through, so that I can take care of my family, and so that you can take care of yours. If you're from Northern Utah, you're more likely to support Legacy Parkway than not. Thank you.

PT 30

MR. WAGNER: Thank you. I'd like to offer my thanks to UDOT, the Federal Highway Administration and the folks from the Corps of Engineers for hosting this tonight. And I would like to thank you all for coming out on such a cold, snowy night.

My name, again, is Tim Wagner. I am a member of the Sierra Club, but before that I'm a concerned citizen and taxpayer. And just because I'm a member of the Sierra Club doesn't make me your enemy. And to follow that, I would like to say that I'm very dismayed at the way some of this debate has been framed. There has been a lot of the constructive comments made up here tonight on both sides of this issue, people saying for and against why we should or shouldn't build Legacy or the smart growth alternative with some reasonable facts to substantiate their position.

What I'm deeply offended at is when someone insinuates this is a Davis County versus Sierra Club

issue. I'm sorry, but it's not that way. No, it's not. That's not the way it is. I'm just a citizen just like everybody else out here today, and I have my opinion. And what I believe is what I believe. What you believe is what you believe.

But the Sierra Club is not some evil organization sitting here in Salt Lake City trying to tell people in Davis County what they should or shouldn't do. That road is owned by everybody, by the taxpayers, as the Great Salt Lake is a resource owned by everybody across the country. And we are here to voice our opinion.

But if we try to frame the discussion as the Sierra Club versus Davis County then what we do is -- all it does is create a whole bunch of emotion, gets people all fired up, and automatically sets a mindset in people that this is the only way we can discuss things. And that's inappropriate. It's erroneous. It's wrong. We have better ways to discuss issues.

And I think there are a lot of people here tonight who can discuss the issues intelligently and do it in a proper way and respectful way. This is really an issue about future transportation planning for all the Wasatch Front, not just Davis County. It's an issue to plan for our future and deal with transportation in the way that's best, not just sitting in the car with one

person. That isn't the only way to move people. Yeah, it is the way they move a lot people in America, and it will continue to be, but it isn't the only way.

And when you're sitting in the car locked in bumper-to-bumper traffic on I-15 and say, "Gosh, I just wish we could build this new highway," okay, think about 25 years from now. What is your kid going to being doing if we build the Legacy Highway? The Legacy Highway is going to become jammed over that course of time. What are we going to do then? Build a new highway over the Great Salt Lake? I mean, there's just no end to it.

And we have example after example across this country that shows that you cannot build yourself out of these problems. There has to be a way to do it in a better way to respect the constraints of our natural environment.

And that's why I think the smart alternative is the better way to look at. And I really believe that if we got away from this polarized discussion and people would sit down and look at the smart growth alternative, they would at least see the merits of it instead of just putting up a blocked mind and saying no. That's all I have to say. Thank you.

PT 31

MS. RIDDLE: Hi, I'm Barbara Riddle and I'm the president of the Davis Area Convention and Visitors

Bureau. I'm also a resident of Davis County and have been for the last 15 years. I've lived in Bountiful, Centerville and I now reside in Fruit Heights. My family works here, lives here, we love this area.

Our organization, the Davis Area Convention Visitor Bureau's purpose is to bring tourism into Davis County to promote tourism. And if we're going to be doing our job effectively, we will be bringing more people in that will bring more congestion into the county. Obviously, we're in support Legacy Highway, and we're in support of being built soon rather than later.

Tourism will increase in Davis County with the new conference center and the marketing teams that are now in place to promote our area. Tourism is dependent, like many industries, in the ability to get from point A to point B. Our points being from Salt Lake City, from the Salt Lake International Airport, and from other areas along the Wasatch Front.

It is imperative that people are able to travel through Davis County smoothly to support the growth of this industry within this county. Freeway sprawl is not going to be helping this cause in any way, shape, or form.

On a personal note, having lived here for so many years, I have to wonder about the following points.

In an area continually fighting pollution, why would we settle, as citizens, for freeway crawl? As a mother I certainly would rather spend time with my family versus spending it with the radio person in my car as I travel from point A to point B. And I have traveled a lot of years between Salt Lake City and Davis County and I'm thrilled that I don't have to do that anymore.

On a safety note, with the freeway crawl continually getting worse, more and more cars are moving into secondary streets creating a secondary traffic congestion. Let's stop wasting taxpayers' money. It's time for the Legacy Parkway to be built. The time is now. Thank you.

PT 32

MS. CICCONE: Hi and good evening. Life is not so bad. Take a minute and smile. My name is Rebecca Ciccone and I'm a student at Weber State University. I live in Ogden City. But I'd like you to remember that this is not an issue just for Davis County, it's a wholistic approach that we need to look at.

There are people who live in Northern Utah who live past Davis County lines in Weber County, where I'm from, that use the freeway systems, the secondary roads, 89, what have you. We use those roads just as much as you do, and this issue is very important to us also.

First of all, I'd like to say the love affair

of our vehicles in America, it eventually will so have to slow. As a patriotic American I feel that our dependency on foreign oil can be decreased with mass transit. Do your part. Be a patriotic American. Slow your love affair with your vehicle.

Second of all, as a student I'm studying to be an urban planner with the specific emphasis -- I'm a little nervous, I don't do this on a regular basis -- emphasis on urban redevelopment in the west. I want to come back to my home town of Ogden and I want help it grow. But to do that, I need a wholistic approach in transportation over my planning of a city.

So when I hear people saying "growth, sprawl, all on the west side, all out into the wetlands," that's issue for the cities that live there to help -- sorry, it's issue for the cities to plan, but it's an opportunity for them to plan it better. Transportation is not the only issue with planning.

I do support the smart growth alternative and smart transportation alternative because, as a student, I don't have a large disposable income to support a vehicle. I don't have a lot of money to pay for the insurance, for the gas, for the maintenance. I choose to drive a vehicle -- don't get me wrong, I have a car, a little rusty thing out there that pollutes probably much

more than all your cars combined, sorry -- but it's not necessarily -- roads and transportation are not necessarily designed for those of us who don't want to drive, and for my grandmother who can no longer see and she calls me when she needs a ride. What about the youth who'd like to get to the recreation areas, they need a way to get there, too, and not everyone has a car and not everybody has access to a driver.

I would just like to say that there are alternatives. I would ask that you look at them with an open mind. I do fully support mass transportation and I would like to see light rail first before we have another road, because if you build it, we will ride it. Thank you.

PT 33

MR. MOSS: My name is Frank Moss and I've been a resident of Davis County for 43 years now. I have a business down in Woods Cross. I have employees who drive back and forth from Layton and from Ogden to Woods Cross to work. It's amazing. I also have employees that drive from clear down in Eagle Mountain, west of Lehi down there.

They'd rather drive all way through Salt Lake than drive this I-15 corridor out here. And so we need to solve the problem. And I think that we need to do it now. I think we've wasted enough time. And I think

that, yeah, we're all concerned about the wetlands. Okay. They're putting up 2,000 acres here, and there's another 350 miles of shore around the lake that could be used for wetland preservation.

Right now I think the 266,000 people or whatever who live here, plus the ones that go through here all the time, have more responsibility than those 99 acres of wetland that can be relocated somewhere else.

I'm really in favor of getting things done. I like the comment the guy said about Brigham Young having the foresight to do things for the future. We need to do things for the future right now, which we are doing in the way of putting in light rail and putting in the mass transit that they're requesting, but also we need to go ahead and get that road through here so that we can get the traffic that's coming not only just through Salt Lake and Davis County, but the traffic that wants to get through here without interrupting us in our personal lives here at the Wasatch Front. They can be out there on Legacy and go on through without affecting us and without causing the traffic jams that we have in here, and without causing traffic jams for them.

I was impressed, one of my friends tells me that somebody said, "Well, it's not about the wetlands and it's not about money, what it is about is trying to

get everybody to sell their cars and start walking." Well, yeah, I'm in favor of that, too. I walk every day, but that's not what we need to do now.

Every one of the federal delegation, and all of the city councils, and Governor Huntsman, everybody is in favor of this. 86 percent. And then you really wonder if that 86 percent is high enough because nobody sees the other side of it. We need to do it and we need to do it now. Thank you.

PT 34

MR. SCHROEDER: Hi, I'm Dan Schroeder and I live in Ogden. I want to say mostly that I've taken a look at what we've seen so as far as the smart growth alternative, and so far I really like it. I haven't seen every detail, there are experts who know more details than I do, but I hope we can keep an open mind as those details come out over the next few weeks. I really like the way the smart growth alternative puts transit in the high priority place where it belongs.

I want to thank, by the way, all of the voters and leaders of Davis County for coming together with Weber and Salt Lake County and making commuter rail a reality in the near term future. I think we can all take pride in that decision. That's going to be great, but the commuter rail isn't going to be enough. We need bus rapid transit connections to commuter rail once it gets

to Salt Lake and also on the Weber County end.

We also need streets and roads that are designed not for long trips but also for short ones in order to make our neighbors more friendly, not just for people who drive across it and use it but also for people who cannot drive. Is someone saying something out there? I'm sorry I was distracted by someone.

As far as the Redwood Road component of the smart growing alternative goes, I looked at the supplemental EIS. I have to confess I haven't read the whole thing cover to cover, but it didn't take me long at all to read the two-and-a-half pages in which the Redwood Road alternative is dismissed.

As I understand it, it was dismissed because it won't meet the need. And the reason it won't meet the need is, as I understand it, because even if I-15 is at a level of service of stop-and-go traffic, people, according to the computer model, don't want to get off I-15 and use an arterial road instead. And I just find that very perplexing. I guess the experts are going to have to sort that out when they look at the computer model, and I'm not one of them. But I couldn't make any sense out of those two-and-a-half pages of the SEIS.

Anyway, otherwise, again, I support this smart growth alternative, and thank you all for listening and

PT 35

staying here tonight, bye.

MR. CARR: I'm Lowell Carr, a long-time -- lifetime resident of Bountiful, Centerville, a local businessman, chairman of the board of Clark Printing Company, one of the oldest businesses in the county. I'd like to speak to the concerns of business, environment, and emergency preparedness.

I'm in favor of the shared approach to things. I grew up riding the Bamburger, transferring to buses to get to the University of Utah. I know it can be done and it should be done. I wish you wouldn't have given up the corridor to start with.

As a businessman, we have 70 employees. Over half of them do not live around where they work. We have tried car pooling, mass transit to get the people there. None of it was very convenient for them. Many times even when they car pool they don't all end up going home at the same time because the nature of our business means they have to stay extra hours for one and not the other one. It's one of things that hasn't worked very well.

We have salesmen on the road continually and delivery people on the road continually, both coming to us with supplies and going out, and it is difficult on the road system the way it is now. If we were going to free up some of the through traffic on another route,

then I-15 could be more accessible for our people.

Most of our people we have to accommodate by shifting our hours of business in order to get them off the peak hours in order for them to even get to work, otherwise they're spending an extra hour a day in commuting.

I see some -- anytime there's a problem on the highway -- freeway, our people can't even get out of our street to go on Highway 89 -- by the way, our business is next to I-15, between I-15 and Highway 89. We can't even get onto Highway 89 because of all the traffic that's been diverted. I can't get up to 2nd West to go home because everybody is already on that road that's been diverted. That can't be good for the safety of our residents and things there.

A little over 20 years ago we had a major flood in the county in our area. At that time I served on several committees on emergency preparedness. One of biggest problems -- not related to the flood, but related to emergency preparedness altogether is: What do you do when there's a spill, accident, or natural disaster that affects I-15?

