
APPENDIX B

WASATCH FRONT URBAN AREA LONG RANGE TRANSPORTATION PLAN UPDATE

2004-2030

PUBLIC INVOLVEMENT

FOR THE UPDATE TO THE LONG RANGE TRANSPORTATION PLAN 2003-2030

Beginning in September 2002, staff members from the Regional Council began diligent efforts to seek the mind of the public with regard to highway and transit development for the Wasatch Front Urban Region. Four series of open houses were held to invite public comment. They included a set of open houses scheduled in November/December 2002 for the purpose of scoping the need for transportation development, a second set in May 2003 to invite additional scoping comment, a third set in late July and August on a set of transportation development alternatives developed by Regional Council staff members, and a fourth set in October 2003 to receive comment on the Draft Update to the Plan.

In addition to the open houses, many other efforts were made at involving the public in the Update to the Long Range Plan. Those efforts are documented below in Section One.

A summary of comments received is also included. It is divided into five additional sections based on the series of open houses listed above and a separate section for comments received by Regional Council staff outside of the regular open houses. These items follow below as Sections Two through Six.

SECTION ONE

PUBLIC INVOLVEMENT EFFORTS FOR THE UPDATE TO THE LONG RANGE TRANSPORTATION PLAN 2003 – 2030

1. September 18, 2002 – Regional Council staff members conducted a charette for city mayors, city council members, city planners, county commissioners and county planners from Davis County to discuss transit needs in future years. The meeting was well attended with many mayors, in particular, being present. Copies of the attendance sheet and the comment sheets are attached as addendum 1.
2. September 19, 2002 – Regional Council Staff members conducted a transit planning workshop for city officials from Taylorsville, West Valley City, Magna and Kearns. The workshop was in preparation for the next update of the Long Range Plan. Copies of the attendance and comment sheets are attached as addendum 2.
3. September 21, 2002 – Doug Hattery of the Regional Council staff attended the Association of Municipal Councils to report on the status of transportation planning in general and the Legacy Parkway in particular.

4. September 24, 2002 – Regional Council staff members conducted a transit planning workshop for city and county officials from Davis County. The workshop was held at the Davis County Fairground and was well attended. Copies of the attendance and comment sheets are attached as addendum 3.
5. September 25, 2002 – Regional Council staff members conducted a transit planning workshop for city officials from Bluffdale, Riverton, South Jordan and Herriman. The mayors and senior planners of those cities were all in attendance. Copies of the attendance and comment sheets are attached as addendum 4.
6. September 26, 2002 – The Regional Council held its monthly meeting in which a resolution calling for the completion of the Legacy Parkway was discussed. There was extensive written media coverage. Three of those articles are attached as addendum 5.
7. October 3, 2002 – Regional Council staff members conducted a transit planning workshop for city officials from the South Weber County area. Attendance was moderate and included mayors and city managers. Copies of the attendance sheet and comments sheet are attached as addendum 6.
8. October 9, 2002 – Regional Council staff members conducted a transit planning workshop for city officials from the Weber County area. Attendance was fair and included the mayor and a city councilman from Ogden City. Copies of the attendance sheet and comment sheets are attached as addendum 7.
9. October 10, 2002 – Regional Council staff members conducted a transit planning workshop for city officials from the South Salt Lake County area. Attendance was moderate and included the mayors of Draper, Midvale and West Jordan. Senior staff members from Sandy and Murray were also in attendance. Copies of the attendance sheet and comment sheets are attached as addendum 8.
10. October 16, 2002 – Sam Klemm, on behalf of the Regional Council, participated in a radio call -in show on KCPW FM to discuss the transit portion of the Long Range Plan. Hal Johnson and Chris McBride from the Utah Transit Authority also participated.
11. October 16, 2002 – Regional Council staff conducted a transit planning workshop for elected officials and senior planning staffs from Salt Lake City, Murray and South Salt Lake City. The attendance and comment sheets are attached as addendum 9.
12. October 29, 2002 – Letters were sent to Davis County mayors, city council members, legislators and interested members of the public advertising the upcoming open house in Layton City on November 13th. Copies are attached as addendum 10.
13. October 30, 2002 – Sam Klemm, on behalf of the Regional Council, spoke to the Salt Lake Area Home Builders Association. They were primarily interested in upcoming road and transit developments over the next five to ten years.
14. November 6, 2002 – Sam Klemm, on behalf of the Regional Council, spoke to the Sugar House Community Council. They were mostly interested in the early construction of the Sugar House Light Rail Spur.

15. November 6, 2002 – Letters announcing the upcoming open house for the Long Range Plan update were sent to all Salt Lake County mayors with copies to their city council members, all Salt Lake County Council Members and all Salt Lake County Legislators. A copy of the letter is attached as addendum 11.
16. November 7 & 12, 2002 – A display advertisement was placed in the Davis County Clipper announcing the upcoming open house to begin the update process for the Long Range Plan. A copy of the ad is attached as addendum 12.
17. November 10, 2002 – A display advertisement was placed in the Deseret News and the Salt Lake Tribune announcing the upcoming open house in Layton as part of the update process for the Long Range Plan. A copy of the advertisement is attached as addendum 13.
18. November 8, 2002 – A lengthy article appeared in the Deseret News discussing the update process of the Long Range Plan and announcing the upcoming open houses. A copy of the article is attached as addendum 14.
19. November 11, 2002 – An article discussing the update of the Long Range Plan and the upcoming open houses appeared in the Ogden Standard-Examiner. A copy of the article is attached as addendum 15.
20. November 13, 2002 – Doug Hattery, Sam Klemm, Kip Billings and Val Halford from the Regional Council staff, UTA Executive Director, John English, and other senior UTA planning staff, UDOT Commission Member, Ken Warnick, UDOT Region I Director, Ahmed Jaber and other senior UDOT senior planning staff jointly conducted an open house in Layton City to invite review and comment on the update of the Long Range Transportation Plan. Sixty-one members of the public attended including many mayors, city council members, city planning staffs, legislators and members of the general public. Many comments were taken and are attached along with a copy of the sign in sheet as addendum 16.
21. November 13, 2002 – Jory Johner and Barry Banks or WFRC staff attended an open house organized by UDOT to display and take comments on the alternatives portion of the EIS for the proposed widening of I-15 through Ogden from 31st. Jory and Barry presented the Long Range Plan and the TIP to visitors at the open house that was well attended.
22. November 15, 2002 – Senator Paula Julander and Representative Merlynn Newbold called to say that they would not be able to attend our open house. Sam Klemm, on behalf of the Regional Council, thanked them for their calls and said he would send them a copy of the current Plan. A copy of the letter to Senator Julander is attached as addendum 17.
23. November 17, 2002 – An advertisement for the upcoming open house for the Long Range Plan to be held in West Valley City on November 20th ran in the Deseret News and the Salt Lake Tribune. Copies of the advertisement along with the roll and comment sheets from the meeting are attached as addendum 18.
24. November 18, 2002 – A letter from the Sugar House Community Council requesting the addition of a Sugar House Light Rail Line was received. A copy is attached as addendum 19.
25. November 19, 2002 – A letter was mailed out to all Weber County Mayors and City Council members inviting them to the Weber County Long Range Plan update open house to be held on

Wednesday, December 4th. A copy is attached as addendum 20.

26. November 19, 2002 – The Utah Transit Authority monthly newsletter carried a notice of the open houses. A copy is attached as addendum 21.

27. December 1, 2002 – A display ad was placed in the Ogden Standard-Examiner advertising the upcoming open house. A copy of the invoice is attached as addendum 22.

28. December 4, 2002 – Regional Council staff members, Val Halford, Doug Hattery, Wayne Bennion, Sam Klemm and Barry Banks along with senior representatives from UDOT and UTA held an open house to receive comment on the update of the Long Range Transportation Plan. Attendance was moderate with Representatives Shurtliff, Donnelly and Murray attending along with Ogden City Mayor Godfrey. Copies of the sign-in sheet and comments are attached as addendum 23.

29. December 5, 2002 – Mr. David Steed requested a copy of the Regional Council’s newsletter. A copy of the e-mail from him and the response is attached as addendum 24.

30. December 11, 2002 – Doug Hattery, on behalf of the Regional Council, attended an open house sponsored by UDOT on the proposed 114th South Interchange addition to I-15. He discussed the Long Range Plan and handed out Communiqués to the approximately 40 members of the public that attended.

31. December 16, 2002 – At Representative Peggy Wallace’s request, Doug Hattery, Sam Klemm and Ben Wuthrich of the Regional Council Staff met with her, Representatives Hutchings, Harper, Mascaro and Mayor Bryan Holladay of West Jordan City at West Jordan City Hall. They wanted to review ongoing transportation improvement projects for the area. A brief explanation of the Long Range Plan and the TIP were given along with a status report of various projects.

32. January 6, 2003 – Sam Klemm, on behalf of the Regional Council, spoke to the Trumpeters Club regarding the purpose of the Council and its efforts toward the development of a Long Range Plan and the TIP. He spoke for fifteen minutes and answered questions for ten minutes.

33. January 11, 2003 – Sam Klemm, on behalf of the Regional Council, spoke to a statewide debate conference of junior high school students and their teachers. The debate topic this year is “Should the State of Utah create incentives for the use of mass transit?” A lengthy outline of the presentation was prepared and disseminated to the participants. Copies of the outline and the invitation are attached as addendum 25.

34. January 17, 2003 – Sam Klemm representing the Wasatch Front Regional Council and Mike Hansen representing UTA, spoke to the Salt Lake Community Action Program regarding the Long Range Plan, the TIP and UTA’s ongoing bus route review. They had dozens of questions on bus usage and the proposed West Valley Light Rail Line.

