

APPENDIX C

PUBLIC SCOPING COMMENTS



	Comments: What most interested you in coming to this meeting?	Comments: Roadway -What should UDOT consider?	Comments: Community Impacts -What should UDOT consider?	Comments: Improvement Considerations	Comments: Rank the following in order of importance: widening, intersection capacity, shoulders and sidewalks.	Comments: Are there other improvement options UDOT should consider?	Comments: Other concerns UDOT should consider in the study process.
S011	Direct impact on our business as property owners. Precision Tune Auto Care. 5400 S/4220 W on the NE corner intersection			Concerned about loss of cars coming to business during construction period and loss of business	1) Widening 2) Adding intersection capacity 3) Improving shoulders and sidewalks		If UDOT takes part of property how will it directly affect parking, setback requirements of the building, minimum parking requirements, removal of pole sign & LED. If property will be usable once completed. Also, compensation for revenues lost during construction phase and/or compensation for relocation of business and fair appraisal value and sale of business.
S022	Saving my business. I don't want to look for a new job in this economy. Moving our location would destroy our business.	How would they like to be looking for a job right now.	Many people fought hard to keep the Kearns township. Moving all businesses out of Kearns will make that effort pointless. A township cannot survive without businesses.	They are destroying the business my grandfather started fifty years ago. Three generations have put a lot of sweat into building that business. Just moving a business doesn't keep it the same.	Keeping the business district in Kearns alive.	Build a double decker road so the top can be an east-west highway and all the businesses and homes can stay.	Destroying peoples lives they have built. If you take out any businesses in this economy everyone will have to start new and the chances of them surviving after the move.
S035	Investigation tour			Too close to businesses on the south			
S061							My business is one of the oldest businesses in Kearns, we have been in business for 50 years and entering the 3rd generation of Gines', I know that change sometimes is great but Kearns is a unique town of its own, we need to do everything we can to keep the Kearns township and existing businesses in place.
S098	Where is the road going???	The township of Kearns. Kearns is gone with this improvement.	The memorial can be MOVED!!!	You're taking too long	None of the above	Power lines & telephone lines are on the north side of the street - expensive	What ever you're going to do, DO IT - let's get going! Let us know so we can plan our lives.
S106	I wanted to hear about the proposed plans. Now I get to wait, again, and worry about being put out of business. Rather annoyed at this point!	Six months (or maybe even less) with no business success or sales will put almost anyone out of business. At this point I would almost rather move.	Heavy dust, mud, gravel, potholes, mass confusion of motorists in the area	Heavy loss of business during and after construction		Don't bother with bike lanes. The residents and business owners don't benefit from the wasted space for bicycles.	Find a way to minimize (contain) construction zones to reduce impact on businesses. Do widening in smaller sections rather than tearing the whole street up.
S122							Qwest has both fiber and copper facilities along both sides of 5400 South. This project will definitely impact these facilities. A Qwest project is being considered adding capacity along this route. We will need to know the scope of the projected additions and/or changes planned and the time frame involved. Any specific plans or projections you can furnish at this time will be appreciated.
S102							The city of Taylorsville wants to make sure the 5400 South construction/road project does not inhibit or decrease access from 5400 South to the shopping and dining businesses around the Kmart property. With the loss of Bangerter Highway access, a controlled access from 5400 South is needed to maintain a viable commercial center. Limited or no access would substantially decrease needed tax revenue and negatively affect the entire city of Taylorsville.
S001	How are you going under the railroad tunnel?	If the road is widened under railroad tunnel where are the sidewalks going to be for the high school?	How are the high school kids going to get across the tracks to the north and east?	School kids at the high school and safe passage	Intersection capacity, improving shoulders and sidewalks		Homes Businesses
S002	My interest in having a bike lane	Bike lane. We were riding bikes up to rec center on a garbage day - the road unsafe to ride on and the sidewalk was filled with garbage cans - - it was very unsafe ride!		Alleviates congestion & traffic	Improving shoulders (bike lane?), widening, capacity, sidewalks	Bike lane, esp up to the high school and rec center so that youth and adults can bike safely to those locations	We are annoyed at the Flex Lanes further east on 5400 South -- don't start something and re-do all the progress so that nothing is complete. Place signs letting us know progress and why sudden changes.

