

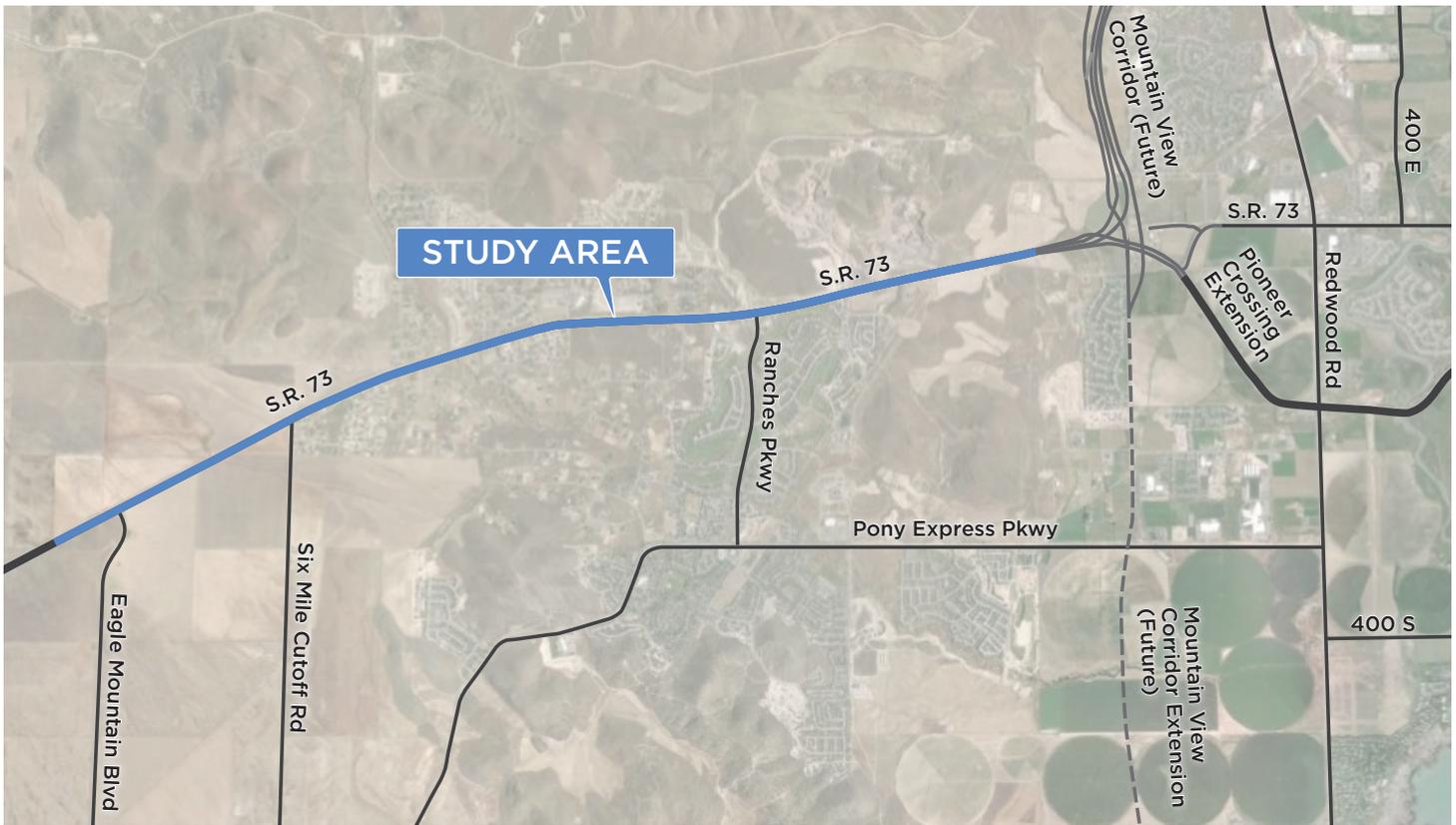
SR-73 PUBLIC OUTREACH SUMMARY REPORT

JANUARY 2016

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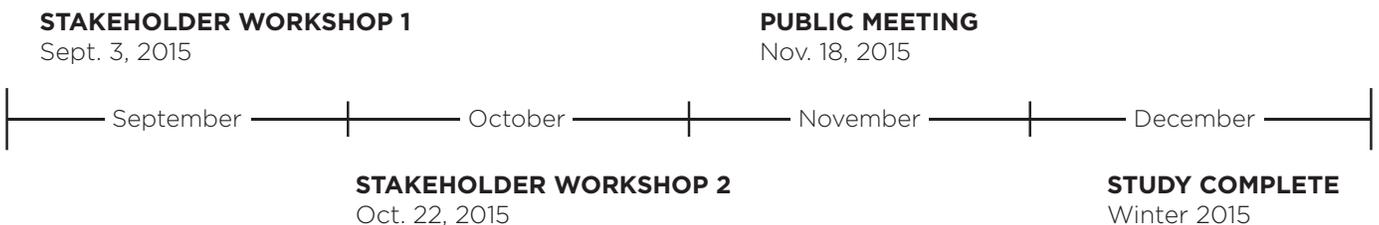
1. SR-73 FACTSHEET



UDOT is conducting a planning study to identify transportation concepts that reduce projected traffic congestion and travel delay on S.R. 73 from the Pioneer Crossing Extension to Eagle Mountain Boulevard. UDOT expects to complete the planning study this winter.

The study team is working with local governments to identify future transportation solutions that are compatible with city plans and allow for land preservation of an appropriate corridor. The team will also consider transit plans and potential bike path and trail improvements.

Planning Study Timeline





Recommended Concept

The study team evaluated several possible concepts and a Freeway with Frontage Roads concept performed the best because it addresses congestion, preserves access and is compatible with possible transit, bike path and trail improvements.

Future Environmental Study

After this planning study, UDOT will conduct an in-depth environmental study that will assess the impacts of alternatives and include a complete public process.

After careful consideration of the impacts, public input, technical data and existing transportation and land use plans, UDOT will decide on a preferred alternative in collaboration with local governments.

Your Input is Important

UDOT values your input and will use it to further refine concepts for consideration in the future environmental study process.

Please provide your input on a comment form or in an email to udotregion3@utah.gov before Dec. 2, 2015 with "S.R. 73" in the subject line.

2. SR-73 PLANNING STUDY PUBLIC ENGAGEMENT SUMMARY

S.R. 73 Planning Study Public Engagement Summary

1/7/16

Executive Summary

UDOT completed a six-month planning study, from Sept. 2015 to Jan. 2016, to identify transportation concepts that reduce projected traffic congestion and travel delay on Cory Wride Memorial Highway (S.R. 73) from the Pioneer Crossing Extension to Eagle Mountain Boulevard.

Throughout the planning study process, UDOT met with a Stakeholder Working Group twice, individual stakeholders as needed and the public at an open house. Stakeholders helped the study team determine concepts that are compatible with city plans and allow for land preservation of an appropriate corridor.

The study team was able to build stakeholder relationships that will foster a more successful and efficient environmental study. All planning study concepts, evaluations, feedback, contact information and recommendations will inform a future environmental study process expected to begin mid-2016.

Stakeholder Working Group 1

UDOT held the first Stakeholder Working Group meeting, Sept. 3, 2015, at the Eagle Mountain city council chambers. Eighteen stakeholders attended including local officials, engineers, major property owners, school representatives, planners and residents.

The study team educated attendees about the planning study and its purpose to begin communication and land preservation in preparation for a future environmental study. The team then presented transportation concepts, why UDOT screened them from further study and why the Freeway with Frontage Roads Concept is recommended. The team wanted to begin a dialog that would cultivate a positive and transparent relationship with major stakeholders and gather feedback on screening factors and other local considerations.

Key Feedback

- General acceptance of the study process and outcomes
- Interest in crossings, ROW impacts, phasing and timely land preservation
- Desire for recommended concept to accommodate both commuters and those who make internal community trips
- Concern about improving arterials surrounding S.R. 73
- Some resident concern about noise

Stakeholder Working Group 2

UDOT held the second Stakeholder Working Group meeting, Oct. 22, 2015, at the Eagle Mountain community development building, public works conference room. Sixteen stakeholders attended including local officials, engineers, major property owners, school representatives, planners and residents.

The study team showed more recent detail about the recommended Freeway with Frontage Roads concept and gathered feedback. Detail included a possible cross-section (shown both elevated and depressed) and three alignment options overlaid on aerial maps. The team also updated stakeholders on study timing and the upcoming public hearing so stakeholders could help inform and invite others.

Key Feedback

- General preference to impact non-developed land over established land
- Interest in business access and how the recommended concept would affect the economy
- Concern that leaving preserved land too long before construction begins would deter businesses from Eagle Mountain
- Concern about properties that may be too close to the alignments and specific feedback about how alignments would affect individual stakeholders
- Alpine School District interest in discussing a land-swap and a trail
- Depressed cross-section preferred by some where possible
- Request that study team consider other area studies and roads (e.g., a recently completed School and Institutional Trust Lands Administration (SITLA) and Farmland Reserve study)

Mountainland Association of Governments Open House

Justin Smart attended the Mountainland Association of Governments (MAG) open house, Oct. 29, 2015 at the Orem Senior Friendship Center, to educate attendees about the study. The study team provided basic fact sheets and displayed a board that showed how various transportation concepts were evaluated along with a cross-section of the recommended Freeway with Frontage Roads concept.

Individual Stakeholder Meetings

Eagle Mountain Mayor, Chris Pengra

Matt Parker and Justin Smart met with Mayor Pengra at the study's outset. They provided a brief overview of the study timeline, objective and process then discussed the Mayor's perspective on transportation issues and needs in his city. The Mayor indicated his citizens were very aware of the need for improved

transportation options and welcomed the proactive look at future needs. He also described the rapid growth facing the City over the coming three decades and appreciated UDOT's efforts to both meet the needs that would create and to work collaboratively with the City in doing so.

Fieldstone Homes

Matt Parker, Jeremy Christensen and Julene Thompson met with Fieldstone Homes, Oct. 15, 2015 at their office in Draper, to coordinate development plans. Fieldstone already had a design concept for their property ready to show the City and all of the S.R. 73 study's alignment concepts would impact that property. The group discussed how Fieldstone could adjust their design to accommodate a future project. Fieldstone was concerned about construction timing and access restrictions along their property bordering the south side of S.R. 73 near Mt. Airey Dr. They also asserted that all of the study's alignment concepts would affect their property about the same. UDOT recommended that Fieldstone contact Region 3 Right of Way to discuss questions about access restrictions.

Public Meeting

The study team held an open house at Black Ridge Elementary School in Eagle Mountain on Nov. 18, 2015. Approximately 65 people attended.

UDOT notified area residents about the meeting in a variety of ways including postcards mailed to Eagle Mountain residents surrounding S.R. 73 and Ranches Parkway and all Cedar Fort, White Hills and Fairfield residents. The postcard arrived in homes around Nov. 7-9, 2015. Other notifications included the Eagle Mountain City newsletter and social media, Region 3 social media and an email to Saratoga Springs staff.

The intent of the public meeting was to show area residents the same information shown to the Stakeholder Working Group: the recommended concept, how the study team came to that concept, the preliminary cross-section and alignments for that concept and general study update information.

The team wanted to gather specific feedback on alignment concepts based on local knowledge and cultivate a positive and transparent relationship with the public. The study team provided comment forms as well as an email address for those who wished to send their feedback after the meeting. The team informed stakeholders that UDOT values their input and will use it to further refine concepts for consideration in a future environmental study process.

Key Feedback

Sixty-eight people left comments either on a comment form at the meeting or by email during the comment period that ended Dec. 2, 2015. The following summarizes major themes in the comments.