So many of our people work in Salt Lake, how would they ever get home to their children that are left and they're worried about. We need to find a way to move

traffic through the county much easier than we do now. And I'm sure that with a major blockage, as I mentioned, of diverting traffic through the neighborhoods, that is not a safe environment.

As far as the environment, I'm in favor of preserving what we can. By the same token, I know we're going to grow. I have a number of kids, and I'm glad they're still in the county close to me.

PT 36

MR. CAPUTO: My name is Joey Caputo and I live in Salt Lake County. And I understand if you think I'm kind of a carpetbagger coming up here and talking you to all. But I do love the Great Salt Lake quite a bit, and that's why I'm here today.

In Salt Lake County we had a question put before voters in the '90s of whether or not we were going to fund Trax light rail. And I was too young to vote at the time, but I do remember the discussion that was going on within my family. And I remember my grandpa talking so fondly about the old trolley car system and how he used to go out to Salt Air dancing. But, nevertheless, my grandfather, my father, and my mom all decided they would vote no. And the reason they gave is that people would not give up their cars.

Well, a few years later Trax light rail was built, and thousands of people did leave their cars for

Trax, and myself included. And I took public transportation every day except Sunday. Now, when they saw the popularity of Trax and saw their own son and grandson using the system, their ideas began to change about transit.

But what kind of puzzled me was how enthusiastically their ideas changed and how it wasn't reluctant. And I think the reason that is is because transit is not a radical idea. Transit is an old-fashioned solution. And that's why I feel by coming and speaking in favor of the smart growth alternative, I'm speaking on behalf of the conservative and prudent argument. And that's because if you look at Legacy Highway compared to the smart growth alternative, which one best protects our rural quaintness of the state? Which one protects the community coherence? Which one protects our families?

And on that issue of family, what I want to say is, as an environmentalist, I am not for traffic congestion. And there's two reasons. One, if you're in traffic, that's time you don't have to spend with your kids or your grandkids. And, number two, if you're in traffic you're burning gasoline with no personal or societal utility.

But if you build Legacy Highway without

reducing vehicle miles traveled, it's just going to fill up and we're going to be in the same place where we're watching our taillights and not our kids. And so you can say the feelings of transit have changed a lot, but I think they're back to where they started in urban planning.

And so, I'm going to ask the federal agencies to be conservative with our dollars and prudent with the decisions that affect our families and give a strong consideration to the smart growth alternative.

PT 37

MR. WHARTON: My name is Chris Wharton, and I won't hide the fact that I'm from Salt Lake City. I appreciate the opportunity to speak, first of all, on Legacy and providing that opportunity, and I also realize that 86 percent of the Davis County supports the Legacy Highway and I respect that. However, this is a issue that extends as far beyond Davis County, and I think that's something that all of us realize.

It seems to me that a lot of the wasted time and money that we're all talking about, and it's been mentioned again and again up on the stage, is the fault of Legacy for not coming up or not appropriating enough resources correctly to explore the proposal in the first place, which necessitated a court battle.

So I share -- as a resident of Salt Lake City I

share the concerns of Salt Lake City. And I think that once we build this Legacy Highway it's here to stay and it's going to be permanent, and therefore I think that it's crucial that we consider all proposals, and especially consider proposals that can potentially save us money that's been wasted by the court battle that I mentioned.

And I also think that we should err on the side of protecting the environment and making a conservative decision to preserve the land that we are all have grown up with. Thanks.

PT 38

MS. HERRING: My name is Mary Herring. I am a resident of Davis County and have been for the last seven years, and very proud to be a resident of Davis County. We love Utah. We moved here from Kansas. I have seen many, many large communities that have used commuter rail to their advantage, and we enjoyed it, believe me.

I am one of these residents who is looking forward to some day having a choice when I get ready to go somewhere, especially to Salt Lake City, I'd like to be able to not only just drop into my car and head down the road and pollute the air and then try to look for a parking place in Salt Lake City. That's no fun either. I would like to be able to get on commuter rail and relax with the good book, to tell you the truth. I think it

would be very refreshing to have a choice like that.

Another point that I would like to make tonight is that I think we need to change the way we drive. I've been observing, along with my husband, many trips into Salt Lake and elsewhere where people are traveling 80 miles an hour and above when it's a 65-mile-an-hour zone. I'd love to see these people ticketed. What we could do with all that money. Wouldn't it be great? We could maybe even fund some highway improvements, hey.

I would love to see things happen that are positive for our community and that give us more choices. I'd also like to say something about that five percent projection that UDOT has been making about how many people are going to use commuter rail. I think that figure is going to go way above that.

And also I'd love to see some more alternatives studied before we make our big decision on this road. I think it is way to expensive. I think there are better ways to go. And I would love to see us thinking outside the Legacy box. Let's have commuter rail first, please.

PT 39

MR. HAYWARD: Hi, I'm Paul Hayward. Since the last round of hearings a few years back the need for the Legacy Highway has only increased. It has not stayed level, so people have not gotten the message that if you don't build it they won't come. The need continues to

increase. I also note that past opposition from the majority of people opposed to the highway were from people who would never use the highway. Easy to be against something. Especially if you're never going to use it.

So let's use view the solutions of both UDOT and the Sierra Club. UDOT has made adjustments since the lawsuit and the ruling by the Tenth Circuit Court. The Sierra Club has come up with a solution that will not work.

I have been driving vehicles as a licensed driver in Utah for 40 years. 37 of them in the south Davis County area. The Sierra Club solution, to use terms that they'll understand, looks like a wagon with two left wheels being pulled by a horse with two front legs. It's just not going to do it.

A couple of rhetorical questions. How long do birds live? Doesn't the annual precipitation of the Great Salt Lake affect the wildlife more than perhaps a little bit of a highway would on the side of the Great Salt Lake? Especially when the number of acres of wetlands has already been taken into account.

This building has more than one exit. We wouldn't cram a whole bunch of people in here with just an exit over here on the north side, with one the south

side. Now, we also have one on the east and west. Now we may not need that. We may not need 215, Redwood Road, State Street, 7th East, Highland Drive, Wasatch Boulevard. You get the idea. But with all of that, if mass transit is really the answer, why do we still have traffic jams on southbound I-15 in the area where Trax runs? Duh. I don't understand.

I have a friend that had a son graduate from Davis High School. He left Salt Lake City at 3:00 to get to the graduation. He missed it. There was a traffic accident on I-15 that afternoon.

Where's Rocky? How many millions of dollars have we already wasted that could have gone to education or other things that we really need? My wish for all the opponents is a weekly traffic jam on I-15 that they're stuck in. I really would like to see them in that.

Do you think the birds really cared when my friend missed his son's graduation from high school? I don't think so. And last of all, when you conduct the public hearing, don't tell me it's my choice to wait out in the cold for an hour and when I come in you don't give me a number. There was at least a dozen people before me and half a dozen after that crowded in line. Find a new vendor.

MS. CLARKE: I would like to remind those of

you that are about to speak in the audience the reason for my ground rules. Number -- I believe it's No. 4 that's respectful communication. I really do understand that a lot people of feel very strongly about this issue, but respectful communication and the opportunity to listen to each other is the only way that I am going to conduct this meeting. So I would ask you again to please refrain from digs and jabs and name calling and complaining and just tell us what's on your mind so the agencies can make the best decision possible. Thank you.

PT 40

MR. COOK: You've already heard my name. I represent Panda Development. I named it Panda because the Great Salt Lake looks like panda bear dancing with a lady.

If I had my way, I would want a three-lane high-speed lane going through here, and keep the trucks off, and let certain cars run a high-speed lane, up to 90 miles an hour. On a three-space lane you can move as much traffic on this frontage road at high speed as on I-15.

If I had my way I would move 280 over across Antelope. Grantsville is growing fast. I'd bring three railroad lines in across Antelope, tie them into Ogden. Our rail lines are all tied up through Davis County now, and they're tied up in Morgan County.

If I had my way, I would create ten Willard Bays out west of Hooper. Transportation is only ten percent of this whole thing. We need to look more -- if we bring in the other things, it will help the cause. I would like to see UTA start paying the $18,000 a day by using regular fuel. They're stealing 18,000 from our Legacy costs.

I'd like to see a better wetlands program put in. I don't think we have any wetlands at all. And we won't have wetlands until we get rid of the seagulls. They're eating all the duck eggs. When we're talking about wetlands we don't have anything to talk about at all. Thank you very much.

PT 41

MR. BRIGGS: I'm mayor of North Salt Lake and I have read the supplemental review, and I appreciate those who put the effort into it. Thank you very much.

Someone would say, "Why in the world would the mayor of North Salt Lake, who gets no off-ramps or on-ramps, and 80 percent of our acres -- or 800 acres of our tax-paying acres have been sopped up into the nature preserve, and none of our citizens are going to use it, why would I support the Legacy Highway?

I'll give you six good reasons. Every morning on KSL you hear the traffic bottleneck ends in North Salt Lake. Why? It's because Salt Lake City has I-15, 215,

and even Bangerter if you want to count it. I'd say to Mr. Rocky, "Rocky, if you can have three, why can't we at least have two?"

And I ask another question, No. 2, I disagree with Jeff Salt, my friend. He said he had to leave. He is the keeper of the Jordan River and he and I work on several of the environmental committees and I consider myself to be an environmentalist. There is no better way to stop that industrial creep in our city and that dumping of industrial goodies that's going on out there than a barrier, and Legacy forms that barrier.

The third thing I've got is I'm on the fire commission. From a safety point of the view everybody needs two ways in and two ways out, including Salt Lake City, which is our capital city. For heaven sakes, we ought to have two in the north and two in the south, and we don't have that.

Third, several people have said and made a miscommunication here that this Legacy Parkway trail does not have connections into Salt Lake City. That's wrong. We have three, and possibly four. You can go up to 2200 South to the airport, you can follow along the Jordan River trail into -- right at the fair park. And you can come up to 89, we're just putting a brand new trail that takes you right into the Delta Center.

This proposal that you've got supports commuter rail, bicycle paths, light rail, or BRT, hiking trails, equestrian trails. I believe this is the environmental answer to the problem. And I will never use it to get back and forth to work, and yet I think it's the right answer. Thank you very much and I hope you support it.

MS. PAGE: Thank you. Good evening. This is an issue about balance. And balance has been in our transportation plan for many, many years. We have and are addressing every issue that has been raised by the opponents, including improved bus service, commuter rail, light rail, rapid transit, and walkable communities. We worked with a vision of Utah. We have studied the smart growth.

And what wetland is left in Davis County, many of our communities are currently putting that into their planning -- plans. But when you take a city like Bountiful, where I was born and raised, and they're at build-out, how are they going to turn Bountiful into a walkable community? And a walkable community provides many benefits to the citizens who live there. But can everyone that lives there work there? I don't think so. We don't have that much land to put one walkable community left that you can provide all of the necessary resources for that community to survive. So not everyone

PT

can walk or bike to work, to the doctors, to school, shopping, and entertainment.

Balance is necessary to meet the needs are our citizens, and one of these alternatives is not going to solve our problems. We need every one of those mentioned above. This is a quality of life issue. Community -- excuse me, commuting -- that's the word I'm trying to say -- commuting parents are missing out on one-and-a-half to three hours a day with their families. And with many families in crisis today, I think that is deplorable. And all of this is due to the gridlock that they face going to and from work each day.

The cost of the delay has been substantial, and that's been addressed tonight. It's been substantial to the State of Utah and to each and every individual in the State of Utah, not just citizens of Davis County. Why has the cost gone up? Because of the needless delays in the courts that have been caused by the opponents.

The Legacy Highway was designed to protect the wetlands preserve. It's the perfect solution to preventing encroachment into the nature preserve. Our population increase will not stop if the Legacy is not built. We are going to continue to have additional children and babies born. And that, regardless of our transportation system, is not going to stop. So what are

we going to do with all those people?