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S003	Not able to come - sent representative to find out particulars about property acquisition - (on south side of street) - Don't want part of property - front yard chopped off & left very little opportunity to sell property after that. Older couple. Where would we go?		Access to library and junior high students crossing 54th				
S004	Because I sit in east/west traffic going to and coming home every day.	The intersections and timing of the lights. Traffic is backed up often due to traffic not getting through the lights at Bangerter. Green lights east and west should be given the same importance and north/south.	Please address the memorial - that it is appropriately moved and given the care it deserves.	I like the widening of 54th, the current 2 lanes into 3 at Bangerter creates a back up.	1) Widening 2) Adding intersection capacity 3) Improving shoulders and sidewalks	Timing the lights better and coordinating Bangerter lights and lights at 4000 West	See picture attached. The "new" left turn barrier at 54th and Bangerter (going east, turning north) has created a HUGE back up. It defeats the purpose of the work done at the intersection. An accident about 4-5 years ago when a trooper hit a car turning into a driveway on the south of 5400. The driveways are hills. There is no shoulder, the sidewalks are narrow. 5400 needs to be safer to drive on!
S005	My mother losing her house and where to put (?) later.	Just add left turn lights at 4800 West and road to high school.	Railroad underpass	Widening. It's been widened enough.		Close road to high school. Divert it to 5600 S. instead.	Widen other roads to take up excess traffic.
S006	Seeing the options/having a voice	Bike trails	Railroad bridge	I would love to see east/west travel much less congested.	Widening Safety Intersection	Flex Lanes Railroad TRAX/Bus service	Widen 6200 So. 6200 S/Bangerter lights Bike lanes
S007	It directly affects me. I live on 5400 S.	Safety concerns, working fairly with those who lose their homes.	Helping those people who may not qualify for a new mortgage because of unemployment issues.	Not a good time for us. My husband lost his job yesterday. I'm scared.	Safety. If you take part of my property, that puts the traffic closer to my home. Take all my property in that case.	Traffic accidents - need better police monitoring for speeding. The cars end up on our property in accidents.	Please give us plenty of time to be out of our home if you're going to purchase it.
S008	Not convinced 54th So is the best connection to corridor project; however, would certainly like to see some improvement sidewalk etc.	All of the above [lighting, narrow shoulders and sidewalks] is fine	Access to library and jr high Students crossing 54th	Concerned about neighbors homes getting a fair acquisition price and help in relocating	Improving shoulders and sidewalks (#1); don't care about the other [intersection capacity, widening]		
S009	Property impact and values	Definitely sidewalks and curb safety	My house is already close to the roaring cars	Better walks and curbs	Please do not take my yard and house and give me nothing	My property value	My hope my dreams gone
S010	How your project will impact our community, neighbors and friends, also students	The safety of students who cross the streets. Widening the road creates wider distances to cross. Jr. high.	The senior citizens - the young who cross the roads to libraries, schools etc.	That long time citizen will be moved and property will be taken for businesses to later be able to build. A loss of our community!	Improving shoulders and sidewalks - Safety	We have none you will do what you want! Too bad to us in Kearns.	My concerns are the safety of the jr. high students, high school and people going to the library.
S012	Learning about the project on 5400 S	If you are going to widen 5400 S. then bike lanes on the shoulders should be considered as part of the project	Keeping as much as you can the businesses in Kearns			Bike lanes	
S013		Improved facilities for bicyclists. This is a priority bike route that connects with public transit at TRAX station.	Impact on splitting community and neighborhoods. Design street improvements for people - pedestrians and bicyclists.				

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S014	Width of road after construction will it be wider on both sides of 5400 S						
S015	Learning what and why. All information on the displays should have been available on the website before the meeting.	Imrpove light timing to reduce stop and go traffic. Modify left turn on 4800 S to H.S. Eliminate eastbound left turn to NW Ave and extend left turn lane thru light.	Loss of historical district of Kearns	Loss of historic [?] of Kearns and individuals losing homes for increased traffic.	Intersection capacity Sidewalks	Light timing, from Bangert to 4800 W & east to 2700 S.	Can the traffic be diverted to 4700 S from 40th to the corridor at less cost and disruption to community. Why not extend MVC to 4700 S and build new road 7 lanes to Bange. This uses property that is sparsely populated.
S016	It is in the area where I work. Wanted to know impact.			I like it - too much congestion -concerend for residents living on 5400 that may be displaced.	All of the above (widening, adding intersection capacity, improving shoulders and sidewalks)		Keep fire station within area being re-constructed
S017	What happens to my house? We have lived there 20 yrs. I don't want to open my front door & step into a freeway.			What happens to my house?			