Cross Section Comments

- Freeway with Frontage Roads concept and its width seems excessive
- Previous traffic projections have not been met
- Wide support for trails
- Depressed cross section preferred where possible

Alignment Comments

- Priority to occupied homes over proposed developments
- Should avoid close proximity to school and playgrounds
- Middle alignment has the least observed impacts

Specific Comments and Concerns

- Environmental concerns focused on noise, animal habitat, and light pollution
- Numerous concerns about the tie-in with the Mountain View Corridor
- Reluctance to believe traffic merits three freeway lanes and two frontage lanes in each direction
- Concern that frontage freeway system will disturb the rural lifestyle that initially drew residents to the area e.g., tall sound walls would disrupt the wide-open feel
- Safety concerns about children that live near S.R. 73 or cross S.R. 73 to get to school
- Concern about fair compensation for property and losing property value
- Concern that partial property acquisitions may impact zoning for livestock ownership
- Many requests to make study information available online and to send notification when new information becomes available
- Many cited an older plan to develop an east-west road north of S.R. 73 (around the Camp Williams property). They prefer this plan because it would require fewer impacts. Many said they were told that the “Camp Williams” road would be built so they made investment plans based on that information
- Many wanted to know why they were not told sooner about plans for S.R. 73 and asked about the legal ramifications of withholding that kind of information

3. SR-73 WORKSHOP #1

3.1. Invitation

3.2. Sign-in Sheet

3.3. Agenda

3.4. Presentation

3.5. Summary

From: julenethompson@utah.gov

Subject: S.R. 73 Corridor Study Stakeholder Workshop – Sept. 3

S.R. 73 Corridor Study Stakeholder Workshop Invitation

When: Thursday, Sept. 3, 2015, 4–5 p.m.

**Where: Eagle Mountain City Offices, Council Chambers
1650 Stagecoach Run**

The Utah Department of Transportation is conducting a study to identify transportation concepts that may reduce projected traffic congestion and travel delay on S.R. 73 from the Pioneer Crossing Extension to Eagle Mountain Blvd. This planning study is in preparation for a formal environmental study.

The study team has identified you as a representative of your community and is inviting several others from various interest groups within the community to learn more about possible concepts to improve this vital corridor. At this workshop the study team will review current study progress with workshop participants and solicit your feedback on the concepts. Your participation is important and appreciated.

Please email udotregion3@utah.gov or call Julene Thompson at 801-231-0595 to RSVP for the workshop. Please respond by Aug. 27, if possible.

S.R. 73 Planning Study Stakeholder Workshop 1 Sign-In Sheet

Eagle Mountain City Council Chambers - Sept. 3, 2015 - 4-5 p.m.

Name	Title	Organization	Initials
Chris Trusty	City Engineer	Eagle Mountain	CT
Steve Mumford	City Planner	Eagle Mountain	SM
John Linton	Planning Commission Chair	Eagle Mountain	JL
Chris Pengra	Mayor	Eagle Mountain	CP
Adam Bradley	City Council Member	Eagle Mountain	
Kimber Gabryszak	Planning Director	Saratoga Springs	KG
Jeremy Lapin	City Engineer	Saratoga Springs	JL
Howard Anderson	Mayor	Cedar Fort	HA
Glen Tanner	County Engineer	Utah County	GT
Troy Herold		School and Institutional Trust Lands Administration (SITLA)	T.H.
Shawn Eliot		Mountainland Association of Governments (MAG)	SE
Tim Hereth		Mountainland Association of Governments (MAG)	TH
Liz Cramer		Federal Highway Administration (FHWA)	LC
		The Ranches Master HOA	
Scot Hazard	Property Owner		SH
Derek Farnes	Routing Supervisor	Alpine School District Transportation Dept. - East	DF
Darren Beck	Director	Rockwell Charter High School	DB
Tele Wightman	General Manager	The Ranches Golf Course	
Paul Raymond	Real Estate and Income	Camp Williams	
Allen Martin	Eagle Mountain City Center Resident		AM
Lew Swain	Property Owner		LS
Roger Barrus		Farmland Reserve	RB



S.R. 73 Planning Study Stakeholder Workshop
Eagle Mountain City Council Chambers
Sept. 3, 2015, 4-5 p.m.

AGENDA

- 1. Introduction and Welcome – 5 min.**
Justin Smart, Consultant Facilitator and
Chris Pengra, Eagle Mountain Mayor

- 2. Background – 5 min.**
Matt Parker, UDOT Project Manager

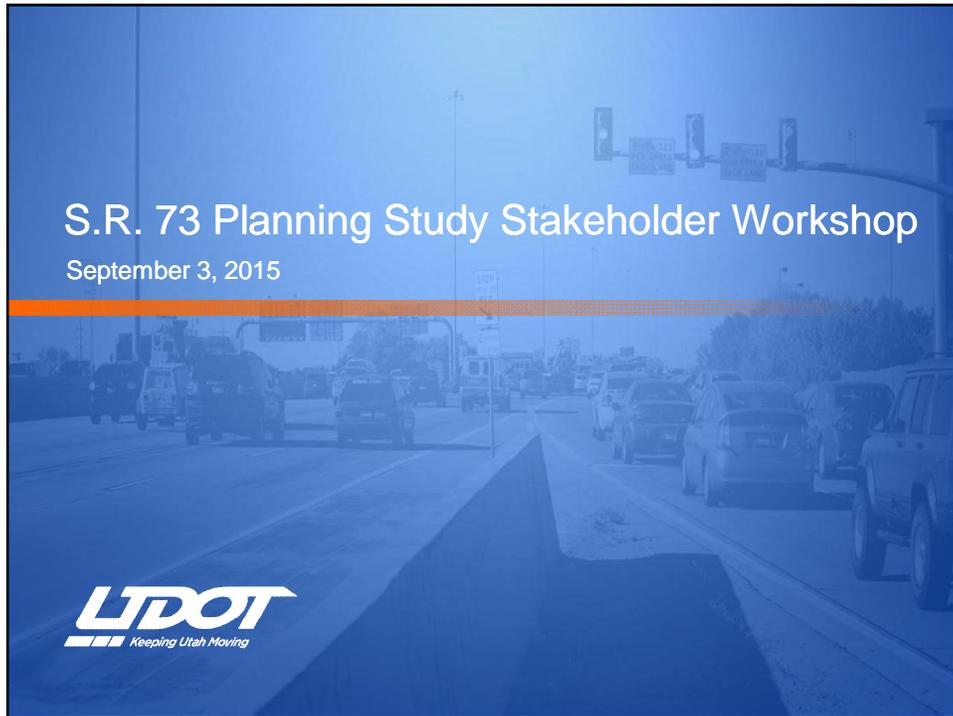
- 3. Transportation Concept Review and Evaluation – 20 min.**
Ed Rock, Consultant Project Manager

- 4. Discuss Preferred Concept – 20 min.**
Ed Rock and Justin Smart

- 5. Next Steps – 5 min.**
Justin Smart, Consultant Facilitator

CONCEPT DISCUSSION

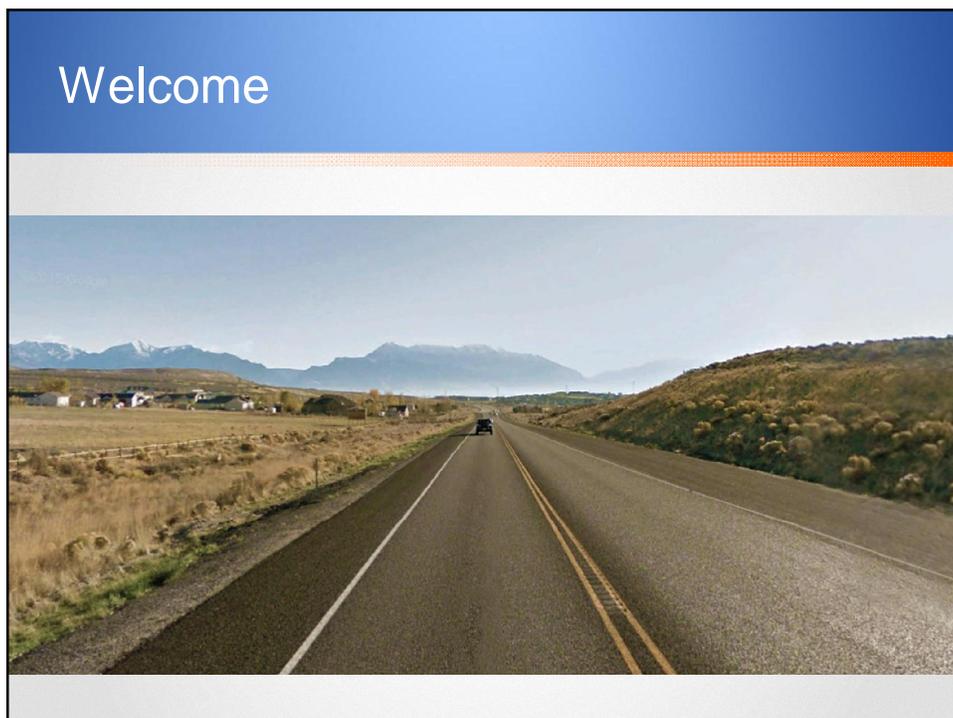
1. What is your general impression of the concepts?
2. What do you see as the pros and cons of the recommended concept?
3. How important is access to you?
4. Are there additional factors we should consider or study more closely in this planning study or the in-depth environmental study?



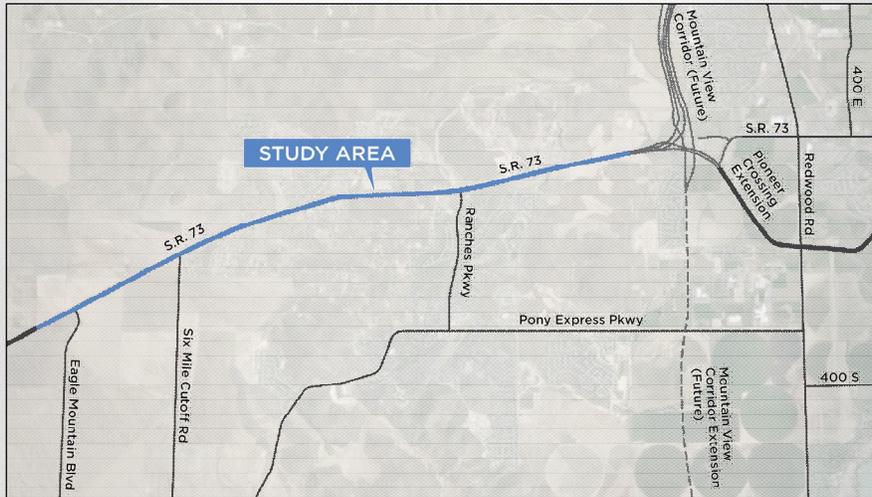
S.R. 73 Planning Study Stakeholder Workshop
September 3, 2015