Our problems are not going to get lighter, they're going to increase, and we have to address them now. I plead with you to assist us in moving this project forward. It is vital to our economy, our quality of life, and our environment. Thank you.

PT 43

MS. TRUMAN: Colonel and other distinguished panel members, my name is Jana Truman and I am a citizen and resident of Syracuse in Northern Davis County. And I'm a "put your money where your mouth is" kind of a gal. I own and drive a gas/electric hybrid car, a Toyota Prius, with near zero emissions. I consider myself to be environmentally conscious and I care about the environment and that's why I am choosing to drive this car.

I believe that there will be more such vehicles on the road, not less, in the future. In fact, my husband is in the government fleet business. Governments all over the country are preparing alternative revenue streams for the loss in gas tax revenues as a result of more vehicles such as the car that I own.

I also would like to ask a rhetorical question to other people who are here this evening who would call themselves environmentalists and ask them: How many of you drove a carbon-emitting vehicle to this event tonight? And ask you also to put your money where your

mouth is and be part of that solution and not part of the problem.

Several years ago my mother-in-law came up to visit me. She is diabetic, she has angina, she has all kinds of chronic illnesses, but she's well enough to drive as long as it's in short spurts. I love my mother-in-law dearly. We're very, very close friends. Some of our speakers have referred to the horrendous accidents that happen on occasion. She unfortunately was probably right behind the gentleman who watched the semi-truck careen into the cement barrier and flip over and make the traffic become to a standstill.

Well, the challenge was that she was stuck in that narrow bottleneck that everyone talks about for six hours. She was not allowed to exit the freeway. There was nowhere for her to go. There were no alternative routes because the side routes were even so congested that they didn't even allow people to leave.

Now, that very much affected her health at the time. She came back, once she got to my house after that horrendous ordeal, she went to bed, woke up, was so upset that she came into the kitchen and sat down and said, "I'm not going to ever come to your house again." And hasn't since. She lives in Southern Utah and she is afraid to come to my house because there is no alterna-

tive route in the event that there's an accident on I-15.

I invite you and your colleagues to stick to the plan. I am in support of Legacy Highway. I want to drive my environmentally friendly vehicle on what I believe to be an environmentally -- on an environmental road, Legacy Highway. Thank you.

MR. COOK: As she said, my name is Brian Cook. I live in Kaysville. And at this moment in time I have the honor and privilege of being the mayor of that beautiful community.

PT 44

We're a little bit north of the this situation, but this, we're hoping, will be a solution to a lot of our citizens in Kaysville. I have never had one -- and I'm not saying that all of my citizens support Legacy, I do not know, I haven't spoken with all of them. But I can tell you this. There hasn't been one citizen ever approach me about and complain about the building of the Legacy.

I have consistently, day after day, talked always in communication with citizens about the building of the Legacy and why isn't it being built, what are the delays, and all of that. They do not understand how -- I think the number is somewhere around $27,000 a day can be spent of their money, after they voted for a quarter percent tax increase to have commuter rail and have all

these things which they are in favor of, and so am I, why there has to be such a delay.

Especially when, to them and to me, the issues that are continually being brought up, these alternatives that are supposed to be new and smart, have been discussed, have been looked at, have been studied. This one solution they're talking about now dumps people off in Centerville. What happens to those going north once they get to Centerville? They either get on I-15 again, as part of the congestion, or they go the alternate routes through the communities, which I'm telling you, when you are in it, even in Kaysville -- when you're in Kaysville and there is an accident on the freeway in Farmington, Centerville, Bountiful, I don't care where, you know it without even turning on the radio because all you have to do is try to commute through your own town and you can tell. You just know there's been something happened on the freeway because of what happens to the congestion in your own city.

I would like to know what the costs are. I would like someone to figure out and analyze for me what the costs are for cars sitting out there, both the environmental and monetary costs of cars sitting on the freeway for the length of time and the delays that they are. Not to consider the family time that is lost which

2

was mentioned earlier, which is critical to the people in my community.

There's been a comment made about that Legacy is now 570 million and was 370 million. Well, there's no wonder. If don't build it this time, what's going to be next, 770? And it's still doing to have to be built. So let's start forward and get it built.

Someone mentioned that there's going to three lanes if they build Redwood Road. Well, two lanes -- let me see, two lanes, Redwood Road is -- it's still three, right? So Legacy needs to be built. The argument have become not arguments of any substance, they've become arguments of delay tactics. And that's what's frustrating to a lot of us. I think that -- I think I'm done.

MS. CHIPMAN: It's good to see all of you here. I'm grateful for the process that we have in having hearings, public hearings, on these things.

PT 45

You know, as I listen to the debate I hear a lot of right on both sides, and I can share the frustration. I really hate sitting in a traffic jam. I'm a very, you know, go-go-go oriented person. I love my car. But I'm also aware that we have to balance the environment. And, you know, I'm not a resident of Davis County but I'm a resident of the Wasatch Front, and I

1 think we're all the sharing the concerns here.
2 I hear a lot of shared concerns. I hear a lot
3 of people saying -- the environmentalists saying, "Don't
4 think I'm a radical." And I hear the other folks saying,
5 "Don't think I'm not against the environ -- you know,
6 against the environment." We have a lot of shared
7 concerns.
8 Now, when the Legacy Highway is proposed, it's
9 proposed because there's a need. We know that we don't
10 -- we have to open up the transportation. I think all of
11 us share that. But when there's a proposal out there,
12 then it comes down to: Are we for this proposal or agin
13 it?
14 Now I think we have to stop thinking in that
15 divided way. And I think we have to stop trashing the
16 smart growth plan as a possibility. And I think that we
17 have to start thinking that maybe there's even a third
18 possibility. I don't know, everybody says, "Oh, the
19 discussion should be over because we should have our
20 driving frustrations relieved now." Well, yeah, I'm
21 impatient, too. I would like to get it over with.
22 I do shop up here. I do things up here. But
23 we're living on an earth that's beginning to teach us the
24 consequences of pollution. We're living on an earth
25 that's beginning to teach us that we're separate from

1 everyone else. We have an interdependency economically
2 with people and we have -- the wildlife have an inter-
3 dependency with us. We can't ignore those things and I
4 think we have to be willing to take a painstaking process
5 to look at what's really best for everyone.
6 Everybody says, "Oh, if there's an emergency,
7 an earthquake, we have to have another freeway." How do
8 you know that wouldn't be fractured along with I-15? How
9 do you know it wouldn't liquefied? It's going to be on a
10 wetland. Come on guys, let's get real with the argu-
11 ments. They're really kind of stupid. Not stupid, but
12 they have to be considered with everybody else. See, I'm
13 almost getting disrespectful. Can't do that. I'm sorry.
14 I appreciate all the leaders that came here to
15 speak, community leaders. I think we have to appreciate
16 Rocky Anderson getting passionate about something he
17 thought he was going to protect a lot of people with. He
18 had a right to speak. He had a right to do what he did.
19 He wanted people to take a long-range view, to take a
20 painstaking process so that we can get it right, because
21 we don't want to just to build circular freeways here.
22 We've been to Denver. You know, it's just not perfect.
23 I think we need a conclusive integrated view,
24 one that doesn't polarize us between one solution and
25 another, and realize that we all, in the end, have the

same thing to gain from the right solution.

MS. CALL: Thank you UDOT, Army Corps, and the local leaders that we have here. We have quite a few of them from Layton that I recognize, and several that have stood up and spoken to you today. And I'm grateful for their willingness to come and speak on behalf of citizens like me who are in favor of the Legacy Parkway plan.

I'm thankful also for the Sierra Club, I think, and the other concerned citizens who have been involved in this whole process. I haven't been one of them. I lived outside of Utah for five of the last several years, but 27 years of my life have been in Weber and Davis Counties.

I love Utah. I love this area. And I'm grateful for all of the people that have been involved to come up with this wonderful plan. I think it's struck a balance. There truly is a balance in this plan, and the balance between the need for a highway and the wetlands, with travel alternatives, with light rail, commuter rail, bike trails, and also preserving wildlife.

I think the 2,100 acres is a wonderful, wonderful thing, and it will preserve wildlife. I think we will all benefit. My children will benefit, my grandchildren will benefit, and I thank you for that. And I'm grateful to the Sierra Club for working towards

PT 46

that and getting that included.

However, commuter rail -- the commuter and light rail plans are not enough. I work in Salt Lake County, Tooele County, Summit County, and I go to different places every day. I'm one of those people that is unable to not travel, and commuter rail would not serve in my profession at this time.

Commuter rail is going to come. Wonderful. I'm so happy. And I'll use it whenever I can. Whenever possible when I'm downtown I always use Trax, but it's not the sole solution. I wish that it were. Although it's a significant part, it's not a enough.

Davis County is not just growing, it's exploding. The growth we're seeing in the Davis County area is massive, and we need a road to service that growth. I know people are tired of hearing that, but it's true. You look at the percentage of growth in Syracuse, Layton, and West Point, and it's just going to -- and Hooper, it's just going to get greater because that's the only place to grow.

As a woman earlier said in Bountiful, "We have nowhere to go." And that's true, because you go west. That's where the growth is. That's where we need a major road for many reasons. Um --

MS. CLARKE: I'm sorry your time is up.

PT 47

MS. ROMNEY: Good evening everyone. I want to thank the Corps of Engineers and UDOT, everyone that's involved for holding this public meeting tonight. I am Lisa Romney and I am here representing Mayor Rocky Anderson as his environmental advisor this evening.

If you know anything about Mayor Anderson, you know he would have liked to have been here tonight himself to provide comments on the Legacy Highway. But I feel very fortunate to be here because I'm in a room that I'm not in very often, which was full of everyone, no matter what side of issue they are on, wanting to be considered and seen as an environmentalist. So we agree on that.

But we still have some disparity in what the best transportation solution for this region and for the state is going to be. The Legacy Highway proposal still includes the wrong configuration in the wrong location and with the wrong sequencing of transportation options. Something that has never been publicly addressed during this embittered battle is that Mayor Anderson has always advocated for an alternative route out of Davis County. We understand that need.

Now we have what we feel like is a better solution, and it's the smart growth alternative, because what we want is an option that does not induce sprawl or

increase pollution in the state. We want transportation options that are sustainable. This pattern of building roads and paving over open spaces, many of them which are valuable wetlands, is not sustainable, nor is it healthful.

During the 2003-2004 air quality monitoring season the Division of Air Quality reported 40 days, over a month's worth of time, where the young and the elderly and those with respiratory problems were advised not even to go out of doors. We have an air quality problem in this region, and increasingly statewide.

We received an upgrading from the American Lung Association for our air quality. And on any given day, 50 to 60 percent of this pollution comes from mobile sources such as single-occupancy vehicles. Individuals can help make transportation decisions that can be part of the solution instead of adding to the problem. We can car pool. That's how I got here this evening. We can drive alternative fuel or cleaner fuel vehicles, and we can utilize mass transit before we build roads.

Salt Lake City does not want to be forced to accommodate decisions that will add to the problem. We do not want decisions that induce sprawl or have an unreasonable impact on the natural environment. The smart growth alternative has the potential to serve the

needs of Davis County residents without impacting the health and the well-being of our families and communities in the future. It has merit.

Mayor Anderson asks that the federal agencies give it full consideration. We ask that you do not make mistakes of the past and to consider better transportation options that take into account more than simply how to move car, but how to improve the quality of life for citizens today and in the future. Thank you.