S018				Library on north side of 5400 - students crossing? Jr High students crossing to north ?? SAFETY ??	*Sidewalks*		Student/resident to and from library & schools
S019	To see the proposal			I like the sidewalks meeting code and the intersections being less congested.	Sidewalks but if you put in shoulders they become parking lots for all the home owners, and more dangerous, adding intersection capacity, very needed, especially on Cougar Lane.	Widening 4700 would not impact homes or businesses because the N side is parking strip and fields.	How neighborhoods will be impacted when trying to access 5400 So.
S020	How it affects me, my home & traffic	Causes of increased traffic, impact on pedestrians (high school), impact on homes, future "improvements"	Fire station - rush hour gets blocked sometimes- flashing light to stop? Sidewalks don't get shoveled (elderly)	I don't like the plans for no light/signal improvements at 5400 & Cougar, no concern for high school walkers across 5400 S, and no concern for how we're supposed to get in and out of our subdivisions.	Sidewalks, intersection, shoulders, widening	Flashing light for fire station, signal light (turning on to 5400) at 5400 & Cougar, traffic jam westbound off 5400 onto Cougar	Concert (USANA) traffic, pedestrians, in/out of neighborhoods
S021	To see if your minds are made up and I see they are	Make 54 & 47 one-way streets	Leaving things alone	You guys do whatever you want; this is what I dislike			
S023	The plans for widening 5400 So.	Getting in and out of neighborhoods to go on and off 5400.		Everytime you widen 5400 South or do improvement for increase in traffic it makes it worse. All it does is get more people to use it instead of the other roads that head west.	1) Shoulder and sidewalks 2) Adding intersection capacity 3) Widening		

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S024	I wanted to know details - which side the property would be acquired from (north or south)? How deep into the neighborhood would the acquisitions go?	Bus lanes Pedestrian crossings	We have many older citizens and others on the south side of 5400 that would find it most difficult to leave a fairly inexpensive mortgage or no mortgage at all and try to find a comparable home in this valley.			Is there an alternative route to direct traffic to. This section of 5400 is highly used by jr. high and high school students and students accessing the library.	What exactly is the traffic problem? Which area is contributing most to the traffic problem? Far out west?
S025	Objetivo de este reunione ayudar al futuro de la comunidad facilitando y permitiendo la seguridad y evitando accidentes. TRANSLATIO (VERIFIED BY PHONE CALL)N: Objective of this meeting is to help the future of the community facilitating and allowing the security and avoiding accidents.	Todo lo que sea bueno y permita una proyeccion. Mejor para resolverla seguridad del individuo es importante. TRANSLATION: Everything that is good and allows a better projection to resolve the security of the individual is important.	Ayudaria a toda estos esta mentos publicos y a los (?) despues pue dan rehubicao todos estos. TRANSLATION (CLARIFIED & ADDED TO BY PHONE): The residents will definitely be impacted. There are many people that have lived in this area for so many years and they fear change. We are used to going to the closest market, grocery store, etc. and we will have to get used to traveling farther meanwhile changes are taking place. The older people fear change more than the younger ones. We just need to understand that it's all for our benefit.	El proyecto es excelente. Cavfaria on gran impacto y pernitiri mniimzos los accidentes. TRANSLATION: The project is excellent. It would cause a great impact and it would allow the accidents to minimize.	Es mejor hacerlo todo como lo han proyectado esperamos, sece lo mesori. TRANSLATION: It's better to do it all like it has been projected; we hope it's all for the best.	Para ser seguro el proyecto. TRANSLATION: The project seems to be secure. (ADDED BY PHONE): Everything I saw on the video looks great, I hope the ending result is as nice as what they showed us. My major concern is the pedestrian crossings. Some streets in our area are too busy to have houses in front of them. It just shouldn't be a residential area. I'm afraid to let my children out because our street is too busy. I hope they keep that in mind when they are making changes by creating more pedestrian crossings. Another improvement UDOT should consider is the bus service. It is currently a bit slow.	Seguridad, via jeatonal, menos accidentes, e iluminacion adecvado, disminveion del flujo vehicular etc. TRANSLATION (ADDED TO BY PHONE): Security, via pedestrians. Less accidents and adequate lighting, reduction of vehicular flow, etc. Thank you for taking my comments in consideration.
S026	To improve flow on 5400 S.	I see a fair amount of cyclists on 5400 S. An accompanying trail system would benefit our community.	Safety to school children and pedestrians.				