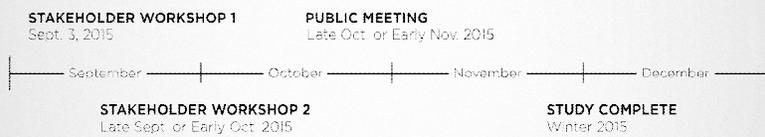
Welcome



Study Area



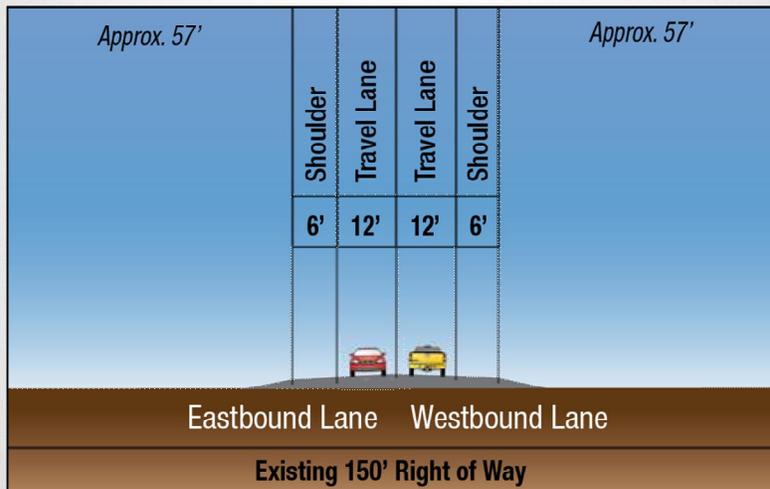
Planning Study Timeline



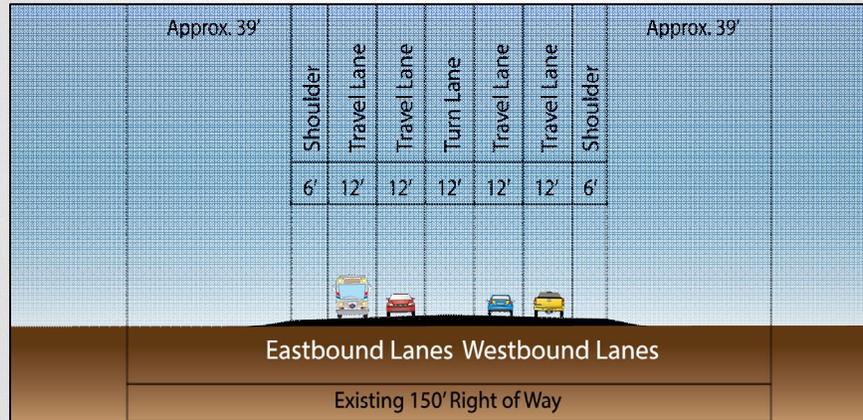
Potential Transportation Concepts



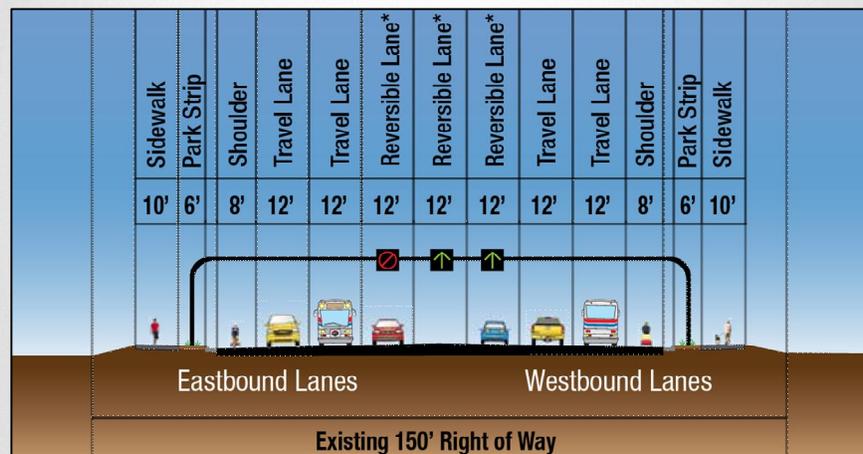
No Build



No Build

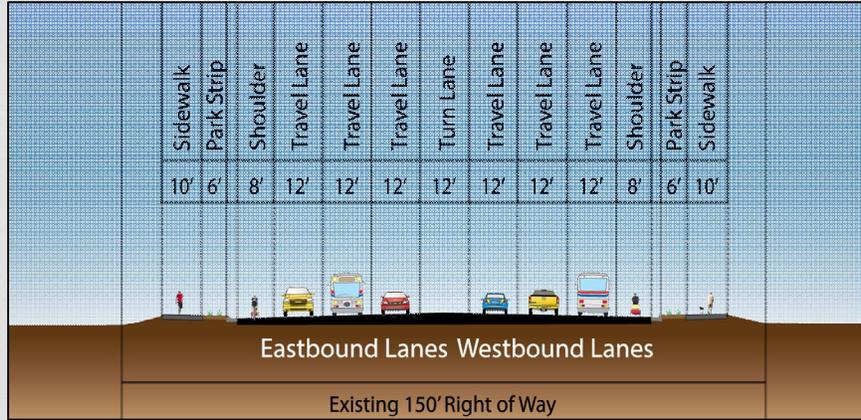


Reversible Lanes

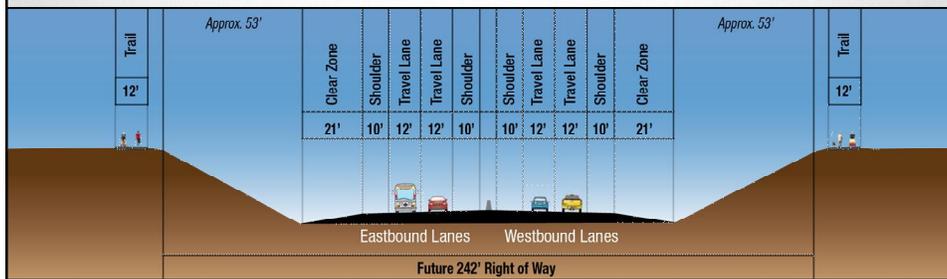


*Reversible Lanes controlled by overhead signals (shown out of scale)

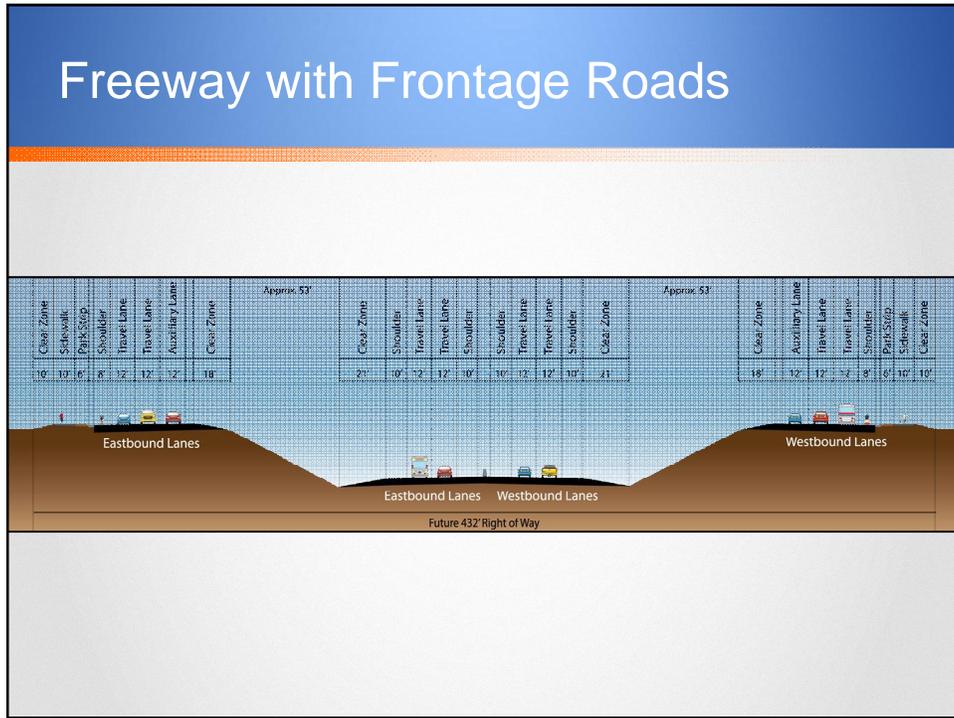
Widened and New Arterials



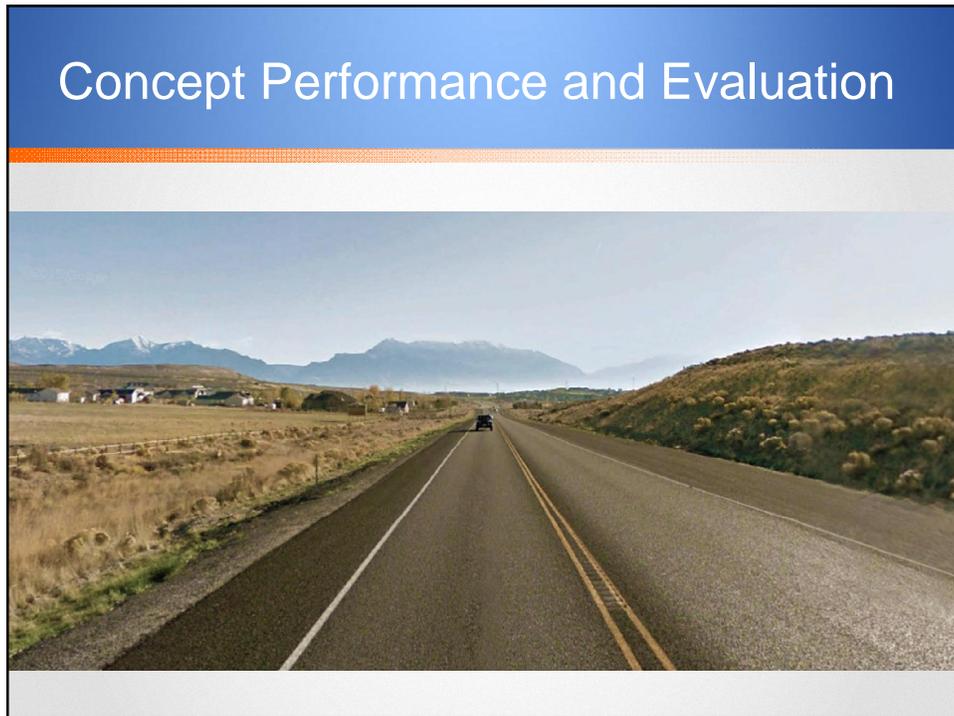
Limited-Access Freeway



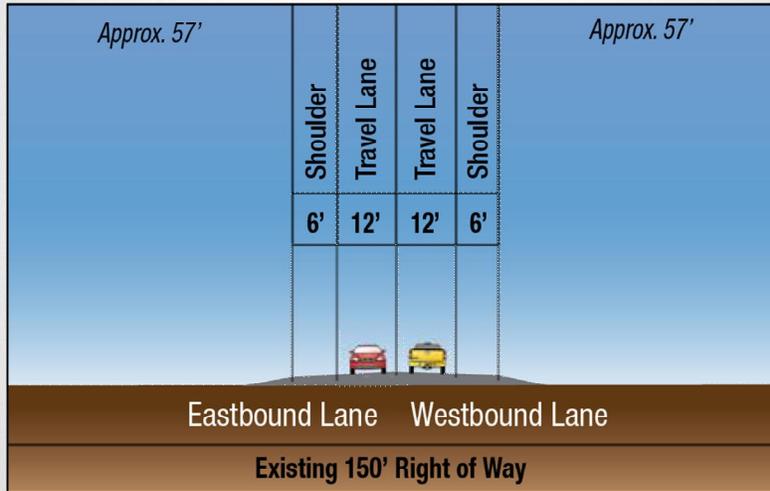
Freeway with Frontage Roads



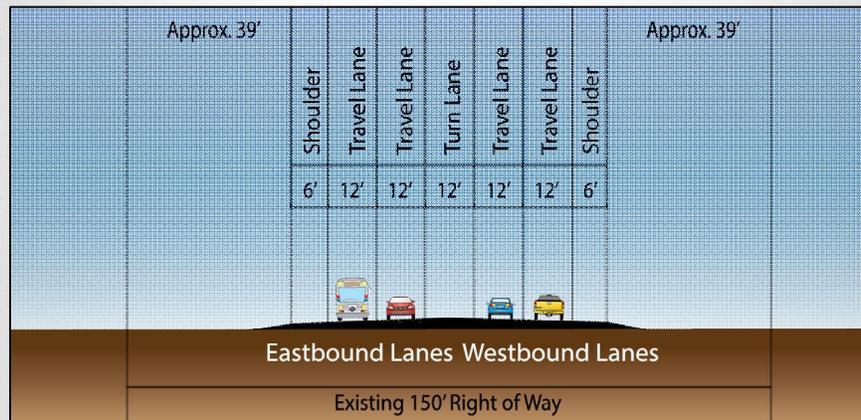
Concept Performance and Evaluation



No Build



No Build



No Build



No Build

		No Build Concept
Evaluation Factors	Traffic Congestion	●
	Right-of-Way Required	●
	Access Compatibility	●
	Transit/Trail Compatibility	●

- Fails to solve congestion issues (all east-west roadways “heavily congested”)
- No right of way required
- No change in access
- No trail or transit component

Reversible Lanes



*Reversible Lanes controlled by overhead signals (shown out of scale)