PT 48

MR. ADLER: Thank you. I'm Bob Adler, I've been working on this issue for the better part of a decade. And it's as much as I want to talk about, I'm going to begin by flirting with a violation of ground rule 3 by talking about a tangential issue, which is the timing of this hearing, which is scheduled on a Friday night, which is my Sabbath, which means that I am missing my religious services to be here. We wouldn't have a public hearing on a Sunday, and we shouldn't. And I will simply urge the agency officials to please not to hold public hearings on a Friday night in the future. It is disrespectful.

Onto the issue. Three-quarters of a century ago one of the most respected scientist of the 20th century, Aldo Leopold, said, "To build a road is so much simpler than to think what the country really needs."

I'm here to urge that we think more clearly and more carefully about what this part of the country really needs. We need more people driving a Prius. And I respect what the woman who raised that point said. I'm for the smart growth alternative, and I drove here in a Prius as well.

It's clear that we need more transportation capacity. There is no disagreement about that, despite the way that some people want to characterize this dispute. But we also need more transportation choice so that people who can't drive and don't drive can go where they need to go as well.

We also need to preserve wetlands, open space, wildlife habitat. We also need to use our increasingly scarce transportation dollars as wisely as we can so we get the most bang for every buck spent. This is all about choice. It's about what we want the Wasatch Front to look like in the next 20 to 40 years.

Do we want a baby Los Angeles, or do we want a better Utah? Do we have more auto-dependent sprawl, or do we want to have a better vision for our children? So the real choice is this: We can build more highway capacity and still sit in traffic, because that is what has happened all over the country when we try to meet transportation needs simply by building more highways, or

V

we can have a better balanced transportation system that provides more choice for more people. Those are the goals of the citizens' smart growth alternative.

A number of people have said today that it won't work. There's a single overriding flaw in the EIS, and that's the failure to carry forward that alternative as a full, fledged alternative. Our consultants are running the same models as were used for the EIS right now, and here my focus point. If the modeling shows that that alternative meets the project purpose and need, you must carry it forward and consider it fully. Thank you.

MR. SIMON: Hi, my name is Daniel Simon and I was born in Utah and I've lived here most of my life in Salt Lake, Weber, and Davis Counties. I currently own a home in West Point.

I don't have anything to say about the ecology or wetlands. I'm here to bring up an issue that's been in the dark for this whole Legacy Highway discussion, and that issue, if you remember nothing else I say, I want you to remember these two words, and those two words are "peak oil."

Peak oil stands for the moment in time when the production of petroleum reaches its historical maximum and then begins to decline. There are a growing number of geologists and petroleum industry insiders that think

3

PT 49

that that moment is at hand within the next decade or two. There's a very well-known investor named Warren Buffet who was stated this year that he believes peak oil is right now.

Now the effect of peak oil is that there's going to be dramatic changes in the way people live and travel. The single-person-per-vehicle long commute is going to come to an end in the next few decades, not out of ideology or concern for the ecology, but simple geologic and -- geologic and economic reality. People will simply not be able to afford to travel that way anymore.

Now, when this comes about there's going to be very many people who thought they wanted the Legacy Highway. They're going to leave their cars in the garage and they're going to clamor for public transportation because they simply can't afford to get to work in their car.

And of course there's Priuses, there's hybrid cars, there's a promise of hydrogen cars, ethanol cars. If you research those issues you'll find that some of that might be possible, but by orders of magnitude they're not going to be adequate to replace or even reduce our dependence on oil. Our dependence on oil, in the face of the diminishing oil supply, is going to be

done by the demand. We will simply reduce our cars and we won't need the highway.

MR. WILCOX: Thank you. I appreciate the opportunity to say a few words. I've said a lot of words in past meetings. (Unintelligible.) My name is Lee Wilcox. I was born and raised here in Farmington and lived in South Farmington. I live there now. And meanwhile, though, I spent over 13 years in various foreign countries, Middle East, all over Europe, and Japan.

And it's rather -- can be rather informative to us to see what happens to places where they have not had automobiles before, but then they start to build automobiles and buy automobiles. I'll just give you one example. Over in Japan, I was there when they didn't have any superhighways in the country, and when I left they had one they built it from Tokyo to Kyoto. And nevertheless, people were still buying cars as fast as they could. They'd chop up some of their front yard to park an automobile. Traffic was bumper to bumper. It was 35 miles from where I was near Tokyo to Yokohama. It took three hours to drive from one place where you could go all the way. 25 miles and it felt like you were flying.

My point is, people are not going to stop using automobiles even if there isn't a road. Europe's the

PT 50

same way. Those of you what have been there know about it. Mass transit is great in places where there are masses of people wanting to go to the same place. But I live up on the old highway. There's a bus stop right in front of my house, both directions. More often than not when I go across the road to get my mail I have to flag the bus driver off that I don't want the bus.

There are a lot of those things. They usually have at least three or four people on them. Sometimes five or six, but sometimes only one or two. I never ride it, and I bet most of you don't ride it either because it doesn't go where I want to go.

Now, it was snowing out there, now it's cold, and it's a good thing people from Salt Lake and other places didn't ride their bicycles tonight, I don't think they would like the ride. No bicycles out there. They came in an automobile. Okay, if we would stop in the middle of Farmington, they'd still need transportation down here.

When I grew up we had 400 acres down here at the north border of the lake and north of the dike. 12,000 -- that dike was just flat. 12,000 acres of water in that. We haven't heard much about the birds tonight, but I bet you that -- I would like to hear somebody be in favor of all this environmental stuff and the birds tell

us how one bird would lose its life if the highway were built.

PT 51

MS. SHARP: My name is Nikki Sharp and I'm a Davis County resident and I do live in Bountiful and I have lived here for over 20 years. And I don't really have anything new to say that I haven't been saying for the last seven years, that I haven't been saying in every single public hearing I've been to, that I've been providing to the letters to the editors.

I'm here today to say that the supplemental EIS has not changed my view on the highway. I am against the Legacy Highway, and I'm for smart Davis County transportation considerations. And, frankly, I'm quite frustrated that we're even here today with the supplemental EIS. It represents the recklessness and irresponsibility of our government and elected officials.

We are here because three years ago they started paving over Davis County before a decision had even been made. Our government officials were reckless and irresponsible in spending taxpayers' dollars, millions and millions of millions of dollars, before the situation had ever been resolved.

I think it's about time that we start being smart, we stop being irresponsible, we stop being reckless with the way we plan our transportation, not

just Davis County, but the whole State of Utah. We need to be smart. We need to move forward. We need to use transit first.

And I think if we do that, we'll all be happy because it will preserve our air quality, preserve our space so that we don't have sprawl as far as the eye can see. And I think we will be really, really happy of who this helps, which is everybody, whether you drive, whether you own a car, whether you're disabled or not. I think we will all be happy if we go with transit first.

I also happen to be a physical therapist. I'm very, very interested in preserving health and promoting health in people. And I think also, although it's been criticized, bicycles as transportation. I think we could do a little bit to take care of some of our obesity problems if we were to have more bicycle routes, and safe bicycles routes for the people of Davis County. Thank you very much.

PT 52

MR. BURKE: I'm raised a Kaysville citizen. I'm an East German refugee. I grew up in Minneapolis. At the time they had a great mass transit system. My folks died never having driven a car. I currently participate in a van pool driving to work. I have to get up at 20 to 5:00 in order to catch that and so that we also avoid some of the traffic or some of the other

recommendations that have come forward.

This is my first time participating in a public forum. I've been to the occasional city council a couple times, but I just don't (inaudible) continue.

I think we've had some very outward speaking hypocrites that promote smart growth. I am 100 percent for it, but where were they 30 years ago when it could have been effective? I never heard that of the Sierra Club that was promoting smart growth in Davis County. I never heard of the Sierra Club being against shutting down the Bamburger. Several people brought that up.

When I came to Utah at the benefit of the Air Force, I haven't left. And back then my in-laws and so many old timers still talked about the Bamburger. And I believe at that time all of the right-of-way was still in place. I didn't hear one Sierra Club member promoting keeping that for mass transit for the future. There was nobody there speaking against it.

As far as I'm concerned, I have not heard anything that the Sierra Club promoted for the benefit of the community. They've had three years to accelerate light rail. I have yet to hear something where they were on Capital Hill promoting it and trying to get additional funding to accelerate it. We are now three years down the road, and they're still talking about it. That's

what they're good at. They're obstructionists. They have yet to do something that's constructive for the community.

MS. LEGATE: Well, here's something constructive, it's called the smart growth alternative. You should read it.

PT 53

I've been working with eighth graders all day. It's the end of the term and they're trying to make up their grades that they've gotten so that they can pass their term and not get in trouble with their parents. And I had a student today who came in with this paper that he had gotten a D minus on, and I watched him sit down at his desk to do it again, and he was looking at the paper on the left and writing down verbatim what he did on the left on the right. And I went up to him and I said, "Why are you doing that? You got a D minus. It's not working. Why would you do the same thing if it's not working?"

And that's kind of how I feel about building more highways. When your highways fill up and you build more highways, then those highways fill up. And I'm a young person, I'm 25. And maybe it's not going to affect a lot of people in this room, but it's going to affect me and it's going to affect my children.

And there's proof of this happening in

California and in Denver. You can see it, the spaghetti bowls. You build a freeway, people develop along that corridor, and then there are more people. That's how it is. A scientifically proven fact. We can't argue with me on that, you know. Just can't.

And the community of Portland, Oregon -- I haven't studied this very closely, I apologize, I'm not as prepared as I would like to be -- they came to the same kind of impasse we're facing right now where they had bedroom communities outside of Portland who were trying to get another highway built into downtown Portland so they could commute.

And I'm a citizen of Salt Lake City, and I'm not a citizen of Davis County. But a highway that allows more people to come into my city affects me. It just does. But the City of Portland said, "Hey, well, to solve this let's try commuter rail and light rail first and see if that resolves our problem before we build a destructive highway that we know might possibly in 25 years just require us to build another highway." And it solved their problems. They're not building another highway. And that's all I have to say.

MR. BAIN: I'd just first like to say that I'm not affiliated with any type of interest group. I'm here as a citizen of Utah and specifically the Wasatch Front.

PT 94

And I must say that I feel that the alternative -- citizen smart growth alternative has not been given the full consideration that it deserves.

First of all, many things that have been said tonight such as the Legacy Highway would be immune to earthquakes or never be congested I feel are irrational. If we're going to build a highway there's a good chance it will get congested. There will be as many accidents on another highway. And an earthquake big enough to destroy I-15 would probably destroy every other road in the area.

I feel that the current shared solution plan is insufficient because it does not adequately include enough light rail or bus rapid transit in their projections. I feel that if we limit the light rail or bus rapid transit we are limiting the choices on future generations of people that will be using this road. And so I feel that because of the cost issue as well, it's estimated that it will save over 200 million if we went with the smart growth alternative, this is just a better way to save money, allow for there to be road travel to Davis County, as well as allowing for choices of rapid transit and light rail and commuter rail.