35. January 21, 2003 – Valerie Lynch e-mailed Sam Klemm with regard to the usage of the Denver & Rio Grande Line as a transportation corridor. Mr. Klemm responded that the inactive portion of the line would be turned into an urban trail and bicycle path and there were no plans for any motorized transportation on that portion of the line.

36. January 22, 2003 – Representative Eric Hutchings, R-Kearns, asked for 50 copies of the Long Range Plan Communiqué for distribution at a community meeting on this same date. He received the Communiqués from Sam Klemm.
37. January 27, 2003 – Jory Johner represented the Regional Council at an open house held by UDOT in Riverdale City Hall on the widening of Riverdale Road. Jory displayed the maps of the Long Range Plan, discussed its particulars with members of the public visiting the open house and disseminated copies of the Communiqué.
38. January 28, 2002 – Sam Klemm, on behalf of the Regional Council, attended an open house sponsored by the City of Bluffdale on Porter Rockwell Road. Mr. Klemm spoke with interested members of the public, developers who want to build in the area and city officials regarding the aspects of the Long Range Plan for the area including the timing of Porter Rockwell Road in the Plan.
39. February 3, 2003 – Sam Klemm of the Regional Council staff circulated a press release noting the election of Commissioner Glen Burton as the Chairman of the Regional Council and Sandy Mayor, Tom Dolan, as Vice-Chairman. A copy of the press release and its printing in the Davis County Clipper is attached as addendum 26.
40. February 14, 2003 – Craig Wilson who lives in the Kearns area wrote Sam Klemm of the WFRC staff a lengthy e-mail regarding traffic congestion on the West Side of Salt Lake County and the need for new highways there. His e-mail was answered by Mr. Klemm. Copies of both e-mails are attached as addendum 27.
41. February 18, 2003 – Council Chairman Glen Burton sent a letter to all 54 Legislators from the Wasatch Front Region urging their support of House Bill 13 which extended the ability of UDOT to purchase land for transportation corridors from 20 to 30 years. The Bill has now successfully passed both houses of the Legislature and is on the Governor's desk for signature. Chairman Burton and other WFRC staff have been active in supporting or opposing several other bills in this session of the Legislature. A copy of the letter is attached as addendum 28.
42. February 26, 2003 – Sam Klemm, on behalf of the Regional Council, participated in an open house for the widening of 12600 South. Mr. Klemm displayed copies of the Long Range Plan and traffic modeling and disseminated copies of the Communiqué. The meeting was well attended with approximately 70 members of the public being present.
43. March 7, 2003 – Sam Klemm, on behalf of the Regional Council, answered an e-mail from Allison and Gaby of the Alta High School Debate Team regarding various costs for transit. A copy is attached as addendum 29.
44. March 20, 2003 – Sam Klemm, on behalf of the Regional Council, attended an open house sponsored by UDOT on the Environmental Assessment for the 118 South Overpass on I-15. Mr. Klemm displayed copies of the current Long Range Plans for transit and highway development. There were representatives from UDOT on hand to discuss several UDOT projects including the widening of I-15, the widening of 12300 South and the subject EA. The open house was lightly attended by members of the public.
45. April 1, 2003 – Doug Hattery and Sam Klemm, on behalf of the Regional Council, met with the Riverton City Council and discussed transit options for the City in the context of the Long

Range Plan. There was a strong bias toward light rail service among the members of the Council and statements were made such as “buses don’t work for us” with regard to bus service. They would like a light rail loop of some sort from Draper to serve the employment center near Intel and a new facility being built for a company called Stamp-It which will employ 1,000 people. The City will also be paying for a Riverton Area Transportation Study that will be out for bid in the near future. The Regional Council will participate in the Study.

46. April 7, 2003 – Chuck Chappell and Sam Klemm, on behalf of the Regional Council, met with the Salt Lake City Transportation Advisory Council and discussed the progress of the Long Range Plan Update. There were several questions about the feasibility of shifting money from highway development to transit and where additional money could come from for more transit projects. There was also comment on the bicycle portion of the Plan. It was noted that WFRC has committed \$900,000 for a bicycle path along Beck Street in 2007.

47. April 10, 2003 – Sam Klemm, on behalf of the Regional Council, attended an open house sponsored by Bluffdale City on the construction of Porter Rockwell Road. Mr. Klemm displayed the Long Range Plan and answered questions as to how the proposed road fit into the Plan.

48. April 17, 2003 – Sam Klemm, on behalf of the Regional Council, spoke to the Salt Lake County Homebuilders Association at their monthly luncheon meeting. Mr. Klemm addressed issues on the Long Range Plan and the Transportation Improvement Plan and fielded several questions from the audience. Numerous copies of the Plan Communiqué and the TIP were passed out.

49. April 17, 2003 – Sam Klemm, on behalf of the Regional Council, attended an open house sponsored by the Federal Highway Administration on the Legacy Highway. Approximately 200 people attended. Mr. Klemm spoke with numerous participants on various issues on the Long Range Plan, especially Commuter Rail. Numerous copies of the Plan Communiqué were distributed.

50. April 24, 2003 – Regional Council Staff, Chuck Chappell, Doug Hattery, Val Halford and Sam Klemm attended a Stakeholders meeting sponsored by the Regional Council in which various aspects of the Long Range Plan Update, the update process and growth issues in general were discussed at length. The Regional Council hired a facilitator, Mimi Charles, of Wilkinson, Ferrari & Co., to moderate the discussion. Representatives of industry, highway users, conservation groups, developers, minority groups and low-income advocacy groups were represented. A complete list of attendees and the full minutes are attached as addendum 30.

51. April 27, 2003 – An article discussing the possibility of additional transit in Riverton appeared in the Deseret News. Sam Klemm of the Regional Council Staff was interviewed for and quoted in the article. A copy is attached as addendum 31.

52. April 30, 2003 – UDOT Region I Director, Ahmed Jaber, and other senior staff met with the Davis County Mayors. The mayors of Bountiful and North Salt Lake had some comments which Matt Swapp of UDOT Planning passed on to us. They are attached as addendum 32.

53. May 1-2, 2003 – UTA graciously allowed Sam Klemm of the Regional Council Staff to participate at their booth at the Salt Lake Business to Business Expo. The Expo was well attended with many public contacts made and much discussion about the Long Range Plan and

the Transportation Improvement Plan. Many copies of the Communiqué were given away.

54. May 8, 2003 – A press release sent out by the Regional Council detailing federal transportation expenditures along the Wasatch Front in fiscal 2002 was printed in the Davis County Clipper and broadcast through Metro Networks radio news service. A copy of the article in the Clipper is attached as addendum 33.

55. May 9, 2003 – A memo to all 214 Stakeholders and a letter to all Salt Lake County Mayors and County Council Members detailing the upcoming open house on the Long Range Plan Update and inviting them to attend was sent out. Copies of the memo and letter are attached as addenda 34 and 35.

56. May 14, 2003 – A letter to all Davis County mayors similar to the one mentioned above for the Salt Lake County mayors was mailed out inviting them to the Davis County open house.

57. May 12, 2003 – The Deseret News ran an article explaining the purpose of the upcoming open houses for the Update of the Long Range Plan and their times and locations. A copy of the article is attached as addendum 36.

58. May 13, 2003 – An ad placed in the Deseret News and the Salt Lake Tribune appeared noticing the upcoming open house in Salt Lake City for the Long Range Plan Update. It invited all members of the public to attend. A copy is attached as addendum 37.

59. May 15, 2003 – A moderately successful open house was held in Salt Lake City Hall from 5:00 p.m. to 7:30 p.m. Attendees were also invited to offer oral testimony in a hearing format between 7:00 p.m. and 7:30 p.m. One individual, Roger Borgenicht of the Future Moves Coalition, gave oral testimony. A transcript of his testimony is attached to the other written comments. Seventeen members of the public attended and gave valuable insight to several transportation issues. The attendance and comment sheets are attached as addendum 38.

60. May 15, 2003 – An advertisement for the Long Range Plan open house in Davis County appeared in the Davis County Clipper. A copy is attached as addendum 39.

61. May 20, 2003 – Chuck Chappell, Val Halford, Doug Hattery and Sam Klemm of the Regional Council Staff along with representatives from UDOT and UTA held an open house for members of the public to come and give input into the update of the Long Range Transportation Plan. The open house was held in the Commission Chambers of the Davis County Courthouse from 5:00 p.m. to 7:30 p.m. Attendees were also invited to offer oral testimony in a hearing format between 7:00 p.m. and 7:30 p.m. The attendance and comment sheets are attached as addendum 40.

62. May 22, 2003 – E-mails were sent to the city and county engineers in Weber County notifying them of the upcoming Long Range Plan open house. Similar letters were mailed to the city mayors and county commissioners in Weber County. Copies are attached as addenda 41 and 42.

63. May 27, 2003 – An advertisement for the Weber County Open House appeared in the Ogden Standard Examiner. A copy of the invoice from the Standard Examiner is attached as addendum 43.