Reversible Lanes

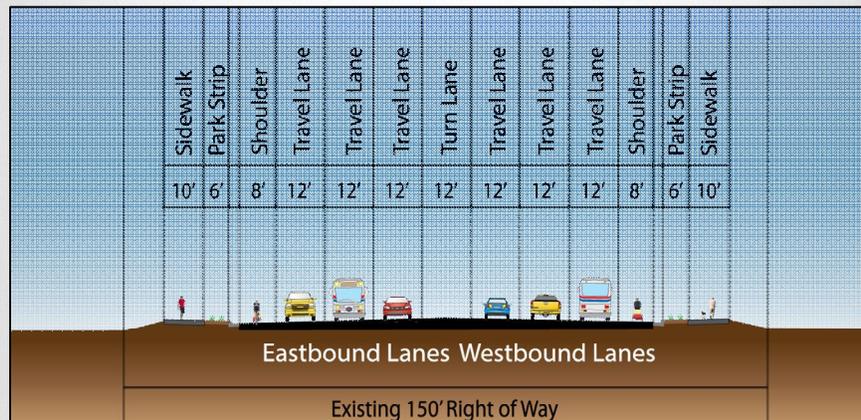


Reversible Lanes

Evaluation Factors		Reversible Lanes Concept
		Traffic Congestion
Right-of-Way Required	Yellow Circle	
Access Compatibility	Green Circle	
Transit/Trail Compatibility	Yellow Circle	

- Fails to solve congestion issues
- Some S.R. 73 widening required
- No change in access
- Can accommodate transit and trails but potential conflicts between trail/transit users and heavily congested roads

Widened and New Arterials



Widened and New Arterials

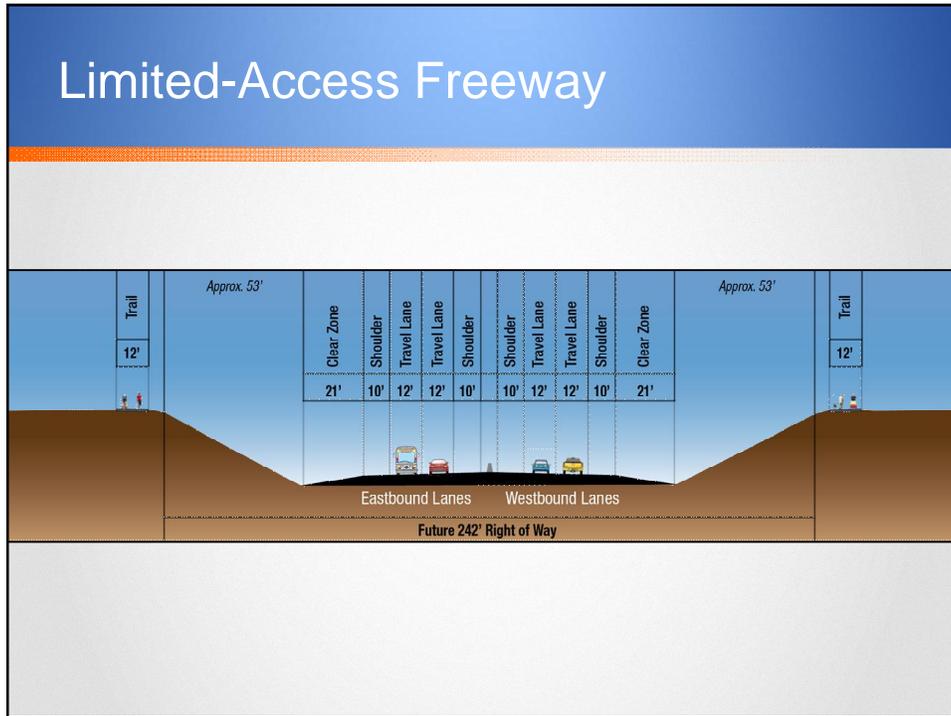


Widened and New Arterials

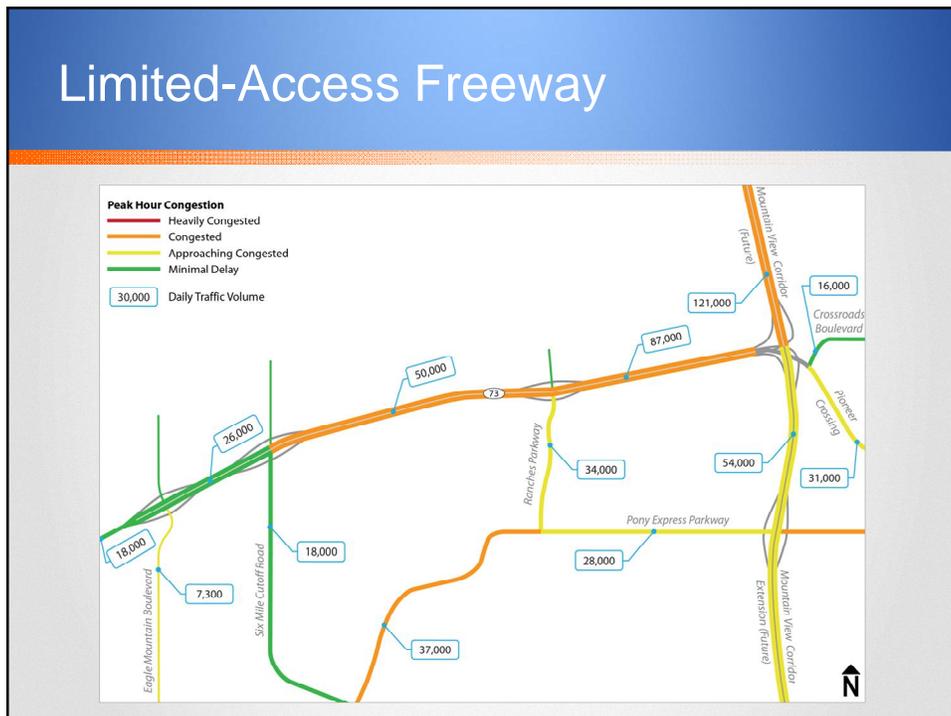
		Widened and New Arterials Concept
Evaluation Factors	Traffic Congestion	● (Red)
	Right-of-Way Required	● (Red)
	Access Compatibility	● (Green)
	Transit/Trail Compatibility	● (Yellow)

- Fails to solve congestion issues
- S.R. 73 and Pony Express widening required; additional new arterials required
- No change in access
- Can accommodate transit and trails but potential conflicts between trail/transit users and heavily congested roads

Limited-Access Freeway



Limited-Access Freeway

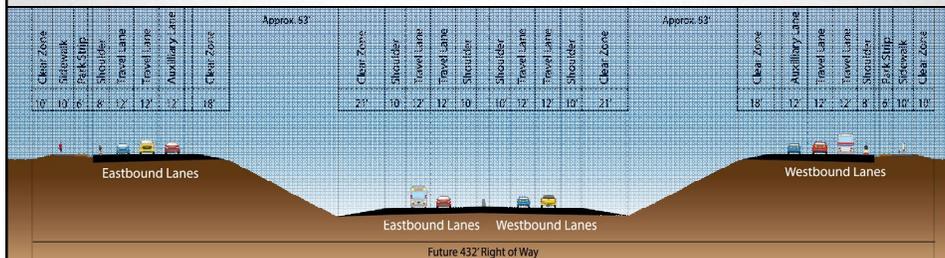


Limited-Access Freeway

Evaluation Factors	Limited-Access Freeway Concept	
	Traffic Congestion	Yellow Circle
	Right-of-Way Required	Red Circle
	Access Compatibility	Red Circle
Transit/Trail Compatibility	Yellow Circle	

- Improves traffic flow but still congested
- Heavy property impacts related to limited access
- Limited access to interchange area only (unless constructing frontage roads)
- Can accommodate transit and trails in design but freeway not ideal for transit, pedestrians and cyclists

Freeway with Frontage Roads



Recommended Concept Freeway with Frontage Roads



Concept Evaluation

	No Build Concept	Reversible Lanes Concept	Widened and New Arterials Concept	Limited-Access Freeway Concept	Freeway with Frontage Roads Concept	
Evaluation Factors	Traffic Congestion	Red	Red	Yellow	Green	
	Right-of-Way Required	Green	Yellow	Red	Red	
	Access Compatibility	Green	Green	Green	Red	Green
	Transit/Trail Compatibility	Red	Yellow	Yellow	Yellow	Green

Concept Discussion

- What is your general impression of the concepts?
- What do you see as the pros and cons of the recommended concept?
- How important is access to you?
- Are there additional factors we should consider or study more closely in this planning study or the future environmental study?

S.R. 73 Planning Study Stakeholder Workshop

September 3, 2015





S.R. 73 Planning Study
Stakeholder Workshop 1 Summary
Eagle Mountain City Council Chambers
Sept. 3, 2015, 4-5 p.m.

STAKEHOLDER ATTENDEES

- Chris Pengra, Eagle Mountain Mayor
- Chris Trusty, Eagle Mountain City Engineer
- Steve Mumford, Eagle Mountain Planning Director
- John Linton, Eagle Mountain Planning Commission Chair
- Kimber Gabryszak, Saratoga Springs Planning Director
- Jeremy Lapin, Saratoga Springs City Engineer
- Howard Anderson, Cedar Fort Mayor
- Glen Tanner, Utah County Engineer
- Troy Herold, School and Institutional Trust Lands Administration (SITLA)
- Shawn Eliot, Mountainland Association of Governments (MAG)
- Tim Hereth, Mountainland Association of Governments (MAG)
- Liz Cramer, Federal Highway Administration (FHWA)
- Scot Hazard, Property Owner
- Derek Farnes, Alpine School District Transportation Department (East) Routing Supervisor
- Darren Beck, Rockwell Charter High School Director
- Allen Martin, Eagle Mountain City Center Resident
- Lew Swain, Property Owner
- Roger Barrus, Farmland Reserve

STAKEHOLDERS INVITED

- Adam Bradley, Eagle Mountain City Council Member
- Representative from The Ranches HOA
- Tele Wightman, The Ranches Golf Course General Manager
- Paul Raymond, Camp Williams Real Estate and Income

STUDY TEAM ATTENDEES

- Matt Parker, UDOT Project Manager
- Ed Rock, Consultant Project Manager
- Jeremy Christensen, Consultant Engineer
- Tiffany Pocock, Consultant Design Engineer
- Lindsay Mabry, Consultant Public Involvement

- Ivan Hooper, Consultant Traffic Engineer
- Rich Crossley, Consultant Planning
- Justin Smart, Consultant Public Involvement
- Julene Thompson, Consultant Public Involvement

KEY OUTCOMES

- General acceptance of process and outcomes
- Interest in crossings, ROW impacts, phasing and timely land preservation
- Concern about having a concept that accommodates both commuters and those who make internal community trips
- Concern about improving arterials surrounding S.R. 73
- Some resident concern about noise

AGENDA

1. Introduction and Welcome

Justin Smart, Consultant Facilitator

Chris Pengra, Eagle Mountain Mayor

- Justin Smart
 - Welcomed stakeholders and thanked them for coming.
 - Expressed appreciation for participants' willingness to learn about this study on S.R. 73 and share knowledge about the area and community.
 - Led introductions around the room.
 - Explained the agenda, ground rules and brief process overview.
 - Introduced Mayor Pengra.
- Mayor Pengra
 - Eagle Mountain is growing fast. It is so important to take a fresh look at planning.
 - It is obvious that Cory Wride Highway (S.R. 73) won't be a two-lane highway for much longer.
 - Steve Mumford and other Eagle Mountain Staff have been working hard on planning the area so it will be ready.

2. Background

Matt Parker, UDOT Project Manager

Planning Study and Environmental Study

- Study goal is to come up with a recommended concept to improve this area.
- The study area is along S.R. 73 from the Pioneer Crossing Extension to Eagle Mountain Blvd.
- Planning study is meant to identify a corridor to be preserved for a future improvement as early as possible. Costs are going up.
- This study will be followed by a more in-depth environmental study that will look at impacts associated with improvements in more detail.
- This planning study will last about three months.
- Christ Trusty asked if this was a planning study only, then an environmental study would come, followed by construction. Matt said that was right and that UDOT is trying to prepare for a NEPA environmental study.