And I feel that because in the supplemental EIS and in the presentation in the other building there has

1 not been given reasonable consideration to the
2 alternatives at hand. Thank you.
3 MR. CONNORS: I thank you. I stand here with
4 mixed emotions in some ways. I'm Dave Connors, I'm the
5 mayor of the City of Farmington. I welcome you all to
6 our beautiful city. I'm here to speak about the Legacy
7 Highway project.
8 And I should, for the record, state that the
9 City of Farmington, as a matter of policy for the city
10 council, has gone on record as being 100 percent in
11 support of the Legacy Highway project. But we recognize
12 that there are issues on both sides, but on balance we
13 believe that it is more important to have adequate
14 transportation facilities through Davis County than to
15 not have them.
16 Now, let me focus on the things where I agree
17 with both sides of the equation here today. I absolutely
18 agree that the commuter rail is important and should
19 accelerated and should be built as soon as possible.
20 Anyone from UTA will tell you I spent most of my term as
21 mayor on their doorstep, knocking hard, and making sure
22 that we will have a commuter rail station about a quarter
23 mile to the north right up here just north of the Davis
24 County Justice Center, and we are working very hard on
25 the transit to build a transit-oriented development

PT 55

1 around that commuter rail station.
2 I also worked very hard with Mayor Johnson of
3 Bountiful and the other south Davis County mayors to make
4 sure we have a good light rail or bus rapid transit
5 running through south Davis County. And if we could
6 accelerate that, I guarantee you every elected official
7 in south Davis County would be -- will be there with us
8 doing everything we can to accelerate the funding of bus
9 rapid transit or light rail through south Davis County.
10 But at the same time, for a lot of reasons that
11 have been mentioned by a lot of people, I believe it is
12 absolutely necessary that we build the Legacy Highway to
13 have a second route, a safe route, a way to have
14 emergency vehicles running north and south through Davis
15 County when the worst times do hit. And we know that
16 they do hit.
17 And so, on behalf of the governing body in the
18 City of Farmington, we are here to support very strongly
19 the Legacy Highway project and to say that we agree in
20 large measure with the Tenth Circuit Court of Appeals,
21 which itself, if I read the opinion correctly, came down
22 very strongly in support of the fact that there is a
23 second north/south highway facility that is needed and
24 required in Davis County. I certainly agree with that.
25 Agree with the Tenth Circuit on that.

And I believe that the agencies have done a good job of addressing the concerns that have been raised when they were asked to reconsider the supplemental environmental impact statement. And at the end of the day, I do believe the answer is that we need all of these facilities, the shared solution that's been talked about. I am absolutely in favor of smart growth. But to me smart growth includes commuter rail, it includes bus rapid transit, and includes the Legacy Highway.

PT 56

MR. SMITH: I address you today I think from a unique position that I was raised here in Davis County. In fact, I was raised on a farm where the Legacy Highway cuts straight through the middle of it on the south end of the Legacy Parkway. And, you know, that was -- and I come in full support of the Legacy Highway from the standpoint that I've spent 17 years as a transportation professional, moving trucks up and down the road. I spent two-and-a-half years as project manager for SLOC as traffic and distribution manager.

And as we studied for the winter games, you know, as I made routes to deliver the supplies to all of the venues, you know, we had to have alternatives. We had to plan for what was going to happen. And, you know, as I traveled -- I live in Kaysville, I travel to Salt Lake to work every day in the traffic jam, and we need to

have that plan.

I remember as a young boy in the 1960s going with the surveyors as they were surveying to extend Redwood Road to create that second corridor. Clear back then our leaders saw a need to have an alternative route. It failed to go through.

You know, I know most of this ground that we're talking about. It's a little frustrating when they talk about wetlands and what's involved there, especially some of our misguided younger citizens. I don't think they really understand what is impacted by that road.

I believe it's great to see that a barrier to development be established along that corridor and to truly create some wetlands that are beneficial for my kids, my grandkids. But we need to have that second alternative to travel through Davis County.

Having spent nine years moving construction products through the reconstruction of I-15 and the re -- what do you call that? -- refurbishing of I-15, and just how expensive it is. Trucks are our friends, they're not our enemies. We need to have a place for them to go. Thank you.

PT 57

MS. SINHA: Good evening, my name is Chaitna Sinha and I would like to take this opportunity to thank you for holding this comment session and allowing us to

1 comment on the Legacy Highway and SEIS.

2 Let me just start by saying that a lot of

3 individuals tonight have requested that you coordinate

4 wetland protection to their desire for a highway, and

5 they've decided that wetland protection is a negotiations

6 deal, to protect some and develop some. Well, that's

7 just not the way that it works, and it's not the way

8 that -- in accordance with the Clean Water Act and

9 Wetland Protection Act.

10 What we have today here is a situation where

11 there is a practical alternative and that's been

12 presented to you. It's been presented by the Sierra

13 Club. The smart growth alternative will work, but it

14 hasn't adequately been studied by the SEIS. I urge you

15 to give the smart growth alternative adequate

16 consideration because it will work. It is a practical

17 alternative.

18 Second of all, I would remind you that before

19 developing the wetlands there is a priority system here.

20 Wetlands are supposed to be protected. That's what the

21 Army Corps is charged with. Before developing this

22 wetland they have to a duty to protect it, if they decide

23 that development is appropriate. The second -- first of

24 all, to minimize destruction of the wetlands, then

25 development of them, period. If it's found that there's

1 not no practical alternative and development is

2 necessary, to minimize the amount of development and then

3 to mitigate it.

4 To me it doesn't seem that the Army Corps is

5 being true to that order of priority and the smart growth

6 alternative. I would urge them to reconsider the

7 alternatives that they've looked at, to fully develop the

8 smart growth alternative, and to keep in -- to bear in

9 mind again that the priority here is to prevent

10 development of wetlands, period, and then to minimize.

11 Further, I would remind them that it doesn't

12 have to be the best alternative, it simply has to be --

13 and doesn't have be the most popular alternative, it

14 simply has to be a practical alternative, and one has

15 been presented to the Army Corps. I would urge them to

16 look at further developing that. Thank you.

17 MR. GILBERT: Thanks very much. I apologize if

18 anything that I am saying tonight you've already heard,

19 but I got hung up on 215 with the weather down here. The

20 bottleneck took a little extra time.

21 I'm up here kind of for a selfish reason, I

22 guess, because of my job. I require my car because I

23 work in sales, and I can't -- if I could choose public

24 transportation, I've done it. I've even worked through

25 the scenario about driving my car down to the depot, take

PT 58

1 the train or whatever it's going to be one of these days,
2 which would be great, and then buy a beater car and leave
3 it somewhere down in Salt Lake. However, I don't know if
4 that will work because there probably won't be a place to
5 park it. But I'll play with that idea if the time comes.
6 Along with the extra hour or two hours it will take for
7 me with that commute. Unfortunately, I'm already an hour
8 both directions on a good day.
9 So if you take a look at the express lane or
10 whatever is the car pool lane down there in Salt Lake
11 right now, if you look at the number of cars that are in
12 is that express lane with more than one driver, there's
13 got to be a reason why all those people, like myself --
14 I'm sure not all of them, but a big percentage of those
15 people that are not in the car lane are not in there for
16 a reason, or they would be car pooling if they could. I
17 would love to car pool but I can't because I need my car
18 throughout the day.
19 The second point is I really take offense to
20 the outside influence for our community, Wasatch Front,
21 Utah, whatever. I have a little better respect for
22 someone that's even lived in Utah. But I think the major
23 influence for the Sierra Club is coming from outside.
24 And I think that's very unfair.
25 I'm not familiar with any wetlands project that

1 has ever been done that hasn't enhanced those portions or
2 properties wherever they've been influenced or wherever
3 there's been any construction around them.
4 Secondly, Mayor Anderson -- or, excuse me, the
5 mayor of Utah, Rocky Anderson, I just have a real bad
6 taste in my mouth that he wants us to spend our money in
7 Salt Lake City, but he doesn't want us to come there if
8 we have to come there in our car. He wants us to come
9 down in mass transit and take care of that.
10 And I'm all for alternative transit, but if it
11 had to stand by itself, it would not make it. One
12 gentleman mentioned earlier, during the off-peaks you've
13 got buses out there that are running those routes totally
14 empty. And if it had to stand alone it would not support
15 itself.
16 Salt Lake City alone -- and I just kind of
17 wrote down a couple of quick roads here -- I didn't think
18 I'd even come close to taking three minutes. If you take
19 a look at north/south -- 30 seconds.
20 Let me just ring off a couple north/south, and
21 I start with Bangerter because even Bangerter, to get off
22 and go east to west you can get on some pretty good
23 roads. Bangerter, Redwood Road, I-15, Third West, West
24 Temple, Main, State Street, 7th East, 9th East, 13th
25 South are all pretty good commuter lanes if something

happens on I-15 or Bangerter. You can still get around. You cannot get around up here.

The bottom line is: Don't build the homes, close down the construction stores or the lumber stores and we're all fine and we won't have anybody else move into the state we won't need the extra roads. Thank you.

PT 59

MR. FLINT: Good evening, folks. I'm sorry I was late on the first call, but I want you to know that my name is Glen W. Flint. I was commissioner clear back in 1962, and I was the longest serving commissioner in Davis County. Eighteen years. I've been out since 1980. 24 years this month.

And I want you to know that I'm the one that put the Legacy Highway on the map. And at that time it was the West Valley Highway. And we worked with the Corps of Engineers, we worked with the State Road Department. I was one of three county commissioners in the State of Utah that worked with the Utah Department of Highways, and we studied and worked with all of the road right-of-ways and that so that we can plan something that would work for us.

We needed this road back then, and it's been now 40 years since it was planned, and it's time it was getting built, by golly. I can't see why we should have somebody object to it. I think -- I can't think of his

name -- Anderson -- Rocky Anderson, I don't feel a bit sorry for him. He shouldn't be doing this.

We had Mayor Ted Wilson, we had Mayor Jake Garn, we had Mayor Conrad Harrison work with us, and we worked with them to get the West Valley Highway. That's what it started out to be. We got it done in Salt Lake County. And in Salt Lake County it was the West Valley Highway. The legislature put it as the Bangerter Highway now. So what would they do without the Bangerter Highway today? And that's the way we should build roads in Davis County, too.

The people that fought us -- one of my commissioners told me, "Don't you ever build another road in Davis County while I'm commissioner" because he'd object to it. We built Fairfield from Kaysville through Hill Field Road, and what would they do without that today? And the same thing with this Legacy Highway now.

I'm willing to accept the name of Legacy Highway, but it was the West Valley Highway. And I don't think there's very many of you here that knew that, and I wanted to bring that out today. And we've worked real good with the Utah Department of Highways and with the federal, and I was on the National Transportation Committee for four or five years, and I'd fly back to Washington, just give up my time, no pay, and that's the

way we worked with them. And they worked with us good at that time and I hope they still will. Thank you.

MR. URESK: I am Gary Uresk, the city administrator of Woods Cross City, and I've been here about three hours and I would like to make an observation that we've had numerous speakers in favor of the Legacy Highway that are elected officials, people who are accountable to the people for what they say and do. And I haven't heard one elected official this evening stand up and oppose the Legacy Highway. We did have a representative of Mayor Anderson, but in my opinion if it's not important enough to him to be here it must not be that important to him.

I make that observation because I would like to point out to the federal regulators that the elected -- most of the elected officials that have talked this evening are mayors, city council members and county commissioners. And their responsibility under Utah state law is land use regulation. They have that sole authority, as a local authority to regulate land use. And they go through a very rigorous land use planning process in planning and through the process. And then as they go through this plan, which includes the highways, it goes up through the NPO's and those approvals are given. And as they go through there's rigorous process

PT 60

there's numerous opportunity for public input from the citizens.

And what I've seen this evening is a special interest group has proposed their proposal that has short-circuited this process, this local government process where the people have an opportunity to have input. And I believe that this is an attempt to take the land use regulation away from local government. And I would urge the federal regulators to summarily dismiss this proposal of Redwood Road because it has not had the appropriate local input.

Example: I asked the proponents of this plan a year ago to come to local government and get our input. They have not, to date, come to local government. We have planned in Woods Cross City developments on Redwood Road where they are proposing to put this highway, which will conflict with what we have done.

That is in direct conflict with Woods Cross City's desires of our people and our residents, and they do not have the right to do that. And the federal government does not have the right to infringe upon our rights as local government to plan for our people, our facilities. Parks are taken out by this plan. Residential subdivisions are adversely affected. And the federal government does not have the right to do that.