64. May 29, 2003 – Chuck Chappel, Val Halford, Doug Hattery and Sam Klemm of the Regional Council Staff along with representatives from UDOT and UTA held an open house for members of the public to come and give input into the update of the Long Range Transportation Plan. The open house was held in the Commission Chambers of the Weber County Courthouse from 5:00 p.m. to 7:30 p.m. Attendees were also invited to offer oral testimony in a hearing format between 7:00 p.m. and 7:30 p.m. The attendance and comment sheets are attached as addendum 44.
65. June 6, 2003 – Craig Galli asked for and received a CD based copy of the Long Range Plan.
66. June 10, 2003 – Sam Klemm, on behalf of the Regional Council, spoke to the Utah State Resource Development Coordinating Committee on the Long Range Plan Update process and the purpose of the Regional Council. A copy of the meeting agenda is attached as addendum 45.
67. June 10, 2003 – Sam Klemm, on behalf of the Regional Council, attended an open house sponsored by UDOT on the widening of Redwood Road. The meeting was held at Riverton High School from 4:00 p.m. to 7:30 p.m. and was well attended. Mr. Klemm displayed maps of the Long Range Plan and the volume over capacity projection map. He spoke with numerous participants and gave away several copies of the Communiqué. Participants were especially interested in the widening of Redwood Road past 12800 South, the construction of 11400 South across the Jordan River and the construction of the Mid-Jordan light rail line.
68. June 10, 2003 – Notes from the table top planning exercise conducted by Envision Utah have been incorporated into the public involvement comments to be used by the long range planning staff. A copy of the notes is included as addendum 46.
69. June 10, 2003 – The Mountain View Corridor Environmental Impact Statement committee commissioned a Dan Jones Poll of attitudes of citizens living in the study area. It was an extensive scientifically based poll with the results carefully documented and broken out by race, gender, income level and age. A copy of the results were given to the chief long range transportation planner, Val Halford.
70. June 11, 2003 – The Mayor of the City of Uintah, Craig Kendall, wrote a letter to Sam Klemm of the Regional Council Staff regarding the inclusion of the upgrade of the interchange at U.S. 89 and I-15 in the first phase of the update of the Long Range Plan. Mr. Klemm made copies of the letter for Val Halford and Doug Hattery. He also sent a reply. Copies of the letter and the reply are attached as addendum 47.
71. June 20, 2003 – Doug Hattery of the Regional Council staff attended an open house sponsored by UDOT on SR-201 on Thursday, June 19, 2003. He prepared a brief written summary of the open house which is attached as addendum 48.
72. June 24, 2003 – Sam Klemm of the Regional Council staff attended an open house sponsored by UDOT on the widening of I-15 from 10600 South to the Alpine Exit. Sam displayed maps of the Long Range Plan, answered questions from members of the public and distributed copies of the Communiqué. Attendance at the open house was light with around 30 members of the public visiting.

73. July 9, 2003 – Notice of the open houses scheduled for late July and early August was placed in the various city newsletters across the Region. The open houses will highlight four alternative scenarios. Approximately 75% of the households within the Region will receive newsletters with the open house notice in them. The rest of the cities either did not have a city newsletter or only sent them out twice per year and could not meet our schedule. An example of what was sent out to the citizens is attached as addendum 49.
74. July 9, 2003 – Personal invitations were sent out to the Stakeholder Group inviting them to the Stakeholder’s meeting on July 22nd.
75. July 15, 2003 – A packet containing the alternatives to the update of the Long Range Plan was mailed to the Stakeholders. The packet contained a narrative for each of the four alternatives and the accompanying maps.
76. July 18, 2003 – Nancy Gibbs of the Utah Highway Users Association (trucking companies) called. She expressed regret that she will not be able to attend the Stakeholder’s meeting. She did say that she had spent some time reviewing the files on the different alternatives and said that she supported alternative two which projects a rather limited scope of funding availability. She felt that to do anything more would be irresponsible without an upturn in the economy.
77. July 22, 2003 – Doug Hattery, Val Halford, Sam Klemm and Chuck Chappell of the Regional Council Staff hosted the Stakeholders Meeting to receive comment on the proposed alternatives to the update of the Long Range Plan. A copy of the attendance list and the comments offered are attached as addendum 50. As a result of the comments received, it was decided to model a fifth alternative that is discussed at the bottom of the alternatives list and is also part of addendum 50.
78. July 27, 2003 – A press release discussing the upcoming open house for the update of the Long Range Plan, the draft TIP, and an amendment to the current Long Range Plan was sent out to the following local papers: the Salt Lake Tribune, the Deseret News, the Magna Times, the South Valley Journal, the West Valley Journal, the Murray Journal, the West Jordan Journal, the Kearns/Taylorville Journal and the Sandy Journal. A copy of the press release is attached as addendum 51.
79. July 29, 2003 – A display ad inviting the public to attend the Salt Lake City open house for the Long Range Plan ran in the Deseret News and the Salt Lake Tribune. A copy is attached as addendum 52.
80. July 31, 2003 – An open house displaying the alternatives portion to the update of the Long Range Plan, a proposed amendment to the Long Range Plan and the Draft TIP was held at Salt Lake City Hall. The meeting was well attended by 31 members of the public. The sign-in sheet is attached as addendum 53. Representatives of UDOT, UTA and FHWA were in attendance. Copies of comments received including transcripts of the three oral testimonies offered are also attached as part of addendum 53.
81. July 31, 2003 – An article appeared in the Salt Lake Tribune on July 29, 2003 based on an erroneous map and mistakenly stated that the West Valley City Light Rail Line would be delayed until 2020. A copy is attached as addendum 54.

82. July 31, 2003 – A correction of the article mentioned in item 79 was printed on July 30, 2003. It also included a mention of the open house for the following evening. A copy of the article is attached as addendum 55.

83. July 31, 2003 – An article discussing the alternatives of the update to the Long Range Plan appeared in the Davis County Clipper. A copy is attached as addendum 56.

84. August 4, 2003 – Doug Hattery and Ben Wuthrich briefed the Weber Area Council of Governments on the alternatives portion of the Long Range Plan Update and the draft 2004-2008 TIP. There were numerous questions for both presenters. Specifically, there were questions as to whether Weber County is getting its “fair share” of projects.

85. August 4, 2003 – Chuck Chappell and Doug Hattery discussed the alternatives portion of the Update to the Long Range Plan with the Executive Board of the NAACP (National Association for the Advancement of Colored People). Doug reported that the Board Members asked a few questions about the Plan and raised a few issues relating to transportation in general. Among the issues discussed were the need to promote carpooling and vanpooling and the need to provide and plan for emergency evacuation routes for situations such as when the tornado hit downtown Salt Lake City a few years ago.

86. August 5, 2003 – A display ad ran in the Ogden Standard Examiner announcing an open house for the public to review and comment on the alternatives to the Update to the Long Range Plan. A copy of the ad is attached as addendum 57.

87. August 7, 2003 – Members of the Wasatch Front Regional Council held an open house at the Weber County Courthouse Commission Chambers for the public to view and comment on the alternatives to the Update of the Long Range Plan and the 2004-2008 TIP. The meeting was poorly attended. The sign-in sheet and written comments are attached as addendum 58.

88. August 7, 2003 – A display advertisement placed in the Davis County Clipper gave notice of the open house scheduled for the Davis County Courthouse on August 12, 2003. A copy is attached as addendum 59.

89. August 12, 2003 – An open house was held at the Davis County Courthouse by representatives of the Wasatch Front Regional Council for members of the public to view and comment on the alternatives to the Update of Long Range Transportation Plan. Attendance was fair. The sign-in sheet and written comments are attached as addendum 60.

90. August 14, 2003 – A summary of public comments received during the alternatives phase was sent to the members of Trans Com who will meet on August 21, 2003. A copy of the summary is attached as addendum 61.

91. August 20, 2003 – An e-mail commenting on the Draper Light Rail line was received from Draper City Councilman, Bill Colbert. The e-mail was forwarded to members of the WFRC staff involved in the preparation of the Long Range Plan. The e-mail was answered by Sam Klemm. Copies of the e-mail and response are attached as addendum 62.

92. August 20, 2003 – On August 7, 2003, Chuck Chappell sent out an e-mail newsletter to all the members of the Council discussing the update to the Long Range Plan and some personnel issues. A copy is attached as addendum 63.

93. August 20, 2003 – A letter from Mayor Rocky Anderson of Salt Lake City was received that commented on the status of the Airport Light Rail Line relative to other competing proposals. A copy of the letter and the response is attached as addendum 64.
94. August 21, 2003 – James A. Holtkamp, an attorney representing the Utah Manufacturers Association, gave a lengthy presentation favoring a “robust” transit plan at the Trans Com meeting. Trans Com approved a motion to adopt the recommendation of the Transit 2030 Committee for a ½ cent sales tax increase in 2006 to fund transit projects. A copy of Mr. Holtkamp’s testimony is attached as addendum 65.
95. August 27, 2003 – Sam Klemm, on behalf of the Regional Council, addressed the Riverton City Council on the Update of the Long Range Transportation Plan. The issue of the tax increase proposed by the Transit 2030 Committee and Trans Com was discussed. The Mayor and Council were firm in stating that unless light rail were brought into Riverton, they would oppose any tax increase. Note of that statement was made and delivered to the Long Range planning staff, Val Halford, Greg Scott and Doug Hattery. A copy of that e-mail is attached as addendum 66.
96. August 27, 2004 – On August 24, 2003, the Salt Lake Tribune editorialized that the proposed ½ cent sales tax increase for transit adopted by Trans Com had merit and that we as voters should carefully scrutinize it. A copy of the article is attached as addendum 67.
97. August 28, 2004 – After a spirited debate, the Regional Council approved a funding assumption for the Update to the Long Range Plan. It included an optimistic forecast of highway revenues from gasoline tax and Utah State General Fund monies directed toward transportation. It also included an assumption of a ½ cent increase in the sales tax dedicated to transit in the year 2006.
98. August 29, 2003 – The Salt Lake Tribune covered the story of the Regional Council’s debate and decision on funding assumptions for the Long Range Plan. The article quoted several members of the Council and Council staff. A copy of the article is included as addendum 68.
99. September 2, 2003 – Sam Klemm, of the Regional Council staff, met with the Association of Ethnic Program Directors for the Utah Division of Community and Economic Development and briefed them on the Update to the Long Range Plan. The directors for the Hispanic, African American and Asian programs were present. They had several questions regarding expansion of bus service, the Legacy Highway, tax increases to fund transit and the use of HOV lanes. They specifically recommended incentivizing the use of HOV lanes through priority parking for those who carpool as well as tax and other financial incentives. A full report was made to Scott Festin of the Regional Council Staff who is documenting the environmental justice portion of the Update to the Long Range Plan.
100. September 2, 2003 – Chuck Chappell, Executive Director of the Regional Council, was interviewed at length on the KSL Radio Doug Wright Show. The interview lasted ½ hour and primarily discussed projected congestion and the proposed tax increase to address transportation needs. KSL Radio is a 50,000-watt clear channel station.
101. September 4, 2003 – E-mails were sent to the city and county clerks in charge of their respective city newsletters asking them to publicize our open houses in October for the Update to the Long Range Plan. An example is attached as addendum 69.