3. Transportation Concept Review and Evaluation

Ed Rock, Consultant Project Manager

- Ed explained that he is with Parsons Brinckerhoff, the firm UDOT hired to work on this planning study. They also work on the Mountain View Corridor so they are very familiar with this area.
- This area has outgrown this two-lane arterial. Study team is stepping back and doing due diligence to consider several possible concepts.
- All of the traffic projections assume the Mountainland Association of Governments' (MAG) plans will be implemented through 2040. LOS F is gridlock.
- Ed explained each of the four study concepts and how they rated on four different criteria: Traffic Congestion, ROW required, Access Compatibility and Transit/Trail Compatibility.
 - No-Build
 - This is a baseline based on 2040 traffic conditions if no changes are made.
 - Reversible Lanes
 - Widened and New Arterials
 - Steve Mumford asked if this would widen S.R. 73 too or just arterials.
 - Ed explained multiple arterials would be widened in this concept.
 - Limited-Access Freeway (Traditional Freeway)

- Ed explained why the graphic shows that the freeway is depressed.
- This concept requires less land but doesn't have a lot of access.
- Freeway with Frontage Roads
 - This concept functions like 2100 North.
 - The concept performs the best. It has a large footprint but good access.
 - Christ Trusty asked how many lanes it would be. Ed said that they assumed six lanes east of The Ranches and four west of The Ranches.
 - This concept will take care of S.R. 73 but what about surrounding arterials? MAG explained that if they could put a Freeway on Pony Express that would be best but they can't. We're past that point. As the area grows people will take the faster facility.

4. Discuss Recommended Concept

Ed Rock and Justin Smart

- Ed and Justin opened up the discussion for questions and concerns.
- Rockwell Charter High School wanted to know about impacts to the school. They said that their parking lot is right next to the road. They said that access to the school and access in general is important to them.
 - Ed said the study team will lay out a potential footprint of the recommended concept.
- Someone asked how the recommended concept compares to MVC.
 - There is a lot of local traffic on the south part of MVC.
 - The freeway with frontage roads concept would function a lot like 2100 North in Lehi.
- Allen Martin said the preferred concept is right on. We just need to accommodate what is already here. Most businesses won't put corporate offices here because of the location.
- Historically the study area was very commutable. This study seeks to address that.
- Kimber Gabryszak said there are two target groups: commuters and residents that run errands. Could we look at them separately? Could we implement something like the S.R. 92 commuter lanes? We don't want to

make it hard for people to stay in Eagle Mountain or Saratoga Springs. Freeways can become a barrier to residents.

- The study team said that they could consider it. The frontage road concept and its overall cross-section are similar but the frontage road concept provides better access.
- The study team explained that the balance for commuters and non-commuters is the frontage roads. It is important for the road to be depressed in certain areas so something could go over it. Cross streets are imperative to making the overall traffic flow within the community.
- How often can you cross the whole facility to maintain connectivity? This will be looked at in more detail.
- Someone asked if we are planning to improve other arterials that are not in the study area. They said they were less concerned about their non-commute trips than their commute trips.
 - The future environmental process will look at community impacts. Improving commutes will take pressure off other arterials.
- What major collectors are cities planning?
- Chris Trusty said he is interested to know what the golf course thinks of the recommended concept and that noise on S.R. 73 is a residential concern.
- Steve Mumford talked about preserving right of way and that it's expensive.
 - The study team said that they hope to have a cost for the recommended concept at the end of this planning study.
- What about phasing? The study team is looking at that.
- There were concerns about current and future property owners. The study team is looking at current and future right of way preservation.
- Scot Hazard asked when the environmental study would start.
 - The team explained that is to be determined.

5. Next Steps

Justin Smart

- Thanked the group for a good discussion.
- Next steps are to refine the preferred concept and make a footprint of what it could look like for the second workshop.

- Study team will be in contact with stakeholders about when the next workshop will be. The hope is this group could come to the second meeting or send a representative from each organization or community.
- After the second workshop the study team plans to hold a public meeting in late-October or early-November to show concepts and listen to feedback.
- Please stay in touch any time about the study. Contact information is on the handout.

6. Submitted Comment

- Allen Martin, Eagle Mountain City Center Resident
 - What is your general impression of the concepts? Very well done
 - What do you see as pros and cons of the recommended concept? The recommended concept is just what we need but there will be some unhappy people who own property near S.R. 73 so we need to buy property as soon as possible before even more development takes place.
 - How important is access to you? I think access will be fine with any of the concepts. It won't matter to go a little further east or west to get to an access point. This will likely be a minor issue.
 - Are there additional factors we should consider or study more closely in this planning study or the in-depth environmental study? Corridor preservation through land acquisition is the urgent issue. Once the land has been purchased there will be flexibility in the phases of construction.

4. SR-73 WORKSHOP #2

- 4.1. Sign-in Sheet
- 4.2. Agenda
- 4.3. Presentation
- 4.4. Summary

S.R. 73 Planning Study Stakeholder Workshop 2 Sign-In Sheet

Eagle Mountain Community Development Building, Public Works Conference Room - Oct. 22, 2015 - 4-5 p.m.

Name	Title	Organization	Initials
Chris Trusty	City Engineer	Eagle Mountain	✓
Steve Mumford	City Planner	Eagle Mountain	✓
John Linton	Planning Commission Chair	Eagle Mountain	✓
Chris Pengra	Mayor	Eagle Mountain	✓
Adam Bradley	City Council Member	Eagle Mountain	
Kimber Gabryszak	Planning Director	Saratoga Springs	<i>KG</i>
Jeremy Lapin	City Engineer	Saratoga Springs	✓
Howard Anderson	Mayor	Cedar Fort	✓
Glen Tanner	County Engineer	Utah County	
Elise Erier		School and Institutional Trust Lands Administration (SITLA)	
Troy Herold		School and Institutional Trust Lands Administration (SITLA)	<i>TH</i>
Shawn Eliot		Mountainland Association of Governments (MAG)	
Tim Hereth		Mountainland Association of Governments (MAG)	<i>TH</i>
David Cox		Federal Highway Administration (FHWA)	
		The Ranches Master HOA	
Scot Hazard	Property Owner		
Derek Farnes	Routing Supervisor	Alpine School District Transportation Dept. - East	<i>DF</i>
Darren Beck	Director	Rockwell Charter High School	<i>DB</i>
Tele Wightman	General Manager	The Ranches Golf Course	
Paul Raymond	Real Estate and Income	Camp Williams/Utah National Guard	<i>PR</i>
<i>CPT Earl Simmon</i>		Camp Williams/Utah National Guard	<i>ES</i>
Allen Martin	Eagle Mountain City Center Resident		<i>AM</i>

Lew Swain	Property Owner		
Roger Barrus		Farmland Reserve	<i>PB</i>
Stan Smith	Property Owner		
David Dunn	Resident		
Glen Allred	Developer		
<i>Jon Barclay</i>	<i>Ranches HCA Board</i>		<i>JB</i>

S.R. 73 Planning Study Stakeholder Workshop 1 Sign-In Sheet (Internal)

Eagle Mountain City Council Chambers - Sept. 3, 2015 - 4-5 p.m.

Name	Title	Organization	Initials
^			
Matt Parker	Project Manager	UDOT	MP
Ed Rock	Project Manager	Consultant	ER
Jeremy Christensen	Project Engineer	Consultant	JC
Tiffany Pocock		Consultant	
Lindsay Mabry	Public Involvement	Consultant	LM
Brent Schvaneveldt		UDOT	BS
Craig Hancock		UDOT	
Brian Phillips		UDOT	
Justin Smart	Public Involvement	Consultant	JS
Julene Thompson	Public Involvement	Consultant	JT
Ivan Hooper	PE	Consultant	IH
Bill Hereth			
Rich Crossley			



S.R. 73 Planning Study Stakeholder Workshop
Eagle Mountain Community Development Building
Public Works Conference Room
Oct. 22, 2015, 4-5 p.m.

AGENDA

1. Introduction – 5 min.

Welcome and Agenda Review - Justin Smart, Consultant Facilitator
Process Overview - Matt Parker, UDOT Project Manager

2. Proposed Cross Section and Preliminary Alignment Concepts – 25 min.

Jeremy Christensen, Consultant Project Engineer

3. Feedback on Alignment Concepts – 30 min.

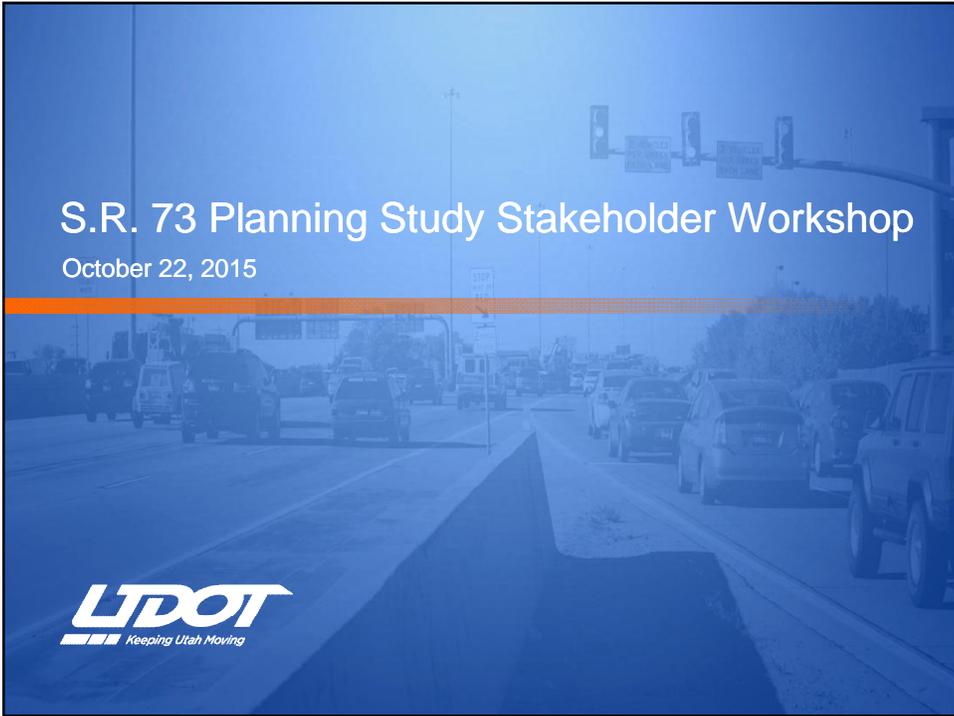
Jeremy Christensen and Justin Smart

4. Next Steps

Justin Smart

DISCUSSION

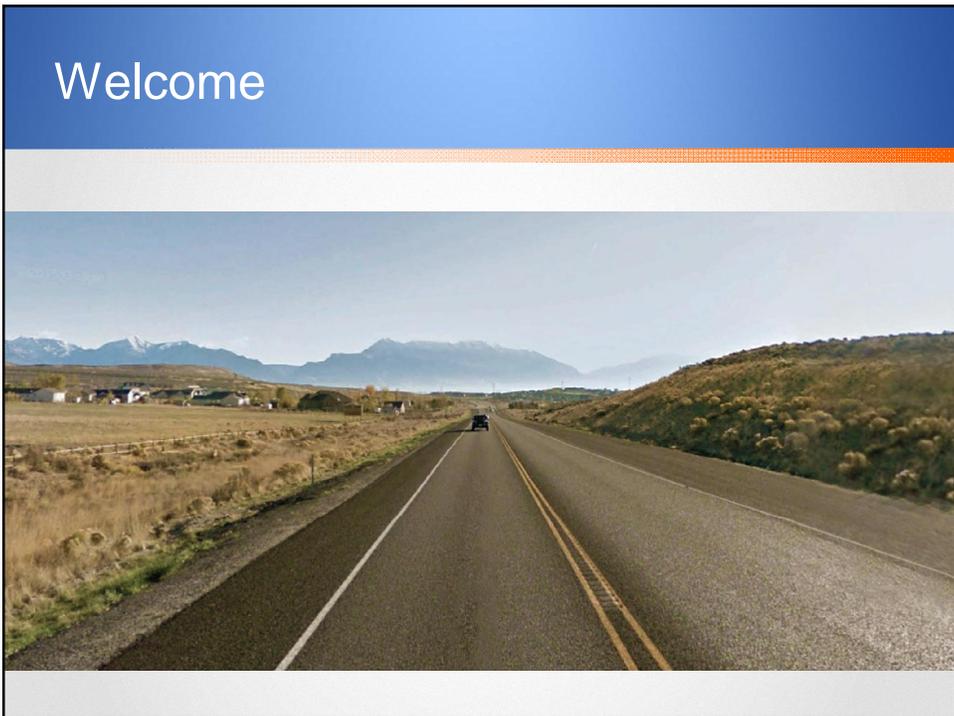
1. What are your reactions to the cross sections? Are the right transportation elements being addressed?
2. What is your general impression of the alignment concepts?
3. Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?