1 It has to go through the local process. And I believe
2 that this is a major issue that needs to be reviewed in
3 this. Thank you.
4 MR. NICHOLS: I'm George Nichols, I'm glad to
5 be here. And it ain't fair. I had to listen out there
6 to people I didn't want to hear give boring talks and
7 they all left. They should be punished by sit and
8 listening to me while I talk.
9 One comment that was made tonight that I picked
10 up on, very interesting, "meaningful dialog." Wonderful.
11 Rolls off the tongue. "Meaningful dialogue." If people
12 had said what they meant was "We'll have meaningful
13 dialogue and if you don't agree with us, we'll sue you."
14 And that's what's happened. "Meaningful dialogue" means
15 even though we're a small minority, if you don't do it
16 our way we'll stop it with a lawsuit, which is what
17 happened.
18 Okay. What I want to say real quickly here,
19 number one is this Legacy Highway is needed not just for
20 more cars to be able to travel, what keeps being brought
21 up. It's needed as an alternate. I've owned the
22 Centerville Dairy Queen for over 14 years. Every day we
23 drove from Roy -- my wife and I drove from Roy to
24 Centerville and back. What a rich experience on I-15
25 every day.

PT 61

1 She went to work the noon hour one day for
2 somebody that called in sick. She left 11:00 a.m.,
3 arrived the Centerville Dairy Queen, 25-minute drive, at
4 3:00 p.m. She's an insulin-dependent diabetic. Nothing
5 to eat from 9:00 a.m. until 3:00 p.m. She was in very
6 bad shape, because there was no alternate. Everything
7 was gridlocked. And it always is. When the freeway
8 stops everything else stops. Ask the police officers in
9 the surrounding towns, they'll tell you that.
10 We tried UTA several times. Didn't work for
11 us. Over the years we've had many tourists and
12 businesses travelers stop at our business, our Dairy
13 Queen in Centerville, and ask where the alternate is to
14 I-15. There is no alternate. And they say, "What?
15 You've got to be kidding. Are people in Utah so stupid
16 that they have don't have an alternate, the leaders?"
17 And I tell them it's not the leaders. We know
18 who it is but I can't say that, I've got to be nice.
19 Okay. Their jaws really dropped when we told them the
20 mayor of Salt Lake City was one of them who filed a
21 lawsuit to stop the alternate. And they all said the
22 same thing when they left, all these visitors, these
23 tourists, these businessmen, "We will never, ever come to
24 Utah again if we can avoid it. Especially Salt Lake
25 City."

We need the Legacy Highway. We need it now. I've been an environmentalist all my life. I've worked for the Idaho Fish and Game Department for a number of years. I know that value of wetlands, and we're not going to lose wetlands. If these people are right, and these are the professionals, we can believe the professionals, or we can believe that we used to call the barbershop biologists. What's really truth? Are we going to lose wetlands? No, we're not.

We need it very badly. And remember, people are part of the ecosystem, too. Humans are important, too. We need it, we need it now. And we need to forget this and work together with environmentalists on some real environmental problems. Thank you.

PT 62

MR. MOSS: Thank you for staying to hear our comments tonight. I appreciate the opportunity to be heard. My name is Clark Moss, I'm a lifelong resident of Davis County, and I'm also chairman of the board of the Chevron credit union, which has the unfortunate location of being on the very, very extreme southern tip of Davis County.

I am a strong supporter of Legacy Highway. I was raised in Centerville. My family lived in Centerville. And I'm old enough to remember when the freeway was a highway through the west part of

Centerville. It was four lanes. And I remember the troubles that caused my family living on Main Street because when the highway reached capacity, Main Street was the only alternative. And there were times when it was tough to get out of our driveway. There were times when my mother didn't want me to cross the road.

And we were relieved when the freeway was built, but in the '90s when the congestion came again, we had similar problems. It was a major safety issue with the gridlocks in the communities of Bountiful, Centerville and Farmington whenever there's an incident on the freeway. I have seen the traffic back up on those streets for seven or eight miles.

I'm a supporter of alternative E. I looked at those alternatives, and alternative E, to me, has the least impact, not only on the environment but on the citizens of West Bountiful and Woods Cross. And I think it important to protect those citizens from the major impact of a road going through their neighborhood. I am, again, a supporter of Legacy Highway, and I would hope that we can build it just as soon as possible. Thank you.

PT 63

MR. NEWMAN: First of all, I'd like to thank the Army Corps of Engineers for being here tonight and putting up with us for another go-around. I'd like to

thank you for the information that you sent me in the mail a couple weeks ago to inform me about what has been done. I'd also would like to receive some information on the smart growth alternative, and I did not.

I am a lifelong resident, person, citizen, whatever you want to call it, of Davis County. My great-grandfather was a Davis. I've been here all of my life and I enjoy it very much. I was here when the Bamburger went out of business. That's because people would rather drive from Salt Lake to Lagoon than take the Bamburger.

And because of your rules 1 and 4 I think my comments are going to be rather generic, rather sterile, but I thank you for it. I think is a good way to handle a meeting.

Okay. My biggest concern is the safety issue. Since our last meeting I have noticed where I live in Bountiful -- I live east of 400 East and Orchard Drive. I believe because of the delays there's been along I-15 during the commuter hours people have found that they can use that road as a way home. And now they use it as a road of choice other than going on I-15 because it actually is a little faster.

During peak rush hour if I have to go downtown to get some supper or something like that, I have to figure out a way to do it by making all right-hand turns

and finding streets that I can go down and got signal lights and four-way stops or I don't feel safe trying to cross that road.

We've heard a lot today about how much it's costing us and how much more it's costing us. I don't blame that on the Corps or anybody else. I've been in the construction business or associated with the construction business, and it's no big surprise to me because delays and changes are as expensive or more expensive than actual construction.

So I would ask you to please get off the dime before it costs us more dollars, and hopefully it doesn't cost us any human lives. Thank you.

MR. BOUWHUIS: I appreciate the fact that the Army Corps of Engineers are here tonight. I especially appreciate that fact from the fact that I represent planning in the western part of Layton and all of Layton. I serve on the Layton City Planning Commission. And if those individuals that talked tonight about sprawl are to sit through a couple planning commission meetings, they would realize that the western side of our county is being developed very rapidly.

The highway is not going to make any difference in terms of sprawl in Davis County. We approved, during the last year, 1,100 homes in western Layton. It's

PT 64

amazing to go out into West Layton and see the number of homes that are being developed.

The major problem that I hear every two weeks in the planning commission are people coming from West Layton saying, "I can't get to I-15. It's ruining our roads. It's wrecking our lives, and we fear that our kids will be killed on the highway."

I had an individual last week say that someone will die on Flint Street within the next two years. Unless we provide that western corridor, the people from the west side can't get out to go to work and to recreate and to do the things that they have to do.

The other thing that I represent is the Applied Technology College in Kaysville. We have so many people that come to our school every day that are late, that can't get to the school. Their lives in danger. Two years ago we lost a student from Layton High because he was killed on the highway. The safety issues are real.

The other thing that keeps coming up is that we are the cause of the problem. We, as residents. It's the trucking industry that keeps growing. When the highway shuts down, just count the number of trucks next to you. It's probably 40 to 60 percent of the load on that highway comes from those trucks. That's never going to go away with commuter rail.

I'm an advocate for commuter rail. We on the planning commission have been pushing to for four years. We don't oppose that, we embrace it. We'd love to see commuter rail and light rail and any other kind of rail services that would help our residence move forward. We're not opposed to that at all.

What we are opposed to is individuals that do not live in our county talk about sprawl, when all you have to do is sit on the planning commission and the growth is here. It's here. It's now. It needs to be dealt with. And we feel like the Legacy Parkway and the current alignment will meet our needs, and we endorse that wholeheartedly. And the City of Layton urges you, as the Army Corps of Engineers, to also support that. Thank you.

PT 65

MR. WATKINS: This spring as I was out near the proposed Legacy Parkway corridor. I was out there with a friend of mine named Chad who is a farmer in West Bountiful. And he was pointing me to a few sites where some eagles had been nesting out in that area. And he was worried. He was worried about open spaces, worried about the future of sustaining a farming economy in western Davis County, he was worried about bird migrations, worried about habitat. And -- well, I'll get back to that later.

I drove up here tonight -- I drove up here tonight from Salt Lake City, where I live, in I-15 traffic. And thanks to UDOT for expanding that street, the Beck Street interchange to three lanes, that's a good start. It's made a big difference. But it still took quite a while and I was in a lot of the stop-and-go traffic. I can see how in situations where there's a collision out there it could get a lot worse.

We do need more road capacity and more transit capacity in southern Davis County. Everywhere between Ogden and Salt Lake City, as a matter of fact. And it's nice that it seems like in about 2007 we're going to have commuter rail. I kind of hope that they accelerate that and put it in before the highway extension of I-15 and the Legacy corridor. And it seems like through various delays in this project due to UDOT's mistakes, that's going to happen even without acceleration. Kind of unfortunate that we have to wait so long, though.

But the thing that I want to address here is that the Legacy Highway corridor out in the far western edge of southern Davis County has been proposed as a way to connect to a potential highway through Salt Lake County going around the airport. There's a reason that the route is way, way out west. Two reasons as a matter of fact.

First is the connection down the line -- and that's illegal by the way. That's one of the things that environmental regulators are always going to delay, always going to look at, because there's a little hook out there and a little spacing that is designed to do something called sequencing, which is avoiding filing a true environmental impact statement on a plan by filing it in pieces instead of announcing that you're going to go all the way around the airport. And that is one of things that the environmental regulators and the courts look on as kind of contemptuous.

And also because that road has been put out there to the far west so that those interchanges can promote sprawl growth on the far western edge of Davis County, and that's a problem, too. And it's a problem for those of us that would like to see farms and eagles and such remain in Davis County. I'd like to have the quality of life in northern Utah be sustained. I would like to be able to get spring vetch and farm eggs by coming up and visiting our friends in West Bountiful.

And I think that the smart growth alternative that has been proposed by the Sierra Club is a wise alternative that provides for road capacity and allows us to keep some of our open space. It allows us to have a little more time to establish some land trusts and

preserve some of that open space in southwestern Davis. Thank you for your time.

MR. BEHUNIN: Thank you. I'm James Behunin. I'm on the West Bountiful City Council for several years now, and I was a planning commissioner for about nine years. And I've been coming to these kinds of meeting for it seems like ten years that we've been doing this. And the scary thing is I'm starting to recognize people as I come to these meetings. It seems like it's almost a family reunion once or twice a year that we get together and go over the same things every time.

I'm ready to give up on these family reunions and build a road finally. But seriously, the process that we've gone through to consider the construction of a simple road through our county is costing us millions and millions of dollars that we don't need to spend. This process has taken far to long and we simply need to build it.

I'd like for say that the residents of West Bountiful for the most part support the road, but -- and I won't go into all the needs for expanding traffic capacity. We agree with those. I'd like to speak to the one irony that I'm observing is that those who are opposed to the road oppose it for the protection of the wildlife in the bay. The irony is that we see the -- we

PT 66

in West Bountiful live there in part because we enjoy the rural atmosphere and the wildlife and the eagles that are there. But we view the road as a way to protect the bay. To do the very thing that the opponents say that we need to not have the road for.

The reason the road, the Legacy Highway, will protect the bay is it gives us a boundary between our development that we are going to do. We're going to push our city as far as west as there is private land. And if that road is not built, we're going to push it out into wherever there's private land in towards the west of us.