102. September 4, 2003 – Sam Klemm, of the Regional Council Staff, briefed the Salt Lake County Council of Governments on the status of the Update to the Long Range Plan. There were several questions regarding funding levels and the feasibility of the proposed tax increases to fund transit projects.

103. September 5, 2003 – Chuck Chappell spoke to the Downtown Alliance regarding the Update to the Long Range Plan. Thirteen people were in attendance. The questions from the attendees were primarily concerned with the priority of Salt Lake City transit projects relative to other projects in the region. Also discussed was parking for the merchants in the downtown area.

104. September 8, 2003 – The Davis County Clipper ran an editorial suggesting that Commuter Rail and other large transit projects should be built with the money given UTA from the last tax increase before the Regional Council and UTA ask the voters for more money. A copy of the article is attached as addendum 70.

105. September 12, 2003 – Regional Council staff members met with the Draper City Mayor, Lamar Smith, City Council members, city planning staff, representatives of UDOT and UTA to discuss transportation development in Draper with an emphasis on the extension of light rail to Draper.

106. September 17, 2003 – Glen Burton, Chairman of the Regional Council and Chuck Chappell, Executive Director, appeared before the joint House/Senate Interim Committee on Transportation to explain the proposed update to the Long Range Transportation Plan. The discussion focused on commuter rail, the Legacy Highway and funding options for these and other planned projects.

107. September 18, 2003 – Mr. Mark Murphy, an interested citizen, called to comment on an article written on the appearance of Chuck Chappell before the Transportation Interim Committee of the Utah State Legislature. His comments focused on the lack of questioning of Mr. Chappell by the members of the Committee on the tax increases called for in the Long Range Transportation Plan. Mr. Murphy suggested that the voters would have a difficult time accepting the proposed tax increases as long as UTA executives continued to receive high salaries. A copy of the article from the Salt Lake Tribune is attached as addendum 71.

108. September 18, 2003 – Members of the Regional Council staff explained the requirements and development process of the Long Range Plan to the members of the newly re-organized Regional Growth Committee. Staff members also discussed the Update to the Long Range Plan which was approved by Trans Com and will be submitted to the Regional Council on September 23, 2003.

109. September 22, 2003 – The Ogden Standard Examiner covered the issue of the Long Range Plan as presented in the Regional Growth Committee in a lengthy article. The various changes to the Plan in Weber and Davis Counties were listed along with a discussion of conformity. A copy of the article is attached as addendum 72.

110. September 23, 2003 – The Ogden Standard Examiner discussed the Long Range Plan in a lengthy editorial. A copy of the article is attached as addendum 73.

111. September 24, 2004 – Regional Council staff members, Sam Klemm and Scott Festin, along with Jeanetta Williams of UTA met with the executive boards of the Coalition Del La Raza, the Centro Della Familia, Centro Civico Mexicano and other representatives of the Hispanic community to discuss the Update to the Long Range Transportation Plan. Special attention was given to enhancement of the bus system including individual routes and the extension of TRAX. A full report is attached as addendum 74 along with the attendance sheet.
112. September 23, 24, 25 and 30, 2003 – Ned Hacker of the Regional Council staff represented the Council at four open houses on the dates noted above for the EIS on the 114th South Interchange and Highway project. He discussed the Update to the Long Range Plan with interested citizens. Attendance was between 45 and 65 individuals per meeting.
113. September 30, 2003 – Regional Council Spokesman, Sam Klemm, was interviewed on KCPW Radio during an hour long call-in show on the Long Range Plan. The discussion and six callers focused mainly on the transit portion of the Plan. Evelyn Sussingham moderated the show. Roger Borgenicht of the Future Moves Coalition also participated in the program.
114. October 2, 2003 – A detailed memorandum advertising the open houses for the Long Rang Plan was sent to the stakeholders and mayors. A copy of the memo is attached as addendum 75.
115. October 2, 2003 – A press release announcing the open houses was sent out to all Salt Lake Davis and Weber County media outlets. A copy of the press release is attached as addendum 76.
116. October 4, 2003 – A lengthy article discussing UDOT’s Long Range Plan appeared in the Salt Lake Tribune. It also discussed WFRC’s Long Range Plan and listed the dates, times and places for our open houses. A copy of the article is attached as addendum 77.
117. October 4, 2003 – A legal notice advertising the comment period for the Draft Long Range Plan Update was posted in the Ogden Standard-Examiner, the Deseret News and the Salt Lake Tribune. A copy of the notice is attached as addendum 78.
118. October 7, 2003 – An article based on our press release for the Draft Long Range Plan Update open houses appeared in the Davis County Clipper. A copy of the article is attached as addendum 79.
119. October 9, 2003 – The Ogden Standard-Examiner editorialized in favor of the Long Range Transportation Plan, listed the open houses being sponsored by the Regional Council and encouraged their readers to attend. A copy of the article is attached as addendum 80.
120. October 11, 2003 – The Deseret News ran a lengthy article on the Long Range Transportation Plan Update discussing the cost and adding a table with the major highway and transit projects by phase. The article also encouraged readers to become involved and listed the upcoming open houses and the Regional Council website for individuals desiring further information. A copy of the article is attached as addendum 81.
121. October 14, 2003 – The Deseret News covered the issue of the proposed ½ cent sales tax increase for transit as it relates to south Davis County. The Long Range Plan was discussed at length along with specific projects within the Plan. A copy of the article is attached as addendum 82.

122. October 14, 2003 – Regional Council staff along with representatives from UDOT and UTA held a moderately successful open house at the Weber County Government Center. Nineteen individuals signed the roll including Harrisville City Mayor, Fred Oates and Weber County Commissioner Camille Cain. A complete list of comments is included in the open house summary below. A copy of the sign-in sheet is attached as addendum 83.

123. October 21, 2003 – Regional Council staff and representatives from UTA attended a work session of the Ogden City Council at their request to discuss transit alternatives for the corridor running from the downtown area to Weber State University. The discussion lasted approximately 30 minutes and covered different levels of service from enhanced bus to light rail.

124. October 21, 2003 – Regional Council staff along with representatives from UDOT and UTA held an open house at the Davis County Courthouse. Attendance was good with thirty-one individuals signing the roll. Attendees included Davis County Commissioner, Carol Page, Clinton City Mayor, Mitch Adams and Utah State Representative, Dana Love. Comments focused on Commuter Rail, the Legacy Parkway and east-west travel in northern Davis County. Copies of the sign-in sheet and comment sheets are attached as addendum 84.

125. October 22, 2003 – Mr. Rollins Young requested and was given a complete copy of the Draft Long Range Transportation Plan Update: 2004-2030.

126. October 24, 2003 – The Davis County Clipper covered the Davis County open house in a lengthy article noting the presence of various elected officials and their comments on several aspects of the Plan. A copy of the article is attached as addendum 85.

127. October 24, 2003 – An e-mail announcing the Salt Lake Open House was sent to approximately 400 individuals with an interest in transportation planning. A copy of the e-mail is attached as addendum 86.

128. October 27, 2003 – An article appeared in the Deseret News detailing the information regarding the Salt Lake County Open House including the time, place and date. A copy of the article is attached as addendum 87.

129. October 27, 2003 – Barbara Cameron, President of the Big Cottonwood Community Council sent Sam Klemm of the Regional Council staff an e-mail regarding a proposed bicycle path along the highway up Big Cottonwood Canyon. Mr. Klemm acknowledged her e-mail and noted that her comments would be included in the comment file and had also been forwarded to the members of the staff responsible for that portion of the Long Range Plan Update. A copy of her e-mail and its reply are attached as addendum 88.

130. October 27, 2003 – An advertisement purchased by the Wasatch Front Regional Council noting the upcoming open house on October 28, 2003 appeared in the Salt Lake Tribune and the Deseret News in the A section of the Sunday, October 26, 2003 editions. A copy of the advertisement is attached as addendum 89.

131. October 28, 2003 – An article discussing the re-phasing of the north Davis portion of the Legacy Highway in the Draft Long Range Plan Update appeared in the Salt Lake Tribune. A copy of the article is attached as addendum 90.

132. October 28, 2003 – Members of the Regional Council staff held an open house for the residents of Salt Lake County at Salt Lake City Hall. The open house was attended by 41 residents who had numerous comments with regard to aspects of the Long Range Plan Update. Those comments are noted below in the comments review section. The sign-in sheet and written comments are attached as addendum 91.

133. November 3, 2003 – The Salt Lake Tribune published an article discussing the east-west portion of the Long Range Transportation Plan Update in which two Regional Council members were quoted. A copy of the article is attached as addendum 92.