S027	Air pollution from cars- smog, remember it from the whole month of January?		Put twice as many cars in this valley and people will start dying from the pollution. Enough with the roads- start supporting bikes, buses, and trains!			Bike lanes. Bus stops that are safe and don't obstruct a whole lane.	Air quality
S028	Enlarging road/ how flex lanes will work			Improvements/ more lanes/ curb and gutters	Widening Sidewalks		

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S029	I live at 4279 W. 5415 S. I've spent a lot in remodeling the property. Purchased my home when market was at highest in 2007. Market values are down. Been finishing basement not done yet and confused why to do since not sure if losing my home.	Loss of property tax and businesses negatively impacted (26 + homes gone)	Pedestrians get almost ran over every day right out front of my door when trying to cross the road to get to the library. Scary to see no crosswalk but people cross anyway.	Probably going to be my home? And if not lose value with busy road at my front door.	Safety of pedestrians is paramount Having a shoulder for bikes too now important Snow plows pile an icy berm on my sidewalk. Dangerous to clear snow in busy traffic and no shoulder.		
S030	To support the future... not drag on with the past and antiquated thinking. UDOT has ignored this corridor too long. Make an investment to sustain the future.	Look at relocating railroad away so we can get rid of bridge and grade. Find out how much local service is still needed to the warehouses in area. Most no longer need rail access.	The memorials are not placed where anyone cares. There is no community center and Kearns needs to be annexed into West Valley City. I don't have, nor care about the history of an old army camp.	Get the widening done sooner rather than later	Widening Sidewalks Intersection capacity Shoulders	Concrete, not asphalt (if 7 lanes) re-locate rail line. Buy additional blighted areas with county RDA effort to provide new commercial development areas	USANA Ampitheatre event traffic. There also lacks any good minor arterial connectivity between 5600 W & 4800 W. i.e. 4800 is not continuous to the north to 4700 South- this causes overload between 4000 W & 4800 W.
S031	Design plans Impact on community		Keeping the speed limit reasonable- 45? Providing safe and convenient pedestrian and vehicular crossings of 5415.		Shoulders-Sidewalks Widening Intersections	Safe crosswalks	When 5400 is busier how do we cross 5400 or turn left onto it from other n-s flowing streets, i.e. 4420 W?
S032							Take north side
S033	Find out what doing	People's needs					North side is more rundown. Take out north side.
S034	To learn exactly what UDOT is going to do				Widening Intersection Capacity Shoulders and Sidewalks They're all important		
S036	Widening 4700 S. instead of 5600 and creating on/off ramps @ 4700 S.	What resident and businesses think	Other more important issues	Like double left turns at 5600 W. and at H.S. Don't like impact on homes/ businesses	Sidewalks	Street lights	Overall cost to taxpayers
S037		Make 5400 one way east and 4700 one way west					
S038	My mother lives on 5415 S. I need to know if there has been a decision on how this is going to work.	Safety for residents and resale value of their homes	For the elderly I think a resale value is important so we can re locate her.	Nothing	Shoulders and Sidewalks Widening Intersections	Lighting	
S039	Just to find out what's best for all involved	Sound walls	Making it safer	The if's of losing the property	Needs to be safer		
S040	Fear for the safety of the Kearns Jr. High Kids crossing 5400 S.	We lived there! Speeds have always been to excessive. Slow down a little and enjoy life.	A good percentage of elderly people. Access to neighborhoods during peak traffic times.	We appreciate you trying to make sure feel we are still in a free country, when we know you've already decided.	Safety! Safety! Safety!	Enforcing speed limits <u>Strictly</u>	Limiting speeds
S041	To see what was going on					I think tracks should be put out here to help the congestion	

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S043	The widening of 5400 could end the business and have been at for over 30 years- it would cause relocation out of Kearns	Go to 4700 So.		It would take out all business in Kearns			
S044	I wanted to know if I should start looking into moving	Lite Rail, reduce # of cars on the road		If widening, it looks like the north side would have less direct impact on residents	Widening the road if TRAX isn't available	If the fire staion remains after work is done, they should have a stop light/ no blocking sign	# of houses taken from owners
S045	I like the flex lanes. We lived in Seattle and used them. They work good if people pay attention to the arrows	Straightening 5400 into a straight road		It will have sidewalk and curb and gutter.			
S046	Traffic is heavy lots of accidents. Would like you to send informaotn as soon as it comes available	Driveway is on a slope. If any property is removed, it will make it difficult to get up my driveway.					