And so by putting that road there we are creating a barrier between our city and the development there and creating a place where we can say, "This is our demarcation line. And to the west of that road will be the Legacy preserve." And so we see this as the essential way to keep our wildlife protected. Thank you.

PT 67

MR. ALLEN: I'm a five-year resident of Farmington. Believe me, I don't have good timing. I moved up here five years ago, and that's when they started widening I-15. The thing that struck me is I used to live in Salt Lake County right by Knudsen's Corner where they widened -- where they put I-215 up and around right there. That was a great road project and really helped the residents of that area with the excess

1 traffic in that area.

2 As far as -- I think the main reason we are

3 here is because of the wetlands restrictions. You know,

4 when I was in Salt Lake City I used to fly a lot, and

5 Salt Lake City only had one main runway. And you would

6 sit out there and wait for the jets to take off. Well,

7 their solution was to build a west runway. And basically

8 they had to use 360 acres to build the runway. It was a

9 valid project, but they really had to use the wetlands to

10 build that project. And it's worked out well.

11 I would like to compliment UDOT and UTA on both

12 of the their solutions. I'm a firm believer on shared

13 solutions. I have commuted into Salt Lake City for five

14 years on the No. 73 bus, so I'm a firm believer in mass

15 transit. Unfortunately, my company has relocated to West

16 Valley. I-215 and 21st South. If I take mass transit

17 now it's an hour and 45 minutes each way. So the Legacy

18 Highway would be very valuable to me personally.

19 The biggest thing I remember five years ago

20 when I moved out here is that they were redoing I-15 at

21 the time, and any time they did construction they put up

22 these big cement barriers to keep people from getting

23 hurt. Well, when they were adding the fourth lane to

24 I-15 up here they put up a little orange barrel because

25 there is no other place to put the traffic. And I

1 remember specifically two fatalities. There was one just

2 right by the soccer park there in Centerville, and there

3 was also another one right off where Bountiful -- where

4 you've got Wal-Mart up there. So there really is a very

5 -- the safety issue is a big, big deal.

6 I would like to conclude in talking about the

7 alternative that I see in the paper. They want to go

8 down Redwood Road, up and over the Centerville overpass,

9 and along the little frontage road along Centerville.

10 Well, there's actually driveways on that road that has

11 been presented as the alternative. The speed limit is 25

12 miles per hour.

13 There was actually a lot of discussion on

14 trying to get to the new ballpark in Centerville because

15 of the overpass. Right now the traffic already backs up

16 I-15. Anyway, I would like to conclude that I support

17 the Legacy Highway. I think the time has come because of

18 practical capacity matters. Thank you.

19 MS. ADELHARDT: I'm Cecelia Adelhardt. I am a

20 long-term resident of Davis County in the Bountiful area.

21 Many of my jobs included a lot of driving, and at one

22 point I finally had to stop using I-15. And let me

23 assure you, there are other ways to get every place you

24 want to go, because I've gotten there.

25 However, I am -- I'm not a professional or

PT60

ment at a certain point to protect them without the highway. We don't have to have a highway to give us an excuse to take care of our way of life here and to protect some of that area for development. But it's always the all mighty buck.

So I'm sorry, but as a resident of Davis County, I support what some of the outside people are saying. And, frankly, some of those people represent a lot of people in Davis County who happen to have been interested in those particular organizations.

And I do find tonight everybody knocking all the other people who have different opinions and different -- maybe aren't right in Davis County. It's a little bit objectionable.

MR. DUTSON: My name is Rick Dutson, I'm a Farmington resident. I also sit on the Farmington City council, and our mayor spoke here a few minutes ago. And I will also say that the city council is in full support of the Legacy project. I believe it's imperative.

And I just want to say thanks also to those who have put in countless hours in getting this far in the entire process, and I appreciate you taking time to receive comments. I also respect those who are opposed to the Legacy project. I respect their opinion and where they're coming from on the issue.

PT 69

I believe it's imperative that we support the recommendations of the supplemental EIS. I believe we're in desperate need of the Legacy project. For those of us that commute along I-15, we have felt the negative impacts of the overcrowded freeway. We have felt the claustrophobia associated with an accident or a disabled vehicle and the roads nearby being overwhelmed with that traffic, quickly clogging those streets.

As I look at it, and as I hear some of the comments here, to me this is not an issue between mass transit or various options of transit and a freeway. I am very -- I believe that mass transit options are very viable and very important, but I think the freeway system is part of that balanced approach. We can only take care of certain things in a freeway system.

As I sit on the city council and I see developments come before us, growth is happening. Growth is inevitable. It's just occurring. And for us not to smartly plan that I think is foolishness on our part. Should we more than -- commuter rail is important, BRT, buses, all of these things are a nice balance to provide for our needs.

If I want to go buy a lawn mower say in Bountiful and I live in Farmington, I'm not going to jump on commuter rail to go purchase that lawn mower and get

it home. It's just a simple example. Also I think it's important to note that communities in Davis County are encouraging open space. We do value it. In fact we don't want to have sprawl such that we just live on top of each other. We value that open space. We encourage trail systems.

I also am concerned about the wildlife and the wetlands and the impact that such a development can have. I was very encouraged to see that through the EIS that there is minimal impact on the wildlife and there is such a large wetlands preserve. Thank you very much.

MR. LEE: My name is Rob Lee. I am just a normal guy. I'm not on the city council. I don't represent anybody but me and my family. I grew up in Salt Lake where we have lots of alternatives. If 33rd South is busy you can go over to 45th, if 45th is busy we knew our way around all the neighborhoods. Then we moved to Davis County.

I live in that narrow neck of land between Centerville and Farmington, east of freeway on the frontage road, and west of Highway 89, if we want to call Highway 89 a highway. It's a two-lane road, 40-mile-per-hour speed limit, buses back and forth, school buses, kids walking along there. It's not highway. Call it whatever you want.

PT 70

We have a frontage road and Highway 89. And I understand now we have -- someone has gone out and leveled the sheep road west of freeway so that people can get home at night when there are traffic jams. And I guess the nice thing about living in America is we can call things whatever we want to call them. I can say I'm the strongest, I'm the smartest, whether I am or whether I'm not. I can also say a smart plan is a smart plan, even if it's not. It may be an idea and I commend the people who have worked on that, coming up with something that's at least an idea.

But the problem with smart plan, as I see it, because of where I live, is it's going to be in my backyard if it doesn't take out my house. And it's unfortunate that I'm not as important as the wildlife. I don't know how that happened, but I guess I must have done something wrong somewhere.

I've seen a copy of this smart plan, although I couldn't find it anywhere in this building or the building next door. I went next door when I started hearing the words "smart plan." I cannot find a copy of it anywhere. If it's so smart, why haven't we seen it?

I had an opportunity to see what I thought was this and I wanted to make sure. From what I have seen, it takes out hundreds of homes as well as dozens of

1 businesses. Now, I don't know exact numbers, but it
2 appears to me that it takes out a lot. Spending millions
3 and millions of dollars to take out people just doesn't
4 seem very smart to me.
5 I'm not sure if this plan meets the scope and
6 the need of the community. Maybe it does, maybe a
7 further study will find out if it does. But by
8 eliminating the frontage road in Centerville and
9 Farmington, I don't see how that gives us any further
10 courses that we can get out of the traffic jams.
11 I can tell you that last time we had a traffic
12 jam on the freeway where a tanker went over I happened to
13 be at Target in Centerville. I live three miles from
14 that Target. It took me about two hours to get home.
15 And I know every single road between my house and Target,
16 and it took two hours.
17 And next time there's a tanker spill and I
18 can't get out of my driveway, or my 16-year-old who is
19 just learning to drive is stuck in that traffic jam, I'm
20 going to be a little upset because we don't have a way
21 for him to get out of there. I appreciate your time. My
22 time is up. Thank you.
23 MR. BEAN: I'm from Kaysville, James Bean.
24 I've spent 30 years here in Utah. And my first 20 years
25 I spent in the south growing up as a young boy and in

PT 71

1 California as a teenager. And you have quite a unique
2 situation here in Davis County. The Californians that
3 don't live here and came to speak do not understand what
4 a unique situation you have with this volume and this
5 narrow neck.
6 As a young school child I was in Key West,
7 Florida, an island right at the end of the highway. And
8 if hurricanes would go through and other disasters would
9 happen to that road we were stuck in Key West for as many
10 as two days. And I had that same claustrophobic feeling
11 being trapped on the island like that as I did when I was
12 trapped four years ago when that tanker went over and I'm
13 trying to get from Kaysville to Centerville to go to Home
14 Depot. We were stuck on that freeway when that tanker
15 went over and I was stuck there for two hours trying to
16 get to Centerville, and I had the same feeling. People
17 were going up the off-ramps, streaming off that way, any
18 way they could.
19 It was a clear day and you could see up to
20 Centerville and Farmington, all those streets were
21 jammed. It was the same exact feeling. Just being
22 totally helpless. If you had to do anything to save a
23 life or to do any emergency situation, a helicopter would
24 have been the only answer. And there's been no solution
25 to address that.

Redwood Road, the extension to Parrish Lane doesn't solve that bottleneck in Centerville. The commuter rail is great, I support that, but it does not -- the studies have already reported the truth of how many people can be moved by that, and it still doesn't solve the problem of having an alternate. It's an emergency, a safety issue available to have something as an alternative.

If you were talking about building a fifth road, I mean, when you had four roads, or even three roads if you had two, you know, I could see that congestion issue may fly a little bit. You add another road and more people come. That may be true.

But when you're talking just one going to two because the roads from Bountiful to Centerville are not an alternative anymore, they used to be 15 years ago when I first started commuting to Salt Lake from Kaysville, but they're not anymore. A lot more people live there, there's stop lights, there's schools, there's all kinds of stuff and it's just impossible to get through there anymore as a commuter trying to get from Kaysville to Salt Lake.

You've got to have an alternative for shutdowns like that. If the railroad has an accident along the freeway there, like the chlorine spill back east in the

last week, that would have shut down the freeway. Legacy Highway would give us an alternative if the freeway was shut down because of a railroad problem or because of I-15 being shut down or any of those kinds of problems. So you need to live here and feel this problem to really understand what needs to be a solution. Thank you.

PT 72

MS. ADAM: Hello, my name is Debra Adams. I have been in Utah since 1972. And as little as ten years ago I remember looking from Brigham City, you could see clear down to Bountiful on a clear day, and it's beautiful.

These days, these clear, beautiful days are getting to be much fewer and farther between. And I can understand why people want to live here because it's so beautiful. I also feel that if we build more roads and encourage people to drive more, then they will because it's easy for them.

On the other hand, if we use alternative transportation, alternative to driving and building more roads -- and let's make it easy for people -- people will do it, and that will help greatly with our air quality. And I would really hate to see us lose our beauty and not be able to see our beautiful Wasatch mountains because we have too many highways and smog.

I would like you all to please consider

alternative forms of transportation to building another highway. Thank you.

MR. DAVIS: I'd like to just take a minute. I've been living out here in Farmington to 12 years. When we moved out of here we fell to love with this area, and I think people that live out here are just really pleased with the farming community and the open space. And as we've been out here -- we live up on the bench, and as I look out I see growth. Every place I see growth. People find this a nice area and so they come and they build.

I have a daughter that lives in Clinton, and I go out there to her house and I see growth. As I'm driving to the north, I see growth. I'm not saying that they shouldn't build out there. The young families are looking for property that they can afford. They find it where they can find it and they build. As they build, you find out that a lot of the industry that we're seeing, that's now being put out to the south of Salt Lake City. You see a lot of the development that's going in there, small businesses. And as I drive out 21st South in that area, I see more and more very, very attractive businesses that are getting bigger and bigger and bigger. And as they grow, they invite people to come work there.