134. November 5, 2003 – Copies of comments received outside of the formal open houses during the comment period are attached as addendum 93.

135. November 19, 2003 – WFRC staff members, Scott Festin and Eloise Thompson, participated in a display of GIS data for the Utah State Legislature. Scott and Eloise displayed maps of the Draft Long Range Transportation Plan Update. Many members of the public and individual state legislators viewed the maps and had numerous questions.

136. November 20, 2003 – The Regional Growth Committee met and set its agenda for the coming year. As part of their meeting, Val Halford made a presentation on the Draft Long Range Plan Update. Doug Hattery then made a presentation on comments received on the Draft Update. Mr. D.J. Baxter, Assistant to Mayor Rocky Anderson, made a request that the Draft Update include an illustrative project showing the straightening of the Union Pacific Freight Rail Line at Grant Tower. It was understood that this would not compete for funding with other projects on the Draft Update. Rather, Salt Lake City would seek funding for the project from the Federal Railroad Administration. The motion was then made to recommend the Draft Update to the Regional Council at its next meeting.

137. November 20, 2003 – WFRC staff member, Sam Klemm, assisted with an open house for the 114th South EIS open house sponsored by UDOT. Mr. Klemm displayed maps of the Draft Long Range Transportation Plan Update and met with members of the public regarding the elements of the Draft Update.

138. November 28, 2003 – The Environmental Impact Statement being researched for the Mountain View Corridor has received 775 public comments. Summaries of these comments were reviewed by Regional Council staff in the preparing the Long Range Plan Update. Members of the public emphasized the need for more light rail transit in the corridor, more east-west capacity and the movement of the proposed highway to approximately 6400 West from the Long Range Plan alignment of approximately 5800 West.

139. December 2, 2003 – Jory Johner of the Regional Council staff represented the Council at an open house hosted by UDOT in Ogden for the proposed widening of I-15 through Ogden. The meeting was attended by approximately 100 people. Jory displayed the proposed Long Range Plan Update and gave out numerous copies of the Draft Plan Update and of the Communique.

140. December 5, 2003 – Chuck Chappel, WFRC Executive Director and John Njord, UDOT Executive Director, spoke on the Draft Long Range Transportation Update: 2004-2030 and UDOT's future plans, to the Utah Chapter of the American Society of Public Administration. Approximately 40 members of the Society were in attendance.

141. December 11, 2003 – Jory Johner, representing the Regional Council, attended an open house held by UDOT for the Syracuse Road widening project. Approximately 40 people attended. Jory displayed maps of the Draft Long Range Plan Update and answered questions regarding the Plan Update.

142. December 12, 2003 – Chuck Chappell, Executive Director of the Regional Council, answered the comments from the Sierra Club and the Future Moves Coalition with regard to the Long Range Plan Update: 2004-2030. A copy of the letter is attached as addendum 94.

143. December 23, 2003 – The Salt Lake Tribune editorialized in favor of the Long Range Transportation Plan Update with special emphasis on the transit portion of the Plan. A copy of the article is attached as addendum 95.

SECTION TWO

SUMMARY OF COMMENTS MADE BY MEMBERS OF THE PUBLIC AT THE DAVIS COUNTY OPEN HOUSE HELD ON NOVEMBER 13, 2002

Fifty-one members of the public attended the open house held at Layton City Hall including Utah State Senator David Steele, Utah State Representative Marda Dillree, Mayor Dave Connors of Farmington, Mayor Jan Galbraith of Sunset, Mayor Rick Miller of Fruit Heights, Mayor Tom Waggoner of Clearfield, Mayor Mitch Adams of Clinton and several city council members from area communities.

Support for the Legacy Parkway and commuter rail was strong. Comments such as “commuter rail is 20 years past due” were common. Also, securing the right-of-way for the Legacy Highway through north Davis County was emphasized. The widening of major arterials in northwest Davis County also came in for considerable attention. Of particular concern were 1800 North (SR-37) and 2000 West (SR-108). A full interchange for Layton was also mentioned several times. An interchange upgrade at Hill Field Road was requested noting that it is already at “gridlock.”

Transit service was discussed in addition to commuter rail with attention being given to a light rail extension into South Davis County in the approximate alignment of U.S. 89. Additional bus service was emphasized for West Bountiful and West Point City.

SUMMARY OF COMMENTS MADE BY MEMBERS OF THE PUBLIC AT THE SALT LAKE COUNTY OPEN HOUSE HELD ON NOVEMBER 20, 2002

The Salt Lake County open house held at West Valley City Hall was well attended with 47

members for the public visiting the exhibits including mayors, state legislators businessmen, environmental groups and regular citizens. Citizen comments stressed the need for improved mass transit, especially light rail extensions into West Valley, West Jordan, Sugar House, the Airport and Draper. Two individuals complained that there was no plan to bring light rail service to Salt Lake Community College. There was one individual who complained that rail transit is not cost effective and the money should be spent on roads instead.

Although mass transit was the primary concern of most individuals, bicycle and pedestrian access was emphasized by several attendees as an item that should not be lost in the larger transportation plan. In this regard, a trial system built along the canals was favored. Also, pedestrian/bicycle crossings of I-15 were noted as being very difficult in their present condition.

- Mayor Lynn Crane of Herriman requested that the 12600 South project to bypass Herriman out to U-111 be extended further north to meet improvements to U-111 which are planned to begin at 11800 South.
- Salt Lake County Mayor Nancy Workman, in a letter dated November 22, 2002, requested that the following roads be added to Phase 1 of the Plan: 3900 South between 2300 East and Wasatch Blvd., Rose Canyon Road from the Herriman City to 8600 West, 7200 West from SR-201 to 3500 South, Fort Union Blvd. from 3000 East to Wasatch Blvd., Butterfield Canyon Road from Herriman to Oquirrh Blvd., Danish Road from Creek Road to Wasatch Blvd., Oquirrh Blvd. (an extension of SR-111) from SR-111 to Butterfield Canyon Road.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
WEBER COUNTY OPEN HOUSE
HELD ON DECEMBER 4, 2002**

The 19 members of the public that attended the meeting were especially interested in the schedule for the construction of commuter rail. Representatives of the Community Action Program, for example, suggested that they had many clients who would use the service to access jobs in Salt Lake County. A couple from Roy were concerned about the lack of bus service in the area and the final comment concerned the need for the Hinckley Drive extension. An individual whose land would be negatively impacted by the road extension stated his opposition to that part of the Plan. Attendees at the open house included Utah State House of Representative Members Shurtliff, Donnally and the mayor from Murray City and Ogden City.

SECTION THREE

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
SALT LAKE COUNTY OPEN HOUSE
HELD ON MAY 15, 2003**

Seventeen members of the public attended the open house held at Salt Lake City Hall. Their comments were as follows:

- Lynn Nielson of UPS Public Relations noted that when the Union Pacific builds its new intermodal yard for truck/train service, truck traffic on 5600 West between SR-201 and I-80 will necessitate the widening of 5600 West.
- Rollins Young, in a telephone comment, requested that: 1. Federal highway monies be shifted to transit. 2. Bus service be upgraded in Davis County. 3. Commuter rail have adequate shuttle service to area neighborhoods.
- Karen Silver of the Salt Lake Community Action Program suggested that in order to achieve transit/highway “equity,” Regional Council staff should locate areas underserved by transit and focus on them first. Also, the Long Range Transportation Plan needs to mesh with similar plans at UDOT, UTA and the cities and counties. Lastly, she suggested that proposed pedestrian and bicycle paths be checked to make certain that sufficient width exists to accommodate them.
- Scott Weiler favored commuter rail and the Legacy Parkway equally. He placed HOV lanes through Davis County on I-15 as important, but less so than the previous two items.
- Mary Guy-Sell felt that transit should be emphasized over highways.
- Roger Borgenicht felt that 1. There should be an integrated approach to land use decisions, economic development, environmental conservation and transportation development. 2. A primary goal of the Plan should be to reduce VMT. 3. Planning agencies such as WFRC, UTA, UDOT and MAG should make a greater effort to coordinate planning. 4. A transit first policy should be adopted along the Wasatch Front. 5. Travel demand strategies should create viable alternatives to single occupant vehicles. 6. The need for vehicular use would be lessened by the creation of walkable communities. 7. Public involvement should be early, ongoing and meaningful in its methods and outcomes. 8. The potential to reduce air pollution should be a consideration in all transportation planning.
- Martin McGregor’s first priority was the Mountain View Corridor freeway. He also felt a building moratorium would help transportation agencies catch up to demand. Lastly, he stressed the need for improved mass transit.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
DAVIS COUNTY OPEN HOUSE
HELD ON MAY 20, 2003**

On May 20, 2003, The Wasatch Front Regional Council sponsored an open house at the Davis County Courthouse to accept comment on transportation development needs perceived by members of the public. Sixteen members of the public attended and gave the following comments:

- Clay Pitkin, a resident of Clinton City, suggested that rather than widening 2000 West through Clinton, it would be easier and less expensive to simply build another road.
- Davis County Commissioner, Michael Cragun, stressed the continuing need for the Legacy Parkway, additional bus service in addition to commuter rail, and the conversion of the D&RG rail bed into an urban trail.
- Eric Rossi emphasized urban trail development along the inactive D&RG rail line and the continuing construction of the Bonneville Trail.