S047							We need Main St. not a highway
S048		Help you	Bulldoze 6200 South to 6 lanes and use 215 for west bound traffic!!! Exits are in place	Mountain Corridor another Bangerter in the making- lets do better!!	Liveable community Build it and they will come! The people on 13th east had the right vision		Put trucks on Legacy- no next to passenger cars on I-15 where children are going and coming from their homes.
S049						Road better at 4500 S. then at 5980 W diagonal to 6000 W and 5400 S. no business would be touched	if we are to lose our business we need as much time as you do in study and relocations- 1-1 1/2 years.
S050			It's a done deal- let's get the road fixed and widened and move on into the future				
S051	Buying property on 5400 S.	Medium strips between road and sidewalk	Will you force the selling of residential property?	On the coast, force of the sale of private property can only happen in time of war! What makes Utah different than Virginia!			
S052	Was the decision to widen 5400 S. to 7 lanes already decided- yes	Please do not kill off all of Kearns business on the main drag (5400 S.)	Drainage problem at 4220 S. to 4000 W. on south side of road, fire station, war memorial at 5400 S. 4000 W., pedestrians (esp. school children), bus stops, left turn light at 4800W. Entire light at 4800 W. Access to Kearns library, access from side streets to getting on 5400 S. buisness access, etc.	Do not widen 5400 S. do not raise the speed limit on 5400 S. (the 40 mph limit is ok, people and car go 45- 50 mph anyway.)	None, leave it alone	Do Mountain View Corridor	Please consider the people of Kearns not the cars passing through at a fast, quick rate of Speed. We are a community not a highway!
S053	To find more information as to what is being proposed	The biggest concern is the intersection of 4015 W.- needs to be less of an angle (see enclosed mapquest map)		Dislike the idea of the extreme width of the 7 lane highway option- more than double of the existing highway	Adding intersection capacity widening improving shoulders and sidewalks	Widening minus the shoulders (like is already in place on the remainder of 5400 S. to Redwood Road	Getting the best project for the buck

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S092	What the plans are for 5400 So.	Potholes!! Intersection at Cougar Lane for traffic lights. That needs to be fixed ASAP.	Actually care about what the residents have to say	That they are not considering what the residents have to say	Traffic lights need to coincide, improving shoulders and sidewalks. I am not sure how UDOT can widen.	How much the residents of Kearns will have to pay towards this. Lighting on the streets.	Cost to residents, crosswalks for schools
S093		Leave it alone and put money back in the school					
S094	Concerns of the community	Snow removal on sidewalks. Potholes. Road general maintenance.	Moving project to 4700 S. Putting Mt. V Corridor interchange on 4700 S. & not 5400.	Don't like to lose so many homes & fire station, businesses.	Improving shoulders and sidewalks		
S095	If our house needs to be torn down will I receive an <u>honest</u> price for it						
S096	My own residential needs	It is a known fact that residential expansion is going west, so in order to move traffic safely widening is a must.	The fact that backing in and out of driveways onto 5400 So is taking your life in your own hands	I like the improvement because living on 5400 or walking is very dangerous because no one obeys posted speeds			UDOT should in the event of home demolition should consider paying an equitable price according to other prices in the area
S097	I don't want our house removed; instead widen both sides of 5400	It needs to be wider	If our house is removed we need the price of homes around the area, not just on 5400	Lower the speed limit. Everybody goes 50 miles/hr.	All needs to be done. We need to know so we can make our plans.		
S099	Removing houses	More money for those who must relocate					
S100	I live on 5400 S so it will affect me		I live directly across from the fire station on 5400 S. I would like to get off of the busy street. If they shorten my driveway it will be very dangerous & I'll have no room to park. I would like my house purchased if I can get into a new home & fair appraisal.				
S101	I want to stop the destruction of our community	Do not widen our street. Do not destroy our businesses & homes.	These are very important to us. You will divide our community in half. Say no to widen 5400 So.	You will be destroying our community.	Improve shoulders & sidewalks Leave the street alone	If you want to widen something widen 4700 So.	You will put people out of business & out of their homes.
S103		How about bike lanes?	The intersection at 5400 South and 4800 West needs improvements. The left turn (heading west) is sometimes backed up way to far!	Making the road wider is fine but what about the homes along the way?	Intersection capacity Sidewalks Snow removal from the sidewalks should be addressed. The snowplows bury the sidewalks and no one cleans them.	Absolutely no reversable lanes. They are very dangerous.	The road under the railroad bridge is too narrow. If the road is made three lanes each way, what happens at 4800 West when it goes back to two lanes each way? Big traffic jam?