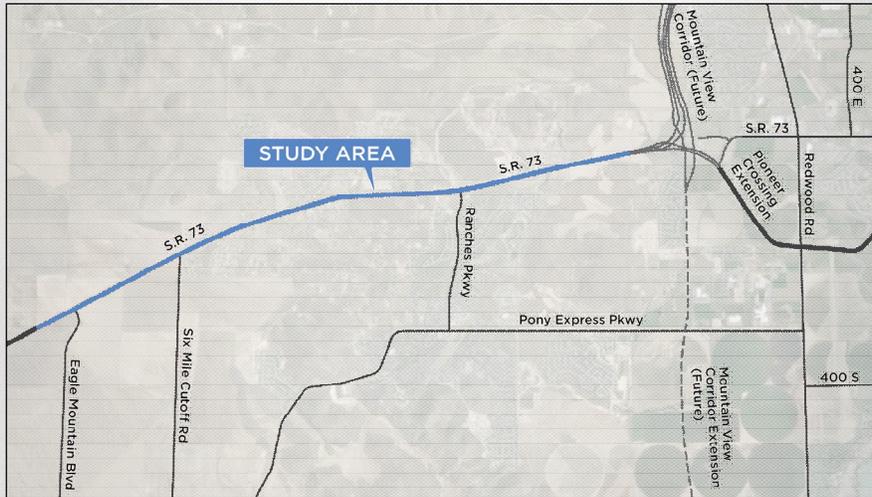
S.R. 73 Planning Study Stakeholder Workshop
October 22, 2015



Welcome



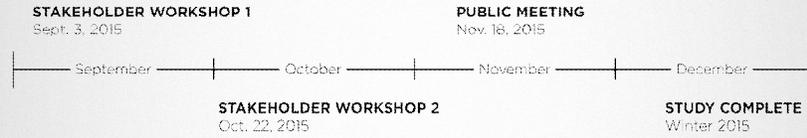
Study Area



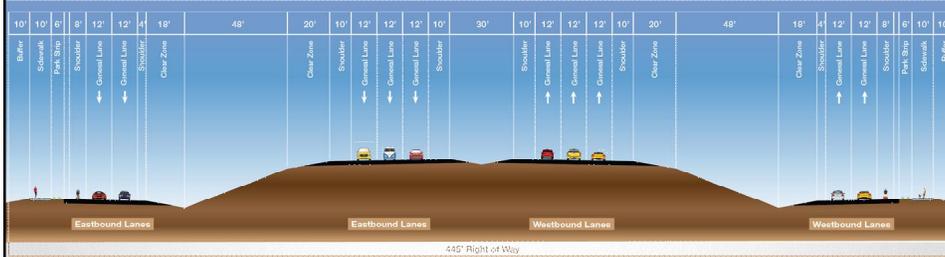
Concept Evaluation

	No Build Concept	Reversible Lanes Concept	Widened and New Arterials Concept	Limited-Access Freeway Concept	Freeway with Frontage Roads Concept	
Evaluation Factors	Traffic Congestion	Red	Red	Red	Yellow	Green
	Right-of-Way Required	Green	Yellow	Red	Red	Red
	Access Compatibility	Green	Green	Green	Red	Green
	Transit/Trail Compatibility	Red	Yellow	Yellow	Yellow	Green

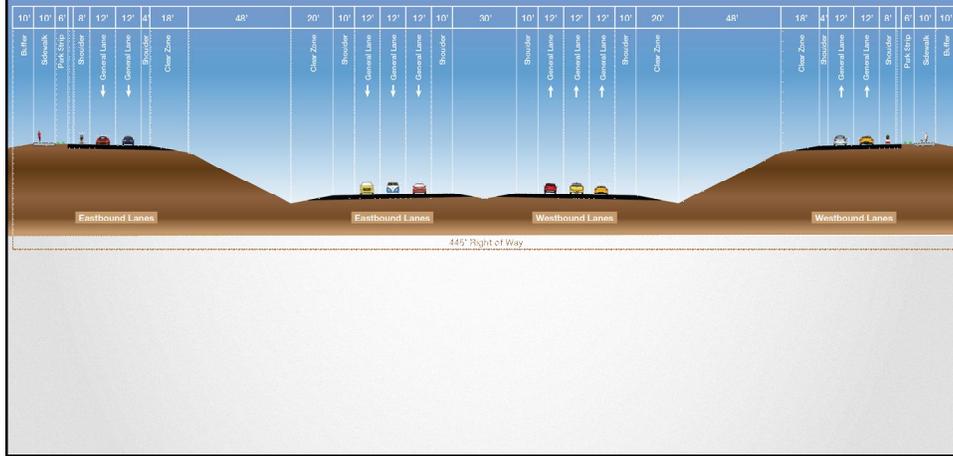
Planning Study Timeline



Proposed Cross Section – Elevated



Proposed Cross Section – Depressed



Navigating Frontage Roads



Preliminary Alignment Concepts



Alignment Discussion

- What are your reactions to the potential cross sections?
- What is your general impression of the alignment concepts?
- Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?

S.R. 73 Planning Study Stakeholder Workshop

October 22, 2015





S.R. 73 Planning Study
Stakeholder Workshop 2 Summary
Eagle Mountain Community Development Building
Public Works Conference Room
Oct. 22, 2015, 4-5 p.m.

STAKEHOLDER ATTENDEES

- Chris Pengra, Eagle Mountain Mayor
- Chris Trusty, Eagle Mountain City Engineer
- Steve Mumford, Eagle Mountain Planning Director
- John Linton, Eagle Mountain Planning Commission Chair
- Kimber Gabryszak, Saratoga Springs Planning Director
- Jeremy Lapin, Saratoga Springs City Engineer
- Howard Anderson, Cedar Fort Mayor
- Troy Herold, School and Institutional Trust Lands Administration (SITLA)
- Tim Hereth, Mountainland Association of Governments (MAG)
- Derek Farnes, Alpine School District Transportation Department (East) Routing Supervisor
- Jon Barclay, Ranches HOA Board
- Darren Beck, Rockwell Charter High School Director
- Allen Martin, Eagle Mountain City Center Resident
- Roger Barrus, Farmland Reserve
- Paul Raymond, Camp Williams Real Estate and Income
- Captain Earl Simmons, Camp Williams/Utah National Guard

STAKEHOLDERS INVITED

- Adam Bradley, Eagle Mountain City Council Member
- Tele Wightman, The Ranches Golf Course General Manager
- Shawn Eliot, Mountainland Association of Governments (MAG)
- David Cox, Federal Highway Administration (FHWA)
- Glen Allred, Developer, Property North of S.R. 73
- Scot Hazard, Property Owner
- Lew Swain, Property Owner
- Stan Smith, Property Owner
- David Dunn, Resident

STUDY TEAM ATTENDEES

- Matt Parker, UDOT Project Manager
- Brent Schvaneveldt, UDOT Engineer
- Ed Rock, Consultant Project Manager
- Jeremy Christensen, Consultant Engineer
- Lindsay Mabry, Consultant Public Involvement
- Ivan Hooper, Consultant Traffic Engineer
- Justin Smart, Consultant Public Involvement
- Julene Thompson, Consultant Public Involvement

KEY OUTCOMES

- Feedback about how alignments would affect individual stakeholders and information about other area studies and roads
- General preference to impact non-developed land over established land
- Interest in business access and how the recommended concept would affect the economy
- Concern that leaving preserved land too long before a project is built will deter businesses from coming to Eagle Mountain
- Concern over properties that may be too close to the recommended concept

AGENDA

1. Introduction

Welcome and Agenda Review - Justin Smart, Consultant Facilitator

- Welcomed stakeholders, thanked them for coming and led introductions.
- Explained the agenda, ground rules and brief process overview.
- At our last workshop, we introduced the study and talked about the pros and cons of several potential concepts to improve S.R. 73. We then explained why the Freeway with Frontage Roads concept looks the most promising to improve traffic conditions while minimizing impacts.

Process Overview - Matt Parker, UDOT Project Manager

- While no funding is yet allocated, improving this road is a high priority item in this region's Long Range Transportation Plan prepared by the Mountainland Association of Governments (MAG) and UDOT.
- UDOT is conducting this preliminary planning study to identify possible transportation concepts that could reduce projected traffic congestion and travel delay on S.R. 73 from the Pioneer Crossing Extension to

Eagle Mountain Blvd. well into the future (at least through the year 2040).

- We want to work with people and learn as much about the area as we can as early as possible to avoid unnecessary impacts in the future and help landowners prepare for a project.
- After reviewing your feedback we plan to hold a **public meeting Nov. 18 at Black Ridge Elementary School** and hope to complete this study this winter.
- After this study, UDOT plans to conduct a more in-depth environmental study. The environmental study will more fully assess the impacts of possible alternatives, include a complete public process and include analysis of technical data and existing transportation land use plans. After the environmental process is complete UDOT will recommend a preferred alternative.
- There is currently no funding identified for the environmental study.
- **This study is a collaborative effort.** The study team has been working with local governments to ensure that the recommended transportation concept is **compatible with city plans** and allows for **land preservation** of an appropriate corridor.

2. Proposed Cross Section and Preliminary Alignment Concepts

Jeremy Christensen, Consultant Project Engineer

- Jeremy reviewed the cross sections, including individual elements, widths and need for both depressed and elevated. Depressed sections work where drainage isn't a problem.
- UDOT has a philosophy of integrated transportation so we made sure to create alignments that could accommodate transit, bike lanes and trails now or in the future. We ruled out dedicated Bus Rapid Transit (BRT) because it would require too many impacts. A center-running BRT line would be too hard to get to and would limit additional lanes to accommodate future growth.
- Jeremy explained the three preliminary alignment concepts: north, south and middle.
 - This is a rough outline to help us begin the conversation about possible impacts.
 - The golf course was a constraint.
 - Each alignment would affect about 90 properties.
 - Jeremy described the methodology used with regard to engineering/design constraints and the determination of north, south and middle alignments

- Jeremy discussed key locations for access and areas that generate the most traffic.
- Jeremy showed the Mountain View Corridor frontage roads video to demonstrate the function of the frontage roads concept.

3. Feedback on Alignment Concepts

Jeremy Christensen and Justin Smart

- The team asked stakeholders to look at the questions on the back of the agenda and write answers.
 - What are your reactions to the typical sections? Are the right transportation elements being addressed?
 - What is your general impression of the alignment concepts?
 - Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?

Discussion

- Mayor Pengra mentioned that SITLA and Farmland Reserve just completed a draft study of the area early this week. SITLA has a proposed north-south corridor on the west end of the study area.
- Roger Barrus hopes we can look at that study. The study group already sent it to UDOT and MAG. Shawn Eliot from MAG is looking at it.
- Mayor Pengra asked if it would make sense to put in smart metering (managed motorways). Would it change our numbers? Ed said it could be considered in the EIS. Ivan explained that it may not be a good fit in this study area. We would need more room for ramps. Matt said that the planning study we are conducting now is more high level but that we'll make sure to bring the smart metering comment forward during the EIS.
- The School prefers the southern option.
- Some said the middle alignment makes it so you don't have to reroute residents like in the southern alignment.
- Many preferred the alignments that affect the paper lots more than those that affect established properties.
- Jon Barclay said The Ranches will lose their entrance no matter what alternative we choose. He said they would like to preserve their entrance.
- Saratoga Springs said that we're missing a major road on the east end of the study area that they would like the study team to consider.
- Stakeholders said that the study team should frame well the need for a project on S.R. 73 at the public hearing. They will want to know the timeline. Also let them know that MAG recommends improvements to the study area between 2015-2024.