- Wilf Sommerkorn, Davis County Economic Development Director, supported the ‘shared solution’ of the Legacy Parkway and increased transit.
- Davis County Commissioner, Carol Page, noted the Legacy Parkway as her first priority, but also felt strongly about east-west highway development in North Davis County, and trail and bicycle development in general.
- Andy Thompson, Kaysville City Engineer, was concerned with the widening of I-15 through Kaysville being pushed back to the third phase of the plan. He felt that that section of I-15 would be at capacity long before it was widened under the Draft Plan.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
WEBER COUNTY OPEN HOUSE
HELD ON MAY 29, 2003**

Twenty-two members of the public attended an open house sponsored by the Regional Council at the Weber County Government Center to seek comment of perceived needs for transportation development. Their written comments were as follows:

- Casey Madsen was grateful for the opportunity to come to the open house and be informed.
- Bruce Ferre, a Weber County Township Planning Commissioner, supported commuter rail and wanted to make certain that bus service was available to the train station from the west Weber area.
- Charles Ridley was concerned about the lack of an east-west bicycle route to the industrial areas of western Ogden City.
- Steve and Joanne Stansfield felt that the Legacy Highway should be built sooner rather than later and that any delay would simply inflate the cost.
- W. Bruce Haslam favored an increase in transit service, specifically commuter rail and bus service.

SECTION FOUR

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
SALT LAKE COUNTY OPEN HOUSE
HELD ON JULY 31, 2003**

On July 31, 2003, the Wasatch Front Regional Council sponsored an open house to present the alternatives to the Update of the Long Range Transportation Plan for the Wasatch Front Region and take comment from members of the general public. Thirty individuals attended the open house which was held at Salt Lake City Hall, many of which left written comments and four of which chose to give oral testimony, all of which is summarized below. Also included in the summary are comments made by e-mail by Glen Goins, Draper City Planner, on behalf of the City of Draper.

Of the 23 individuals who chose to leave either verbal or written comments, most were concerned with some aspect of transit service. There were several comments on the need to extend light rail to West Valley City. However, there was some disagreement over the alignment. Most were in favor of following the preferred alternative as adopted by the West Valley City Council. Two individuals, however, objected and suggested that 3900 South would be a better alternative and that the proposed line should continue much further west than the current proposal.

There was support for alternative four of the transit scenarios because it would bring more light rail service in a shorter period of time. Specifically, there were comments about the need for additional light rail extensions to Sugar House, Davis County and further west into West Valley City and the early construction of the light rail line to the airport.

- Glen Goins, of Draper City mentioned above, was emphatic that Draper City is still very interested in the extension of light rail to Draper and has gone to considerable lengths to program a transit oriented development in their master plan in the area of 12300 South and 1200 East.
- Helen Caiani, who telephoned in a comment on the day following the open house, was concerned that bus service was being sacrificed to allow more rail projects.
- One of the four verbal presenters, Paul Sharp of the Beehive Forum, objected to additional rail developments questioning their cost effectiveness and suggesting that the money would be better spent on additional roads. The other three presenters strongly supported additional transit development.
- There was little comment on the highway side of the Plan. However, Paul Rowland, Bountiful City Traffic Engineer, voiced strong support for Legacy Highway and Bountiful Boulevard during an earlier chance meeting and left a written comment which has been added to this file

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
WEBER COUNTY OPEN HOUSE
HELD ON AUGUST 7, 2003**

An open house was held at the Weber County Government Center for the members of the public to review and comment on the alternatives to the Update of the Long Range Plan. Though well publicized, the meeting was poorly attended with only three members of the public visiting the open house, two of which chose to leave comments.

Their comments were as follows:

- Mr. Stephen Smith favors a light rail option between Salt Lake City and Ogden. He believes that coordination with the cities, especially with regard to utility work and relocation will help reduce costs.
- Mr. Robert Christopherson supports the rail planning for commuter rail and would like to see it extended to north Weber County. He also supports the Legacy Highway.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
DAVIS COUNTY OPEN HOUSE
HELD ON AUGUST 12, 2003**

Staff representatives from the Wasatch Front Regional Council hosted an open house at the Davis County Courthouse for members of the public to view and comment on the alternatives to the Update of the Long Range Transportation Plan for the Wasatch Front Region. Members of the public attended the meeting and offered comments which are summarized below:

- Stan Postma suggested that the alternatives to the update should be on the Regional Council's website to increase public access. He also felt that putting BRT (bus rapid transit) through Davis County next to commuter rail was redundant and BRT in Ogden would be more feasible than light rail. Lastly, he questioned the prioritization of the north Legacy Highway over the widening of U.S. 89.
- Mayor Kay Briggs of North Salt Lake would like to see the half interchange in North Salt Lake built into a full interchange as part of the re-build of I-15.
- Gary Snyder opposed a general sales tax increase for transit improvement. He would rather see revenue enhancements through increased gas taxes and greater community financial participation. His priorities were commuter rail and east-west transportation in Salt Lake County.
- Mark White asked for transit service to the airport "ASAP" using BRT or light rail.

SECTION FIVE

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
WEBER COUNTY OPEN HOUSE
HELD ON OCTOBER 14, 2003**

Nineteen members of the public attended an open house held at the Weber County Government Center to display the Draft Long Range Transportation Plan Update: 2004-2030. Some of their comments are as follows:

- Weber County Commissioner Camille Cain asked about the alignment of the Legacy Highway through western Weber County. She noted that it was in illustrative status.
- Mayor Fred Oates of Harrisville City was concerned about the bicycle path along U.S. 89 and an overpass for the rail crossing at 2700 North. With the assistance of the bicycle plan map, it was noted that U.S. 89 is slated for a class 2 bicycle path as the highway is reconstructed. The Region I Director for UDOT, Ahmed Jaber, also discussed the issue with Mayor Oates.
- Kent Mitchie supported the aggressive transit development plan and suggested that we estimate the savings a family would realize if they were able to avoid the purchase of an additional vehicle through the use of transit. He followed up with a letter that has been made part of the permanent record of public involvement noted above.

- Verl Wise was concerned about the alignment of the Weber County portion of the Legacy Highway due to the proximity of his home.
- Richard Brimhall was concerned with the traffic along 2700 North and was desirous of an upgrade to the interchange at 2700 North and I-15.
- Richard Bauter was concerned about the re-build of the interchange on I-15 and 12th Street. Specifically, he was concerned about line of sight issues and ease of access. It was noted in the discussion with him that these matters would be addressed in the upgrade of I-15 next year. He also discussed the issue with the UDOT representatives present at the meeting.
- W.M. Harper was concerned about damage to his property in the 30th Street reconstruction that is nearing completion. He was referred to UDOT.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
DAVIS COUNTY OPEN HOUSE
HELD ON OCTOBER 21, 2003**

The open house held at the Davis County Courthouse was well attended with thirty-one individuals signing the roll. Their comments were as follows:

- Utah State Representative Dana Love emphasized that the North Davis portion of the Legacy Highway must be in the first phase until it can meet up with 2000 West. Also, 1800 North needs to be moved up to at least phase 2.
- Donald Larson suggested that Antelope Drive should be extended to U.S. 89. He believes this would not only add convenience for the motorists, but also reduce the time for medical emergencies to reach the hospital.
- Ron Ogden had no particular comments but felt the open house was “very helpful.”
- Michael McBride said, “I am encouraged that an arterial highway is planned for Legacy north of Farmington. I own and manage the Glen Eagle Golf Club and development in Syracuse. We need north-south transportation on the west side of Davis County, but it needs to accommodate residents, not interstate truckers.”
- Lori Miller of the Clinton City Council emphasized that the widening of 1800 North needs to be moved up in phase; that the project at 1800 North and 2000 West is not properly marked on the map and 2000 West needs to be widened as soon as possible due to growth pressures. Ms. Miller also asked about the possibility of removing the 2300 North overpass.
- Davis County Commissioner, Carol Page, stated her top priorities were the Legacy Parkway and commuter rail. She also felt that east-west travel in north Davis County is quickly becoming a problem. Lastly, she felt that the homeowners along U.S. 89 needed to be told that the widening of U.S. 89 will not occur until the third phase of the Plan.
- Clinton City Mayor Mitch Adams noted that: 1. The 2000 West/1800 North project was not properly marked on the map. 2. The widening of 1800 North needed to be moved up to at least the second phase. 3. The widening of 2000 West needs to occur as soon as possible. 4. The North Davis portion of the Legacy Highway between the end of the second phase portion and 2000 West which is currently listed as being part of the third phase should be moved up to phase 2 along with the rest of the project.

- Robert Jeppsen is concerned about the use of the old D&RG right-of-way. His property backs on to the right-of-way and he wanted to make certain that the rail line will not be reactivated.
- Paul Rowland, Bountiful City Engineer, emphasized the need for the completion of Bountiful Boulevard. He also felt that we cannot promote transit at the expense of highways and vice versa; that both are needed.
- Ron Ogden asked about the possibility of providing a full interchange in North Salt Lake. He felt the 2600 South Interchange did not serve North Salt Lake very well.

**SUMMARY OF COMMENTS
MADE BY MEMBERS OF THE PUBLIC AT THE
SALT LAKE COUNTY OPEN HOUSE
HELD ON OCTOBER 28, 2003**

Regional Council Staff held an open house for the residents of Salt Lake County to view the draft Long Range Transportation Plan Update: 2004-2030, at Salt Lake City Hall. Forty-one individuals signed the roll. Their comments are summarized below.