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S105	Other options besides 5400 South	Drainage	If 5400 South, where are the affected businesses to go? 4700 South hooks into I-215. 5400 South does not.	Why no mention of phase II and the number of people it will affect? Is it to keep the numbers small (decent)? Divide and conquer.	Improving shoulders and sidewalks and drainage Lighting can be worked with existing power lines.	Improve 4700 South instead.	Why is there nothing about 4700 South. There would be less businesses and homes affected.
S107	To see how the road project will impact my business access and doing business. Concerned about island blocking access from the road. Turning left.	Bus stop locations		I like that UDOT is improving traffic flow and sidewalks.	Widening Sidewalks Intersections		
S108	To submit comments and see exhibits	Storage of snow after plowing, people. People cannot (?) because snow is too deep and solid causing pedestrians to walk in the street. Park strips should be concrete/paved.					
S109	Drawings and maps of possible plans	Whatever is done to the road must include a bike lane. See Redwood Road by Camp Williams for a good example.	Living next to a road seven lanes wide will hurt businesses and destroy property values all around.	Good - Shoulder and sidewalk improvements Bad - Seven lanes. Forget seven. Stay at five. Bad - Bottleneck is only moved to the railroad bridge that is too narrow.	Shoulders Widening Intersection improvements	First widen to five lanes with a shoulder etc. then block some of the residential access that's left. Last, signal the residential access that's left.	Find a different road to make seven lanes with less residential nearby.
S110	The whole Kearns community	Flow of traffic and maintain a great community look	Traffic in and out of the area. Flow of traffic	Like it!	Sidewalks Widening Adding intersection capacity Improving shoulders		
S111	To see how open you are to hear our concerns	A skywalk just east of 4800 West. Both sides are already built up high so it would reduce the need for the big ramps.	Nobody wants this in their yard but we all know it needs to go somewhere.	Don't forget bike lanes.		Allowing the Kearns Community Council to acquire one of the properties with the building still on it so we could turn it into a community center for Kearns	
S112	Traffic and getting in and out of side streets without aid of lights	Pedestrians getting across the wider streets. If you are by the fire station you have to go to 4220 West or other way Northwest Ave to cross safely by lights.	Progress will have to be made, a lot of rentals and older homes, might be best to tear down and widen streets	Better traffic flow	Improving shoulders and sidewalks Widening Adding intersection capacity		Give valid suggestions 1, 2 and 3 and let people vote.
S113	Where and who this will impact for houses and businesses	Improve sidewalks, least impact to people's lives as possible	People's lives, how accidents would impact people's lives and houses if houses stay on 5400 South	Taking property and how it will affect business and access to property during construction	Shoulders and sidewalks Intersection capacity Widening	Widen other streets instead like 4700 South or 6200 South.	
S114	What changes are being considered	How changes will affect residents and businesses?		Widening, better traffic movement	Widening Intersection capacity Shoulders and sidewalks	Leave the road as is but improve the condition of the road.	

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S115	Widen the railroad bridge and shorten the curve heading west, too many accidents	Widen the whole street all the way to the mountains and take out the houses on both sides.	What's best for the community		Intersection capacity Shoulders Sidewalks	More police on 5400 to control the speed	
S116					Widening Shoulders and sidewalks		
S117	Honestly? If Al Peterson mentioned 4700 South one more time I was ready to be the voice of reason:)	Consider UDOT doing a great job, understanding what they consider to be their social responsibility, being extremely informative and exhausting all resources to inform the community. Keep up the good work!	Bingo hall. Kidding.	5400 South needs this improvement. With 5400 South eastbound already at 45 and 50 mph in some areas, more lanes are needed to accommodate east-west traffic flow.	Widening Intersection capacity Shoulders and sidewalks	Show potential building structures. Cleaning up the area, improving home values etc.	Check out the demographics of this crowd. Ninety-five percent of the turnout are age 65 or older and maybe recognize there is more importance in simply losing their house. It's a frightening experience for some. Maybe take a more humane approach when reasoning rather than show traffic flow in 30 years. Most of them will no longer be with us and could care less if traffic flow will double in 30 years. I'm sure they want improvement just not at their expense.