PT 73

Now for the last 12 years I've seen the roads get more and more clogged. I ride mass transit every day except for those days when I need to go to work and I need a vehicle to do a certain function. I've been doing that for almost 12 years. I've stood in the cold, I've waited for buses. It does work. But there are times when you need to get on the roads.

We have a community that functions around families, and multiple times we would have to be there, to doctors, to jobs, to appointments, and those times require you to be in an automobile. I have seen this road, I-15, become more and more congested. I've seen the plans that have been out there. You know, it may not be a perfect plan, but, you know, I see a lot of wildlife perched on top of light posts. I see a lot of birds and animals that adapt. And I think that smart planning and some care will impact all animals, creatures, humans, but I think we all adapt if we do it wisely.

I would like to see and encourage the building of this project so that we can get on, because there's going to be a time when we can't build this and then we're going to be in a real hurt. Thank you.

MS. CLARKE: Thank you, Michael. Since we have no more citizens that want to speak at this time, what we'll do now is take a 15-minute break, and if you do

want to speak we'll come back in 15 minutes and resume the meeting. Our meeting is scheduled until 9:00, and we will be here until 9:00 or later should be there be any need to speak. Thank you.

(Whereupon, a brief recess was taken.)

MR. JEFFS: My name is Bruce Jeffs. I'm speaking as a citizen of Davis County. I want to say, first off, I'm for this highway and hope we can build it as soon as it can be. I want the Legacy Highway to cost what it costs today and not the billions of dollars it would cost after all the delays that are being pulled.

Now that I've got my opinion out, some of the things I've observed -- I'm one of the lucky ones, I live in Kaysville and I drive north in the morning. I don't have to drive to the Salt Lake Valley most days. A few days I do, but I go to Hill Air Force Base to go to work. And I want to tell you, I leave my home at 5:25 in the morning. When I hook onto I-15 going north, not part of Legacy we're talking about now, I cannot believe the traffic that is already on that highway.

When I come out of the Hill Air Force Base at 3:30 in the afternoon heading south, I'm still in the north part of the county, it is all you can to get on that highway. One of things for the Legacy going this way is I'm also an official for high school sports. I

PT 74

have to travel to high schools in Salt Lake City and Salt Lake County. When I do that I have to leave three hours early because I know the traffic jam I'm going to run into going down I-15 to the southern part of Davis County.

So when I've got to go to Brighton High School or Kearns or any of those and I get involved with I-15 I have to leave three hours early. It's just -- we need the highway very bad.

I want to say something about the eagles. There a lot of eagles that are camped along I-84. And it's not I-15, it's I-84. It's on the other side of the mountain. I-84 does not seem to bother those eagles. They're all wintered there and they migrate and come back the next year. I don't think the Legacy Highway is going to bother any eagles. They'll find a way.

And then the thing that I notice, sometimes when I go to work I go up 89 out of Kaysville. At 5:25 in the morning I've had to wait an entire minute for the traffic to go by that's headed south. In three miles those people are part of I-15. The highway is needed even at those hours. People have talked about rush hour, I'm here to tell you even early, early in the morning these highways are already packed and they're already almost dangerous. It's dark and there's just traffic

everywhere.

Speaking as a citizen I'd like to see the highway built and built now. Thank you.

MR. LONG: Yes, my name is Randy Long. (Inaudible.)

COURT REPORTER: You need to move the mic a little closer, I can't hear you.

MR. LONG: I'm against the Legacy Highway for several reasons. First of all, I'm an avid hiker and camper and member of several outdoor environmental groups. And the birds, which as far as I've ever heard, will probably just leave. They will not find anywhere (inaudible), so they'll just be gone.

The Legacy Highway will induce growth, which is something we do not need either. I think Utah is growing too fast as it is. I'm (inaudible) to see people in our mountains, for instance. How would you like to (inaudible) Mount Timpanogos? Something like that. That's about what it's coming to.

So again, I'm against the Legacy Highway completely. I prefer the smart alternative. Commuter rail or trains on tires, which seems to me like it's somewhat (inaudible).

Finally, if we must have Legacy Highway, I suggest we have (inaudible.)

PT 75

MS. CLARKE: Thank you, Randy. Is there anybody else who would like an opportunity to address the agencies? I'd like to remind those of you that are still here there are multiple ways that you can comment should you think of some additional things that you would like to say.

You can go over to the open house and take a comment card and write in your comments, you can take a comment card with you and mail it back, the deadline is March 4th I believe of this next month. You can also -- there's a court reporter over there if you feel like you didn't have enough time to speak and you need some additional minutes to speak.

There's also a videographer if you'd like to say it to the videographer. Or you can sit down at a computer and type your comments. There's multiple ways. This meeting is scheduled to go until 9:00, so we'll still be here for another hour. Thanks.

***

***

***

***

***

***

***

PT 76

MS. LAZAR: Thank you, gentlemen, and the studio audience, all of you for the opportunity to talk about this very, very important issue. My name is Elisa Lazar, and I am chairman of the Salt Lake City Green Team. I live in Salt Lake and, yet, I'm well aware of the situation and how difficult it is for people who live north coming into Salt Lake. And I can't imagine one person who spoke here not sympathizing with the situation, it's really horrendous. I've been caught in a few times and I can't imagine putting up with it day after day after day.

But my position is one in which staging is important. Legacy Highway may be an option. But I don't see it as an option, the right option to start out with. I see the future as evolving much more mass transit. Our population has been growing. I understand it's stabilizing now, but projections are that it will start growing again. And I'm very aware of the influence on global warming of all of the cars that we use. Build them and they will come. Allow for larger highways and more cars will be put on those highways. I would like to see mass transit to be considered first, to see how that works before we build the highway.

To me, solving the problem with starting with this highway is sort of like a person, a man who has a terrible migraine headache. And he goes into his, into the bathroom and looks into the closet and sees what he has in his

medicine cabinet and goes, because his headache is so severe, he goes for the strongest remedy that he can find because it will fix the problem immediately. Instead I think that a better solution might be for him to think prudently about what might have caused that headache, other solutions that might not have side effects, and take the safer more cautious direction. And only if that doesn't work, then to look for the codeine. So I am here appealing to everyone to consider mass transit, and giving it an opportunity before building the highway. Thank you very much.

MS. CLARK: We will now here from Darren Eyre.

PT 77

MR. EYRE: Hi, I just want to take a moment to speak. This Legacy project, it's not something that I believe is going to be better. I know that it's going to make everything better in the Wasatch Front and Davis County for a couple of reasons. One would be the state security. When the federal government set up the interstate highway system in the United States of American it was for national security. If the terrorists came and bombed the Beck Street area, or something, in the day and age that we're in, the entire northern half of Utah would be completely shut down. There would be no way to get around anywhere.

So one benefit of having this project completed is that it allows us an alternate route to move in and out of northern Utah. Second reason is safety. With more traffic

on the roads, and it's inevitable there's going to be more traffic because of the growing areas around here. Safety, there's more traffic on the road, there's going to be more car accidents, more deaths per year. That can't be avoided. We can't tell people to move to Idaho or something. That is not realistic, it's not going to happen. It's going to raise insurance rates, it's going to hurt the economy if it doesn't go in.

If it does go in, it's going to promote economic growth in Davis County as well as the Wasatch Front, and also Weber County. It will allow better traffic between all three. It will promote the whole state in every aspect that way. Most people that live in Salt Lake City, they just don't understand what it's like day in and day out to commute in the traffic. That's obviously a complaint that, you know, that it takes 45 minutes to get to and from work every day.

But that's not one of the big issues. That's not an issue in my mind. Read a book, listen to a book on tape or something like that. Mass transit, I fully believe that must go in as well. We need both projects. One isn't enough, we need both of them to go through. I'd love to sit around and wait, but that's not going to be completed until the year 2020. I can't wait for another 15 years to decide if mass transit works. We need both projects. Thank you.

MS. CLARK: Thank you. Next we'll hear from Randy

West.

MR. WEST: My name is Randy West. I was born and raised in Farmington. I moved away for 18 years, came back here in '95. I was shocked to see how jammed I-15 had become. I work in the Murray area. My commute every day is 30 minutes. Coming home it is usually about 30 minutes. But whenever there is a problem on the freeway that 30 minutes can go to 45 minutes to an hour very easily. I have heard a lot of people talk about the wetlands being taken.

As I've looked at the models inside I'm surprised just how much is going to be rededicated for wetlands with Legacy being built. And they're actually going to preserve more of the salt marshlands that right now are not productive. That will actually be a better habitat for the animals and the birds. I also believe that mass transit needs to go in, but Legacy needs to go in as soon as it can. With my work, once I get to work I have to commute back and forth throughout the Murray, Taylorsville, West Valley, West Jordan area. I can't afford to ride mass transit.

But where I would use it would be for entertainment purposes. If I wanted to go from here to Salt Lake and not have to worry about downtown parking, I would love to do that. But right now we don't have that luxury to do it. So I believe both needs to go. Legacy needs to go now, mass transit needs to be put in as soon as it can go. I know that

PT 78

they have worked on the right of way with the railroad companies. And I believe they've done it, and they even have been taxed for it. So it's time to get both of them done. Thank you.

MS. CLARK: Thank you, Andy. Do we have any additional cards? Okay, we still have another half hour of the meeting, we'll be here if someone else would like to speak. Thank you.

Now we'll hear from Roberta Fletcher.

PT 79

MS. FLETCHER: My name is Roberta Fletcher. I'm a resident of Salt Lake City, actually the West Valley area. Thank you for this opportunity to comment. Briefly all I want to say is that I think so often people come from the point of view that growth is inevitable, that it's a foregone conclusion and there's no choice in it. That 20 years from now there's going to be 300 more people living in the valley, etcetera, etcetera. And I think we can make a choice as a community, and as a group of communities we can make a collective choice to limit our growth.

And in many different ways because their are a limited number of resources, there's not that much water. And I think if we just come from that point of view and think of the bigger picture instead of whether we need a highway or, I certainly respect and appreciate, I work with a lot of people that live in Layton. And it's very frustrating when

they can't get to work on time and they're two hours late. And I certainly appreciate that. I don't personally experience it because I chose to live in a place where I have the option of taking the bus and riding my bicycle. So I do drive a car, I do all three of those things.

But I think we need to think about the importance of trying a commuter rail system. And not necessarily assume that this growth has to happen. That we can make choices and limit our growth. And just decide not to do this, or not to have all these ways of collecting water so that we can accommodate three million people, or that we can have all these big families and have to build a hundred more schools to accommodate and just look at it from a bigger picture and then decide then what's really important. Because I think that's where I'm trying to go with my life. Because I certainly have gotten spoiled and I live too easily and conveniently by my whims.

And I'm just trying to decide this is not what's really important. We need to think together as a community and what's important for all of us. So thank you for your time.

(Whereupon, the record was closed at 9:00 p.m.)

1 C E R T I F I C A T E

2 STATE OF UTAH)

3 COUNTY OF DAVIS)

4 THIS IS TO CERTIFY that the public comment hearing was

5 taken before me, JODI SUDWEEKS, a Certified Shorthand

6 Reporter and Notary Public in and for the State of Utah,

7 residing at Centerville, Utah.

8 That the comments of were reported by me in Stenotype and

9 thereafter caused by me to be transcribed into typewriting,

10 and that a full, true and correct transcription of said

11 comments so taken and transcribed, is set forth in the

12 foregoing pages.

13 I further certify that I am not of kin or otherwise

14 associated with any of the parties to said cause of action,

15 and that I am not interested in the event thereof.

16 WITNESS MY HAND and official seal at Centerville, Utah,

17 this 7th day of January, 2004.

18

19

20

21

22

23

24

25