- Robert Tennant was concerned about the Plan Update's "continuing focus on highway (Legacy) and overly conservative estimates of possible modal splits." He was also "impressed by the aggressive proposals for bike paths."
- Tosh Kano, Interim City Manager for the City of Holladay, would "like to see a transit hub at the Cottonwood Mall." He also wants to work with Council staff members on the development of trail and bicycle paths in the city.
- Kelly Record of the Kearns Town Council recommended the purchase of the existing rail line through Kearns presently owned by Kennecott for use as a future light rail line. He also understands the need for an additional west side freeway. He would like to see the impacts from such a facility done "with the least impact to our citizens."
- Rita Lund is interested in "seeing more bicycle/pedestrian trails..." She suggested the trails be incorporated when major highway projects take place for purposes of cost effectiveness.
- Ken Pittman was opposed to the Legacy Highway. He would prefer a facility farther out in the Great Salt Lake that could also be used as a dike, which could then create a freshwater bird sanctuary.
- Laila Bremner felt the open houses should be better noticed through the use of postings on public transit.
- Jesse Hawks of the Kearns Town Council felt that the Mountain View Corridor should be moved further west to avoid impacts on already built up areas such as Kearns. He was also concerned that the SR-201/I-15 interchange needs to be upgraded from two lanes to three along with the widening of SR-201 from I-15 to I-215.
- Gary Mower would like the Regional Council to take a more pro-active approach toward the development of bicycle lanes rather than simply accepting what the cities decide. He would like to see three north-south bicycle routes through Salt Lake County and on into Davis County. He suggested Redwood Road as a logical choice for a Davis County bicycle route. He did not see the need for the Legacy Highway and felt more emphasis should be put on transit development.
- Les Clawson of South Jordan City stated, "South Jordan City supports the Long Range Transportation Plan. Keep up the good work."

- Nate Smith was pleasantly surprised with the level of proposed light rail and transit development. He felt additional emphasis should be focused on the “frequency and the hours of mass transit services.”
- Jim “Citizen” stated, “...the Legacy Highway should not even be considered until the Ogden/Salt Lake City commuter (rail) line has had a year or so to catch on.”
- Mark Todd felt that the Plan Update is “on the right track.”
- A resident who declined to give his name felt that having two major highways next to each other, the Legacy Parkway and I-15, will simply create a bottle neck where they come together in Farmington.
- Martine Smith felt that all of the projects on the Plan Update were needed, especially the Legacy Parkway.
- Stan Walker is opposed the Legacy Parkway.
- Bruce Talbot, Community Development Director for South Salt Lake City, was concerned that the proposed alignment of 900 West between 3300 South and 3900 South currently shown on the Plan Update as part of Phase 2 should be put in Phase 1 because the project is already part of the TIP. He also emphasized the City’s continuing opposition to the extension of TRAX into Sugar House.
- Barbara Cameron of the Big Cottonwood Community Council commented that in the interest of safety, a bicycle path along highway 190 up Big Cottonwood Canyon should be constructed as soon as possible.
- Cray Reid felt that current needs for light rail in Riverton were more immediate than those of the Kennecott Daybreak development that is not yet built. He also emphasized that bus rapid transit for Riverton along Redwood Road in Phase 2 was not sufficient and should be moved up to Phase 1.
- Randy Park suggested we add a goal to the Plan Update regarding our intended share of transit usage. He also questioned whether the Sugar House Light Rail Line had been sufficiently modeled. He proposed additional modeling for transit focusing on east-west bus rapid transit. He made numerous other comments on technical issues. The full text of his comments is part of addendum 91 noted above.

SECTION SIX

SUMMARY OF COMMENTS

MADE BY MEMBERS OF THE PUBLIC IN ADDITION TO THOSE RECEIVED AT THE OPEN HOUSES

- Lynn Pace sent an e-mail on October 30, 2003, requesting that the Long Range Plan Update recommend that 4500 South between 700 East and 2300 East be widened to only 4 lanes. He felt that a 106-foot right-of-way could be striped for 6 lanes of traffic that he considered to be excessive.
- Nina Dougherty, on behalf of the Sierra Club and Roger Borgenicht of Utahns for Better Transportation, sent an e-mail on November 4, 2003, to Val Halford of the Regional Council staff detailing her concerns which are as follows: 1. The ½ cent or equivalent sales tax increase should be adopted. 2. They opposed the highway buildout called for in the Draft Plan Update and because “it would compete with, not support maximum transit.” 3. “...New highway capacity should be integrated with transit, pedestrians and

bicycles.” 4. “A decrease in growth rate of VMT (Vehicle Miles Traveled) should be an important goal of the Plan.” 5. They oppose the addition of the north Davis portion of the Legacy Highway into Phase I of the Plan Update. 6. They support the removal of the bottleneck on I-15 at Beck Street and the further improvement of Redwood Road through south Davis County.

- D.J. Baxter, Assistant to Mayor Rocky Anderson of Salt Lake City, requested by letter dated November 3, 2003, that the Regional Council add to the Plan Update, the proposed Parley’s Creek Trail from the Bonneville Shoreline Trail to the Jordan River.
- Jennifer Spinti, in an e-mail sent on November 4, 2003, suggested that Utah has few wetland areas and those that we do have should be preserved, in part, by eliminating the Legacy Highway. She was also concerned that the Plan Update calls for the construction of a bridge over Dimple Dell when the area is mostly built out already and questions whether there will be an “...increased flow of traffic...that necessitates building this segment of the road.” Lastly, she called for improved bicycle corridors, especially along 1300 East between 10600 South and 9400 South.
- Craig Galli, on behalf of the Utah Manufacturers Association, the Utah Mining Association and the Utah Petroleum Association, sent an e-mail dated November 4, 2003, that had several comments regarding the Draft Plan Update including: 1. Commendation for the “more robust mix of transit than has been included in prior LRTPs, more meaningful comparisons of alternatives, and an improved balance between highway and transit investments.” He also appreciated the establishment of the Regional Growth Committee. 2. Mr. Galli was concerned about the “Inconsistent Use of Models.” He stated, “State planners have used different models to perform similar travel demand and air quality analysis.” 3. He faulted the Draft Plan Update for not prioritizing projects with the goal of reducing VMT. 4. He felt that some transit projects had been selected on factors such as ensuring a “municipality’s interest in receiving its share” rather than reducing congestion. 5. He felt that the Draft Plan Update had inadequately considered the effect of transportation projects on land use and development. 6. “The LRTP does not integrate and sequence transit and highway projects in a manner that optimizes transit ridership...” 7. Mr. Galli felt that alternative sources for highway funding should be considered in lieu of extensive reliance on the General Fund. 8. Lastly, Mr. Galli acknowledges the constraints under which the Regional Council must operate including the present sales tax distribution formula that encourages big box retailers and “antiquated transportation and urban planning laws.”
- Mayor Rocky Anderson of Salt Lake City in a letter dated August 8, 2003, requested that the proposed Airport Light Rail Line be included in Phase I of the Draft Update. He then proceeded to discuss the merits of the Airport Line versus other competing proposed light rail lines. He also encouraged the WFRC to adopt a uniform methodology for ranking transit projects. Additionally, he discussed the benefits of transit service for the entire region and argued for the assumption of a ½ cent sales tax increase in the financial portion of the draft 2030 LRP Update. Other projects supported in his letter included commuter rail, the Salt Lake City Intermodal Hub, light rail into south Davis County, a Salt Lake City streetcar system, a light rail extension to Sugar House, transit service in the Western Transportation Corridor (Mountain View Corridor), an additional north-south transit corridor along the east side of Salt Lake City terminating at the University of Utah, and the addition of a car pool lane on I-15 from 100 North to the junction of I-15/I-215 in North Salt Lake.

Copies of the individual letters and e-mails are noted in the public involvement log under item 134 and attached as addendum 93.

SECTION SEVEN

MINUTES OF THE STAKEHOLDER MEETING HELD ON APRIL 24, 2003 BOUNTIFUL CITY HALL FOR THE WASATCH URBAN AREA LONG RANGE TRANSPORTATION PLAN UPDATE: 2004 - 2030

Representatives of the Wasatch Front Regional Council invited various community leaders to attend a stakeholders meeting on the alternatives portion of the update of the Long Range Transportation Plan. Attendees included Mimi Charles, facilitator; Mark Smedley, Salt Lake City Bicycle Advisory Committee; Sheldon Killpack, Lagoon and Davis Chamber of Commerce; Keith Morey, Kennecott Land Development Division; Craig Galli, Salt Lake Chamber of Commerce; Albert Whipple, Hill Air Force Base Planning Department; David Patton, University of Utah Center for Public Policy; Chris Dallin, Davis Chamber of Commerce; Nancy Gibbs, Utah Highway Users Association; Karen Silver, Utah Community Action Program; Nina Dougherty, Sierra Club; Stewart Adams, Utah State Legislature; Bob Terragno, Envision Utah; Frank Cordoba, Coalition del a Raza; and Chuck Chappell, Doug Hattery, Val Halford and Sam Klemm of the Regional Council Staff.

Comments of the participants were as follows:

1. Nancy Gibbs -- Are there or should there be plans for re-routing trucks away from the downtown area? For transit commuters, the TRAX parking lots always seem to be full. Be careful of adding stops to TRAX because they will slow down service, which is one of its principal attractions. A hub and spoke system for bus service would seem to work best.

2. Nina Dougherty — Truck vs. car accidents are severe. Could there be exclusive truck lanes?

There needs to be more arterial development. Seniors, especially, are afraid to drive on high speed freeways. Also, pedestrian access to transit facilities (TRAX) needs to be improved and the integration of the various elements of transportation needs more consideration. East-west transit is getting better but still needs work. Targeted effort toward east-west car pooling would also be desirable. We need to increase the percentage of people using alternative modes of travel.

3. Keith Morey — Transportation funding is reactionary. It is much less expensive to preserve corridors through purchases of raw ground now than tear down houses later. Stewart Adams and Albert Whipple agreed with this.

4. Craig Galli — The Long Range Plan and associated maps should show connectivity between the different modes of transportation.