S118	Intersection work at 4800 West on north-south and east-west. For safety, lots of accidents. 4000 South intersection has blind spots. Make safer.			Elderly who have been in homes 16-40 years are upside-down because of taking equity out of homes. Appraisals won't include that so what happens to them if homes are (?).	Shoulders and sidewalks Intersection capacity Widening		
S119		Don't worry about 5400 South. Take care of Bangerter. It is crowded. It is backed up clear past 7800 South. Upper 5400 South can take care of itself.	Traffic is on Bangerter going north and south. Fix the light on 5400 South and Bangerter. They are too long.				
S120	Lighting, accessibility for handicapped, crosswalks, property taken, fire station, gutter drains, kids lives crossing 5400 South	Crosswalks, handicap accessibility, bus line, flow for concerts to USANA	The kids that cross 5400 South to go to school, handicapped people, concerts at USANA	I like widening for better traffic flow. I dislike that it won't be safe for students.	Sidewalks Shoulders Intersection capacity Widening	Railroad bridge, beautification around the memorial at 4800 West	Money, money, money, people's property and feelings, the money that has already been put out to take care of our property
S042	Water/ Sewer utility line					No vegetation in the parkstrips leave enough room for snow removal and pedestrian traffic	

Other Comments	
S072	The Methodist Church would like to have a whole new building, but where?
S121	KID manages water and sewer service in the project area. Mike also mentioned that there is a storm water line under the road that goes up to about 4000 West, but nobody knows who owns the line. They are interested in participating in the study and communication throughout the project.
S054	Raise the price of gas, cleaner air, less people on the roads, more income for the government. Keep it that way for awhile. Force people to buy smaller cars, cleaner and more efficient, more money for the car manufactures and hopefully more jobs. It seems harsh and I don't know about you guys but I like a little air with my smog
S055	I have been a resident of Kearns for 30 years and travel 5400 S. every day. I hope your plan does not include condemning homes. Many residents along your project route are elderly and could not start over some place else.
S056	<p>I live just off 5400 S. and 4800 W. on Charlotte Ave. I use 5400 S. constantly, several times a day. The intersection at 5400 So. and Cougar Lane. is extremely dangerous. We have seen many, many accidents there. It's a blind intersection coming from the West. It's on a hill, plus it's super busy. People go to fast both ways and run the red light all the time. There is a lot of foot traffic that goes across 5400 South at the intersection for the high school at 5500 So. as well as for the Oquirrh Hills Fitness Center across the street from the High School.</p> <p>It's extremely hard to get out onto 5400 South from Charlotte Ave. and the wait to get through the light from the North or South is inordinately long. The intersection is a mess when the roads are slick, because at the stoplight the traffic is on an inclined street, so when vehicles stop, they can't get going uphill when the light turns green. They just spin out and spin around, and hit each other creating massive multi-car wrecks under the train bridge.</p> <p>Other traffic that needs to get through (but can't) has to do a 4 mile detour around the intersection because there are no nearby train crossings to use as an alternate route. We have to go to 4700 South and back up to 5600 West to get around it, which is 4 miles. I have done it many times on bad roads, and it takes an hour if I'm lucky and there aren't wrecks on that route.</p> <p>Suggestions I have are:</p> <ul style="list-style-type: none"> * Make a pedestrian bridge over 5400 South to accommodate foot traffic across 5400 S. to remove the extreme risk of school kids and others trying to walk across 5400 So. * Widen the street and train bridge opening. * Lessen the incline of the street, drawing it back more towards 5600 West, it might help with the cluster crashes on slippery roads. * If that isn't an option, change the main intersection to the top of the hill instead of on the incline. * If the train bridge could be higher, the grade could be made less steep and less hazardous. * Find a way to make the intersection NOT BLIND to traffic coming from the West around the curve and down the hill. This would minimize the cars and huge trucks that run through the red light all the time. The yellow flashing light isn't cutting it. * Construct an alternate RR crossing somewhere North of 5400 South between 5400 S. and 4700 West when there are cluster wrecks at the train bridge to be used as a more efficient detour. <p>The intersection is a nightmare from hell. I don't think widening 5400 South is the only issue here.</p> <p>The lesser intersection that feeds it from Charlotte Ave just North of 5400 and Cougar Ln is massively screwed up. Whoever designed it was on crack. You can't get out onto 5400 South and big lines form both north and south and east and west, trying to get through the light at Cougar Lane and Charlotte Ave. Maybe 2 cars get through if there are no pedestrians to wait for. Drivers there are not polite. They try to beat other vehicles through to get onto 54th. Their rudeness takes over because of the crappy design. Massive Hazard.</p>
S057	Whatever is done, pedestrian safety is of great concern. I've walked the sidewalks on 5400 South several times over the years and it is scary. There is not enough room on the sidewalks, especially when people put their trash cans out. People are driving by at 40-50 mph and passing with scant inches to spare (or at least it feels that way). Widening the sidewalks and installing pedestrian bridges to cross the road would help immensely. Providing other locations for people to put their trash cans would help as well. When the trash cans are on the sidewalks, it forces pedestrians into the road in many instances because the sidewalks are not wide enough to go between the trash cans and fences.