- Alpine School District wants to show the maps to more people. They want to discuss a land-swap and a trail. We said that we'd prefer to distribute the maps after the public meeting.
- John Linton (I think) said the corridor preservation plan is not a good selling point for businesses they want to bring into Eagle Mountain. Weeds will take over the land and it will look bad until something is built.
- At what point is being too close to a home considered an impact?
- Howard Anderson said it seems like the depressed option wouldn't work. We said that I-215 is depressed around 2000 East. It would be a challenge. This design is still very conceptual.
- Jeremy Lapin asked about access for the recommended concept. Jeremy C. explained that it is a general rule to keep accesses limited to five per mile. There would not be business accesses off the frontage roads. Accesses have to be to a dedicated city street.
- Jeremy L. asked what the economic impacts would be for the recommended alternative. The study team said that these freeway with frontage roads designs are all over Texas and Arizona. They only have city street accesses to businesses and they have generally been successful.

4. Next Steps

Justin Smart

- Thank you for a good discussion. We will refine these alignments and plan to hold a public meeting on Nov. 18 at Black Ridge Elementary to listen to feedback from surrounding residents and property owners.
- Please stay in touch with us about the study any time. Our contact information is on the handout.

5. SR-73 PUBLIC MEETING INFORMATION

5.1. Public Meeting Postcard

5.2. Meeting Materials

STUDY AREA

S.R. 73

S.R. 73

S.R. 73

Ranches Pkwy

Pony Express Pkwy

Mountain View
Corridor Extension
(Future)

Pioneer
Crossing
Extension

Redwood Rd

Mountain View
Corridor (Future)

UTDOT
Keeping Utah Moving

COME PROVIDE YOUR INPUT
ON THE FUTURE OF S.R. 73

Eagle Mountain Blvd

Six Mile Cut

TAKE PART IN THE S.R. 73 PLANNING STUDY

The Utah Department of Transportation (UDOT) is conducting a planning study to identify transportation concepts that could reduce the projected traffic congestion and travel delay on S.R. 73 from the Pioneer Crossing Extension to Eagle Mountain Boulevard. UDOT expects to complete the planning study this winter.

UDOT invites you to an open house to discuss transportation concepts and provide input in preparation for a future environmental study that will more fully assess potential impacts.

The study team is working with local governments to identify concepts that are compatible with city plans and accommodate potential transit, bike and trail improvements.



658 North 1500 West
Orem, Utah 84057

 **WHEN:** Wednesday, Nov. 18, 2015, 5:30 – 7:30 p.m.

 **WHERE:** Black Ridge Elementary School,
9358 North Sunset Drive, Eagle Mountain

 **PHONE:** 801-231-0595

 **EMAIL:** udotregion3@utah.gov

WELCOME

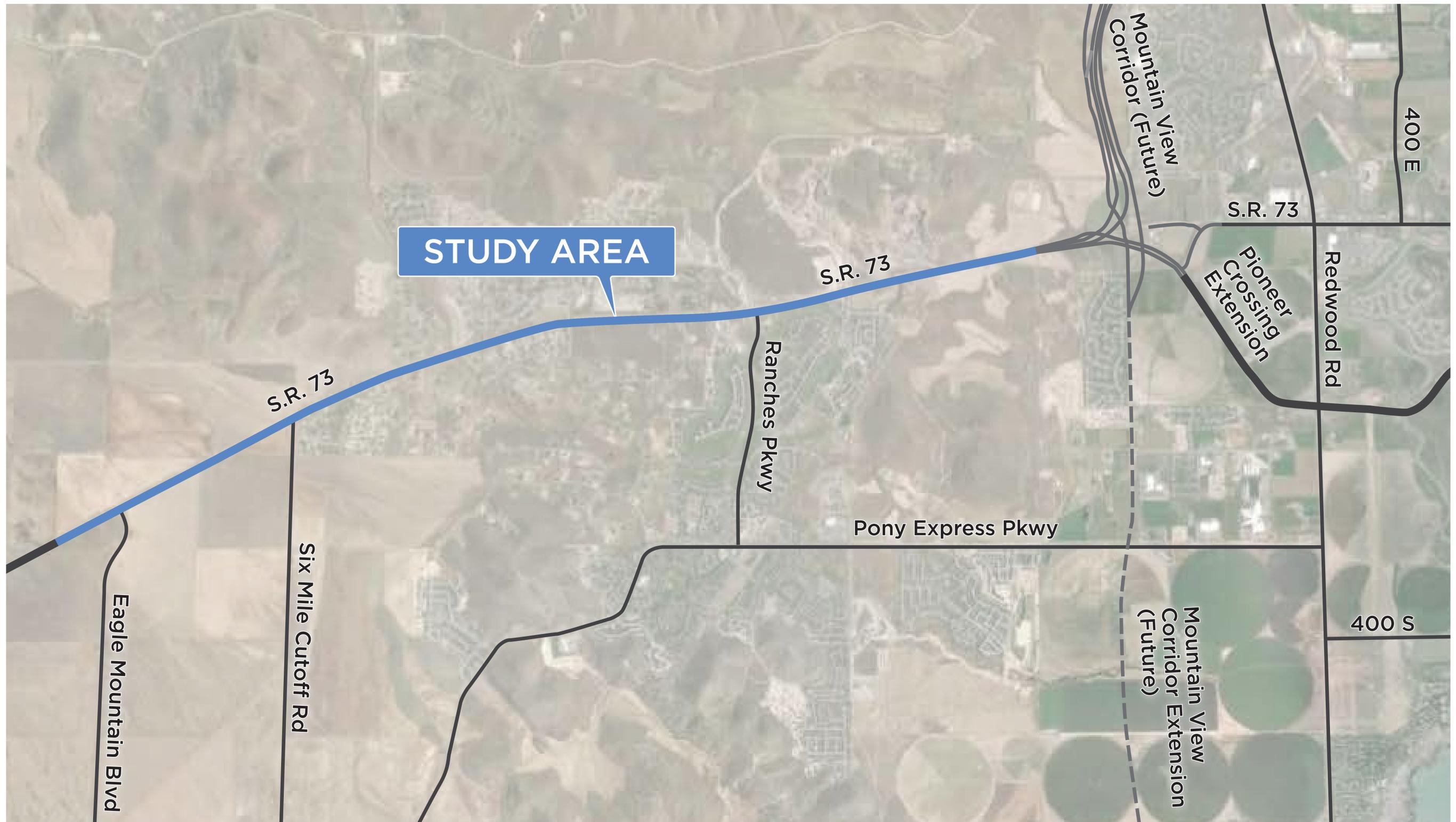
S.R. 73 PLANNING STUDY PUBLIC MEETING

UDOT is conducting a planning study to identify transportation concepts that reduce projected traffic congestion and travel delay on S.R. 73 from the Pioneer Crossing Extension to Eagle Mountain Boulevard.

The study team is working with local governments to identify future transportation solutions that are compatible with city plans and allow for land preservation of an appropriate corridor. The team will also consider transit plans and potential bike path and trail improvements.



STUDY AREA



PLANNING STUDY TIMELINE



* After this planning study and when funding is identified, UDOT will conduct an in-depth environmental study that will assess the impacts of possible alternatives, include a complete public engagement process and decide a preferred alternative.

CONCEPT EVALUATION

Evaluation Factors

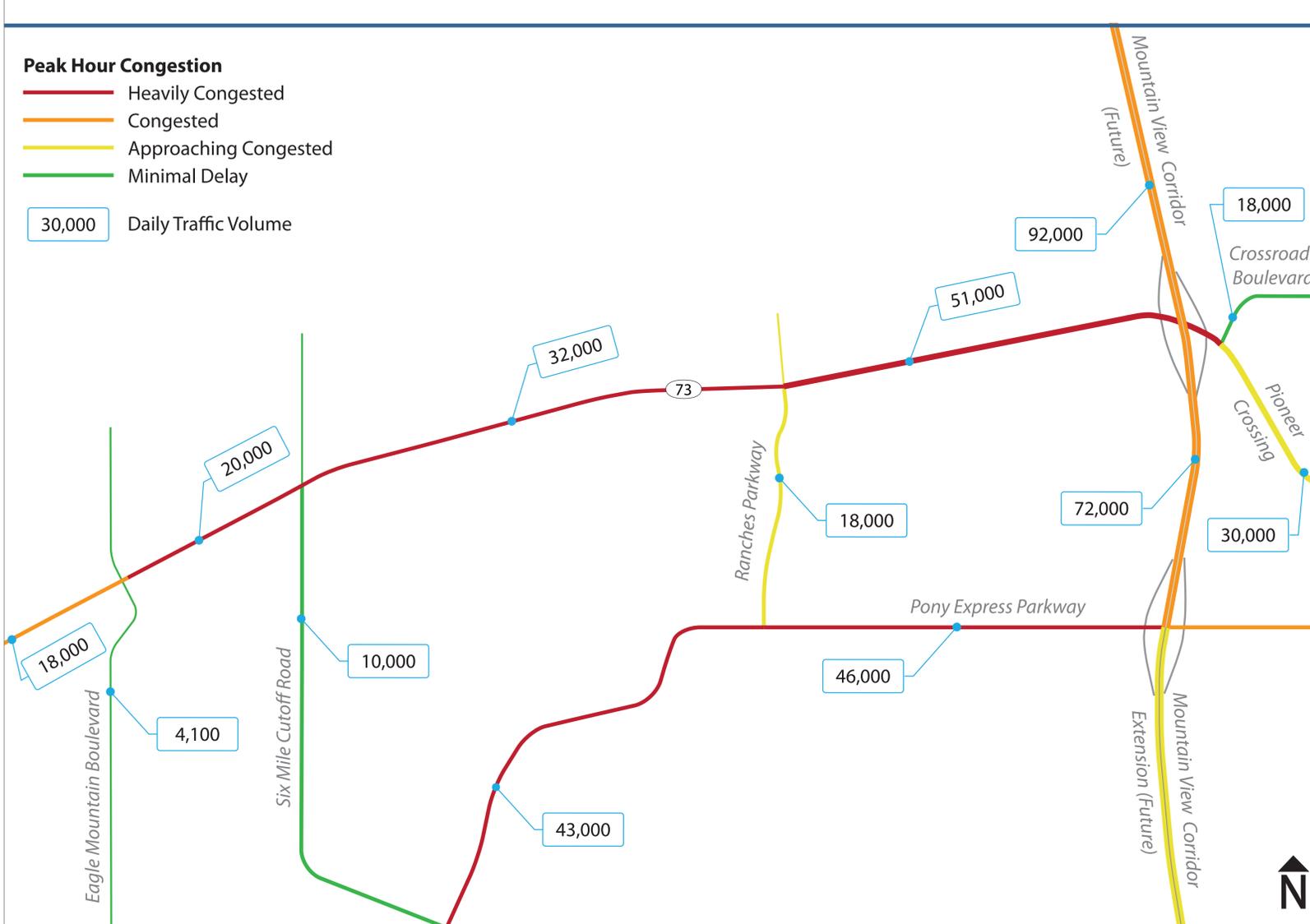
	No Build Concept	Reversible Lanes Concept	Widened and New Arterials Concept	Limited-Access Freeway Concept	Freeway with Frontage Roads Concept
Traffic Congestion					
Right of Way Required					
Access Compatibility					
Transit/Trail Compatibility					