5. Mark Smedley — Connectivity is the issue for cyclists. Single point urban interchanges should be bicycle friendly. One project, in particular, that needs attention is the proposed bicycle underpass on I-80 for the Jordan River Corridor. Also, when the TRAX line to West Valley City is built, it needs to have a bicycle lane to facilitate the crossing of the Roper Yards.

6. Frank Cordova — Would it be possible to have a central distribution point for heavy trucks to transfer their loads to smaller local delivery trucks? Truck routes would also be desirable to get large trucks off local streets. East/west travel is still a problem and more thought needs to be given as to how it can be improved. West side retail facilities need to be improved so people do not have to travel so far for simple purchases. Bus Routes are poor on the west side where they are most needed. Presently, riders must go downtown to make connections. The mix of bus and rail transit in the Plan seems about right since light rail lines to the west side, especially the one to the airport which will run through some low income neighborhoods, will be helpful.

7. Sheldon Killpack — In the planning for commuter rail, east-west shuttle service needs to be considered. Lagoon is working with UTA to study the feasibility of a monorail at the commuter rail stop in Farmington.

8. Stewart Adams — Transit shuttles from commuter rail to Hill Air Force Base, the Davis County campus of Weber State University, and the Freeport Center will be essential to transit development.

9. Bob Terragno — Land use and transportation development need to be integrated in order to balance regional needs with local control. In particular, the need for traffic throughput needs to be weighed against the need to preserve neighborhoods. Part of that preservation process is restoring and revitalizing older downtowns. Funding is going to be a problem. A copy of a study done by Legislative Research documenting the problem was distributed. We need to examine methods of constraining traffic growth. Special study should be given to the problem of induced demand.

10. Karen Silver — The Long Range Transit Plan should pinpoint hospitals, schools, malls, etc. and overlay them with appropriate transit routes and highway development. Retail expansion around TRAX stations would stimulate transit oriented development. TRAX trains always seem to be full. More cars are needed now. Transit vehicles should be more accessible to people with disabilities. A TRAX stop at 900 South would be helpful. More bus connections to TRAX are needed. Hybrid and/or natural gas buses are needed to reduce pollution. The mix between bus and rail in the Plan seems appropriate.

11. Dave Patton — Pedestrian access to TRAX stations is poor. East-west corridors need more development. If we plan far enough ahead with transportation corridors, development will follow in the pattern we want. In particular, retail services at TRAX stations would be helpful.

12. Chris Dallin — Since telecommuting seems to have lost favor over the last several years, we should provide incentives for businesses to locate where the people live so there will be less lengthy commutes. This would help Davis County residents since 50% of them commute outside the County for employment every day. The cities should put some money and effort into transit education for their citizens. Many people do not ride transit because they are unfamiliar with it.

13. Albert Whipple — Do all the planned projects around Hill Air Force Base first. The high frequency transit corridor through Hill Air Force Base should be removed from the Plan since it would not be allowed under the new security regime. I-15 near the Base needs to be widened. East/west transit in general throughout northern Davis County needs to be improved. When commuter rail is finished, a shuttle to the Base will be especially important. What money we have for transportation development should not be spent on recreational bicycle or other side

improvements since there is such a need for highway and transit expansion. If employment centers are moved closer to residential areas, the heavy trucks will follow.

In summary, we believe the main issues addressed by the attendees were the integration of the various modes of transportation; the movement of freight including the possibility of a common distribution point; the improvement of east-west travel for both highway and transit users; the linkage of land use planning and transportation planning; a search for methods of constraining traffic growth; and the establishment of some priorities for bicycle/pedestrian facilities. We will review your comments along with those received in the open houses to be held in May. With the benefit of those comments and our own statistical models, we will prepare three alternative transportation development scenarios. Some time in July or August, we will re-convene the Stakeholder Committee to review those scenarios and receive comment.

Again, thank you for participating in our Stakeholders Meeting. All comments will be taken seriously. Should you have any corrections or additions, please do not hesitate to call me (Sam Klemm) at 363-4250. You may also e-mail me at sklemm@wfrc.org or send letters to Wasatch Front Regional Council, Attn: Sam Klemm, 295 North Jimmy Doolittle Road, Salt Lake City, UT 84116.

**MINUTES OF THE
STAKEHOLDER MEETING
HELD ON JULY 22, 2003
BOUNTIFUL CITY HALL
FOR THE WASATCH URBAN AREA
LONG RANGE TRANSPORTATION PLAN UPDATE: 2004 - 2030**

Representatives of the Wasatch Front Regional Council invited various community leaders to attend a stakeholders meeting on the alternatives portion of the update of the Long Range Transportation Plan. Attendees were as follows: Karen Silver of the Salt Lake Community Action Program, Albert Whipple of Hill Air Force Base Planning, Roger Borgenicht of the Future Moves Coalition, Nina Dougherty of the Sierra Club, Jeanetta Williams of the NAACP, Ann O'Connell of the League of Women Voters of Salt Lake, David Creer of the Utah Trucking Association, Edie Trimmer, a Salt Lake City community activist, and Bob Terragno of Envision Utah. Mimi Rogers of Wilkinson-Ferrari acted as moderator for the meeting.

1. Val Halford of the Regional Council staff conducted a brief overview of the proposed alternatives after which the stakeholders were invited to share their opinions. Their comments were as follows:
2. Roger Borgenicht and Ann O'Connell supported the concept of an increased sales tax to build out the light rail and commuter rail system.
3. Edie Trimmer felt that sales tax was regressive and hurt the poor.
4. Karen Silver agreed with Edie and was concerned with the effect of a sales tax on the poor, especially if it was coupled with a transit fare increase.

5. Bert Whipple felt that if we push a sales tax, less people would be driving.
6. Roger Borgenicht suggested an additional avenue to raise money would be a tax on the increased value of transit oriented developments similar to what is done in redevelopment areas.
7. Nina Dougherty favored increasing the sales tax but opposed any fare increases.
8. Bert Whipple asked if WFRC showed a shift in money from highways to transit in any of the alternatives. Val Halford answered that Alternative 3 did shift money to transit from highways.
9. Edie Trimmer commented that bus service has suffered as money has been diverted into rail service.
10. Jeanetta Williams suggested that there may need to be transit fare increases but that they would be smaller if sales taxes were increased.
11. Dave Creer noted that the number of trucks on the road is projected to double over the next 20 years and we are in a prime freight corridor so we need a good mix of highways and transit since trucks obviously cannot ride transit and are essential to economic development. This is especially true as companies shift to just-in-time delivery of inventory to reduce costs.
12. Bert Whipple commented that there seemed to be considerable arterial improvement in the various alternatives, but not much improvement in freeways, especially I-15.
13. Gene Carr asked what land use model the alternatives were based on. Doug Hattery answered they used the existing city and county master plans.
14. Edie Trimmer then asked ““So where you put light rail lines isn’t connected to growth planning?””
15. Bob Terragno asked “Have we looked at raising fuel taxes for funding more highways?” He also noted that the alternatives only incorporate a ¼¼ cent sales tax increase while the Transit 2030 Committee recommended a full ½½ cent increase in the year 2006. Bob supports the full increase and the proposed timing provided that the increase is region wide. He then suggested that a later increase in the sales tax would slow down commuter rail. Rather, he would prefer that WFRC look at multiple funding possibilities for the various scenarios.
16. Karen Silver proposed that WFRC assume lesser levels of Centennial Highway Fund participation by the state legislature and wondered whether we have included enough money for maintenance of existing and future highways.
17. Gene Carr asked where commuter rail is in the process. He was told that it would probably start running in 2007 and that the EIS is being written at this time.

18. Nina Dougherty suggested that the Long Range Transportation Plan have linkages (intermodal centers) to facilitate transit. She also wanted transit facilities built first which would force people onto transit and would slow down the need for new highways. This would be especially helpful to seniors and give them more independence. Nina was also concerned with the number of trucks on local roads and wondered if smaller trucks could be used.
19. Dave Creer said that we will continue to see more trucks and any move to require smaller trucks would simply mean more trucks to move the same amount of cargo.
20. Bert Whipple commented that intermodal connections from commuter rail to bus service into the Base is essential. The same is true for other stations.
21. Bob Terragno felt that Alternatives 3 and 4 best addressed the need for east-west travel, especially on the west side of Salt Lake County.
22. Roger Borgenicht suggested that WFRC compare transit ridership to highways during peak rush hour and look at corridors rather than individual routes. He also wanted to know what the current and projected vehicle population numbers were. He felt that it should not necessarily be a policy objective to meet growth in vehicle travel demand. Rather, we should be trying to minimize growth in vehicle miles traveled (VMT) and encourage people toward transit usage.
23. Dave Creer asked “Does the Plan reflect an attitude shift toward transit?”
24. Ann O’ Connell suggested that “Yes, we (the public) are shifting.”
25. Edie Trimmer felt that transit is not a cure-all and we need to invest in neighborhoods close to where people work so need to travel will be lessened.
26. Bob Terragno asked what exists in the Plan to constrain growth in VMT. He suggested that WFRC add a section to the Plan to show strategies to slow down VMT growth. He also asked whether the Plan is consistent with regional growth strategies. He was answered that that option would be explored in the next cycle for the update of the Plan.
27. Karen Silver suggested that WFRC needed to look at the equity of the Plan in terms of east side vs. west side and rich vs. poor. She supports projects on the northwest side of the Salt Lake Valley.
28. Nina Dougherty asked what was next in the update process and was answered that a series of public open houses was coming up.
29. Edie Trimmer stated that UTA should not rob bus service to build more rails and that we should build up neighborhoods before bringing more people in.