S058	If the road is widened to the railroad bridge at Northwest Avenue and 5400 South, how does UDOT propose to deal with the even greater bottleneck that will be created? This area is already a nightmare during rush hour traffic. If the road is only widened to this point and not widened all the way to 5600 West, the traffic problems -- and related safety of persons in vehicles and pedestrians -- will be even worse than now
S059	5400 South appears on both the County Cooperative Plan 2010 bike route map and the WFRC November 2010 Draft bike map which shows different segments of 5400 South as both Class 2 and Class 3 proposed priority bike routes. Also the new Draft 2040 RTP dated 1/25/2011 we received yesterday at the WFRC Regional Council meeting shows this project as a "Priority" Class 3 bike route.
S060	I think you should not redo the road. i think you should redo 6200 south bangerter to 4800 west. It is far more congested then 5400 south. When you think of the impact on the residents and business on 5400 south. It would be a shame to widen that part of the road and the hardship to the families involved. Please rethink your project, before it is too late.
S062	Pedestrian Safe Crossings near Bangerter Highway
S063	Where are the right turn lanes on Bangerter at 4700 and 5400 like there are at 3500? This design change is contributing to accidents as drivers turn right in the left turn lane or proceed across the left turn lane when the Bangerter traffic has the right of way.
S064	Gold's Gym- Note cars parked close as possible to entrance!
S065	Need to fix the angle at which this intersection [4015 W.] is at (more straight) from eastbound traffic)
S066	S.Side- 4015 W. to 42240 W. Water ponding "Kearns Lake"
S067	To the North and the businesses would have to rebuild
S068	The front would have to come off this building [near 4218 W. north side of road]
S069	Lots of accidents at 4220 W.
S070	Time this light [4220 W] better

Other Comments	
S071	Kids cross here to get to library and school, 4270 W.
S073	Pedestrian ramp floods and fills up with dirt and gravel after it rains, 4270 W. 5415 S. Lots of jay walkers cross street to get to library, school, church and no cross walk
S074	Rental Property at 4417 W. 5415 S.
S075	Expand on the north side and the fire station would have to move east to where the Methodist Church life center is to move it back
S076	Block this road- make dead end [4460 W., 4620 W.]
S077	Improve sidewalks and shoulders because garbage cans block sidewalks so people have to walk in street
S078	Widen on the north side and 28 homes will be lost
S079	Large sign should have been gone [near 4728 W.]
S080	S.B. to W.B dangerous sight distance [Northwest Ave]
S081	People walk in street because snow isn't shoveled under [railroad] bridge
S082	Hill ices up during winter to the northbound safety [south side of road on Northwest Ave.]
S083	Find a second way to cross the railroad between 5400 S. and 6200 S.
S084	Railroad bridge is too narrow for 7 lanes
S085	A pedestrian trail along RR would be safer for walkers, cyclists, etc.
S086	How do the high school kids get across or under tracks if it moves to 7 lanes?
S087	Traffic from Northwest [Ave.] to 4800 W. mostly dead stoped during peak
S088	Difficult intersection to navigate [north side of 4800 W.]
S089	Can 5400 S. be widened on the north from Northwest Ave. to morning Breeze Dr?
S090	Coming down Cougar Lane in the winter car slide down into the intersction all the time
S091	Closing Heath was a big mistake. Too hard to get out of neighborhood. Light on Charlotte/ Cougar Lane is not long enough now to allow kids to cross going to the high school. The light changes before they get across.
S104	In the meeting yesterday (2/4/11) there was some discussion regarding Class 2 bike lane widths. I was referencing the most recent February 2010 Draft of the AASHTO Guide for the Planning, Design and Operation of Bicycle Facilities, which everyone may not be familiar with. Attached for your information are the relevant pages copied from the guide.