RECOMMENDED CONCEPT

NO BUILD CONCEPT

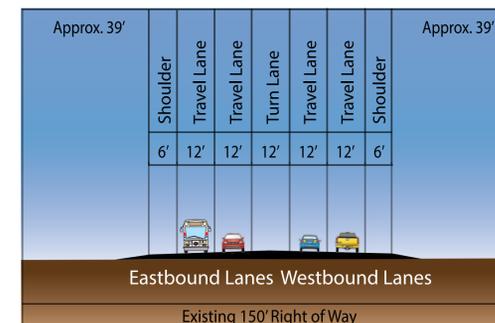
CONCEPT EVALUATED BUT NOT RECOMMENDED

2040 Average Daily Traffic Volumes and Congestion

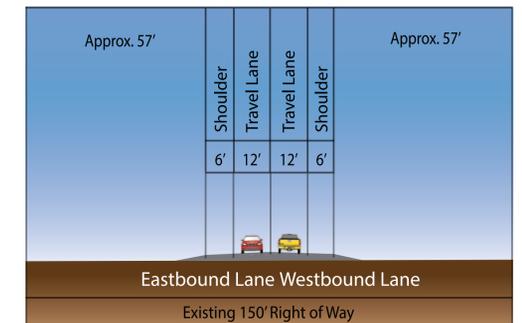


Evaluation Factors	Value
Traffic Congestion	Red Circle
Right of Way Required	Green Circle
Access Compatibility	Green Circle
Transit/Trail Compatibility	Red Circle

- Fails to solve congestion issues (all east-west roadways “heavily congested”)
- No right of way required
- No change in access
- No trail or transit component



Pioneer Crossing Extension to Six Mile Cutoff Road

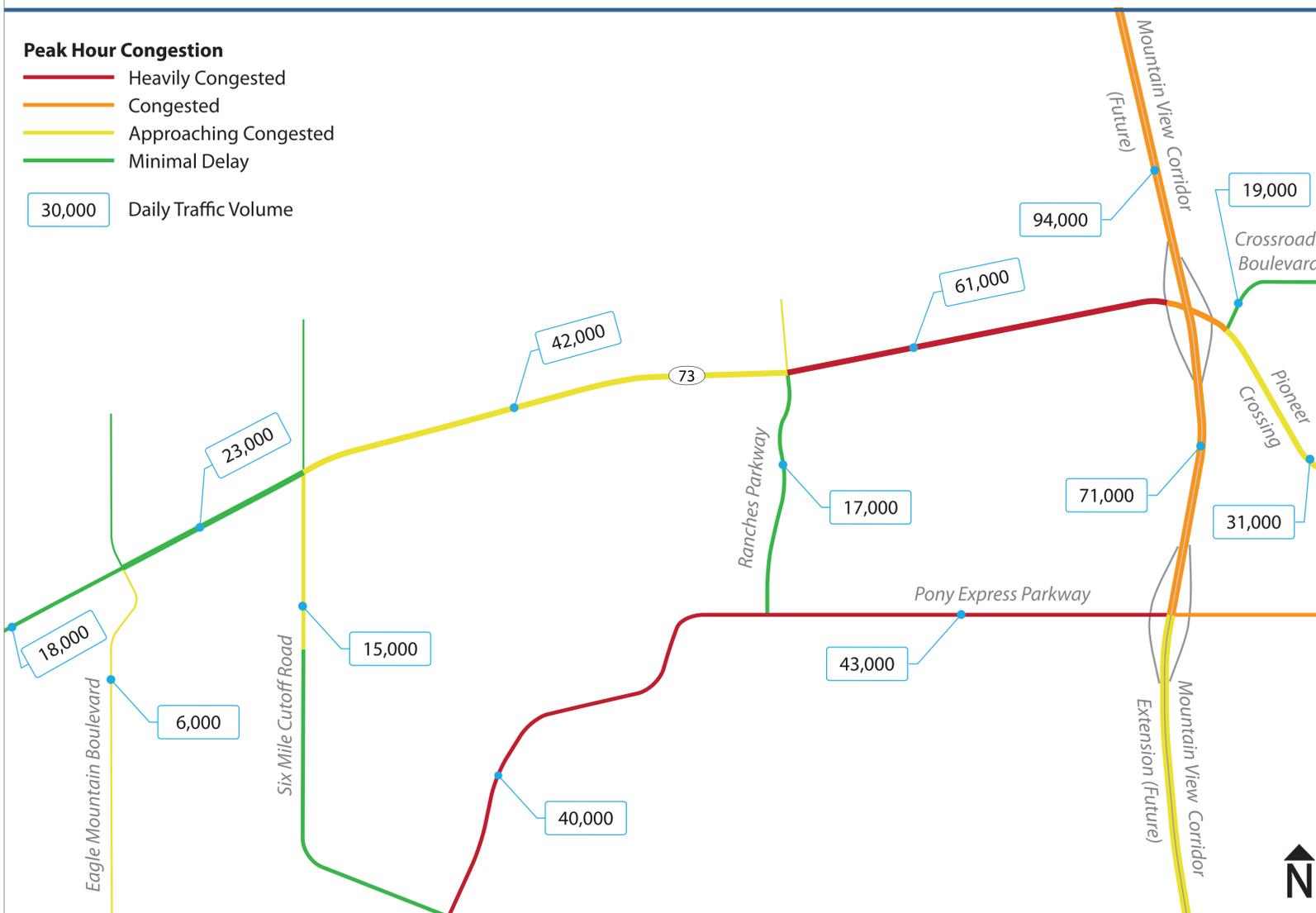


Six Mile Cutoff Road to Eagle Mountain Boulevard

REVERSIBLE LANES CONCEPT

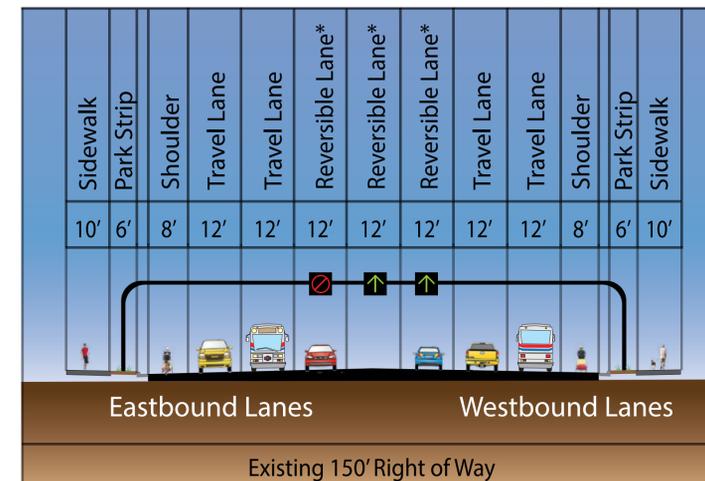
CONCEPT EVALUATED BUT NOT RECOMMENDED

2040 Average Daily Traffic Volumes and Congestion



Evaluation Factors	
Traffic Congestion	Red Circle
Right of Way Required	Yellow Circle
Access Compatibility	Green Circle
Transit/Trail Compatibility	Yellow Circle

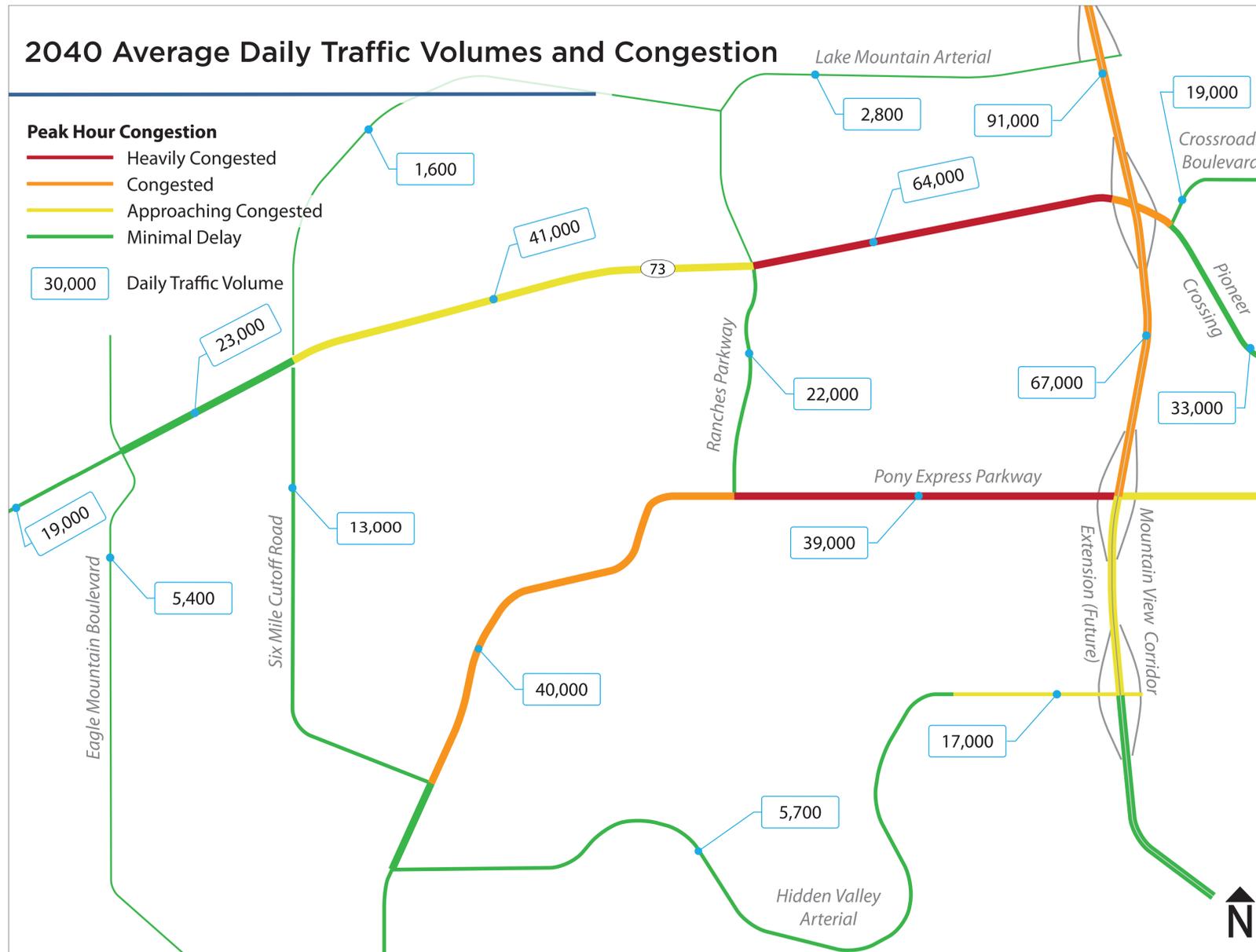
- Fails to solve congestion issues
- Some S.R. 73 widening required
- No change in access
- Can accommodate transit and trails but potential conflicts between trail/transit users and heavily congested roads



*Reversible Lanes controlled by overhead signals (shown out of scale)

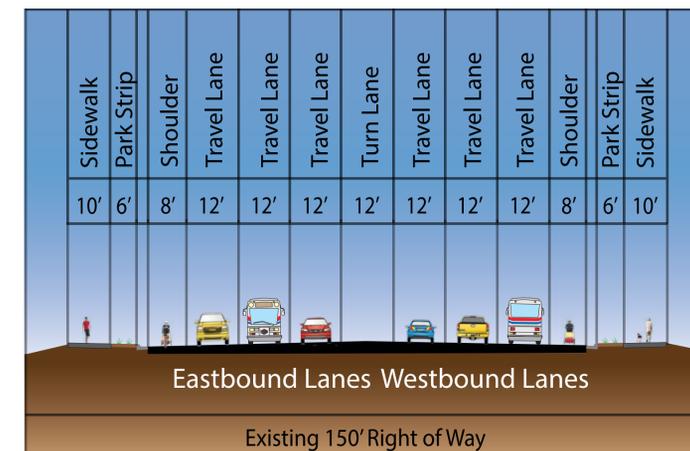
WIDENED AND NEW ARTERIALS CONCEPT

CONCEPT EVALUATED BUT NOT RECOMMENDED



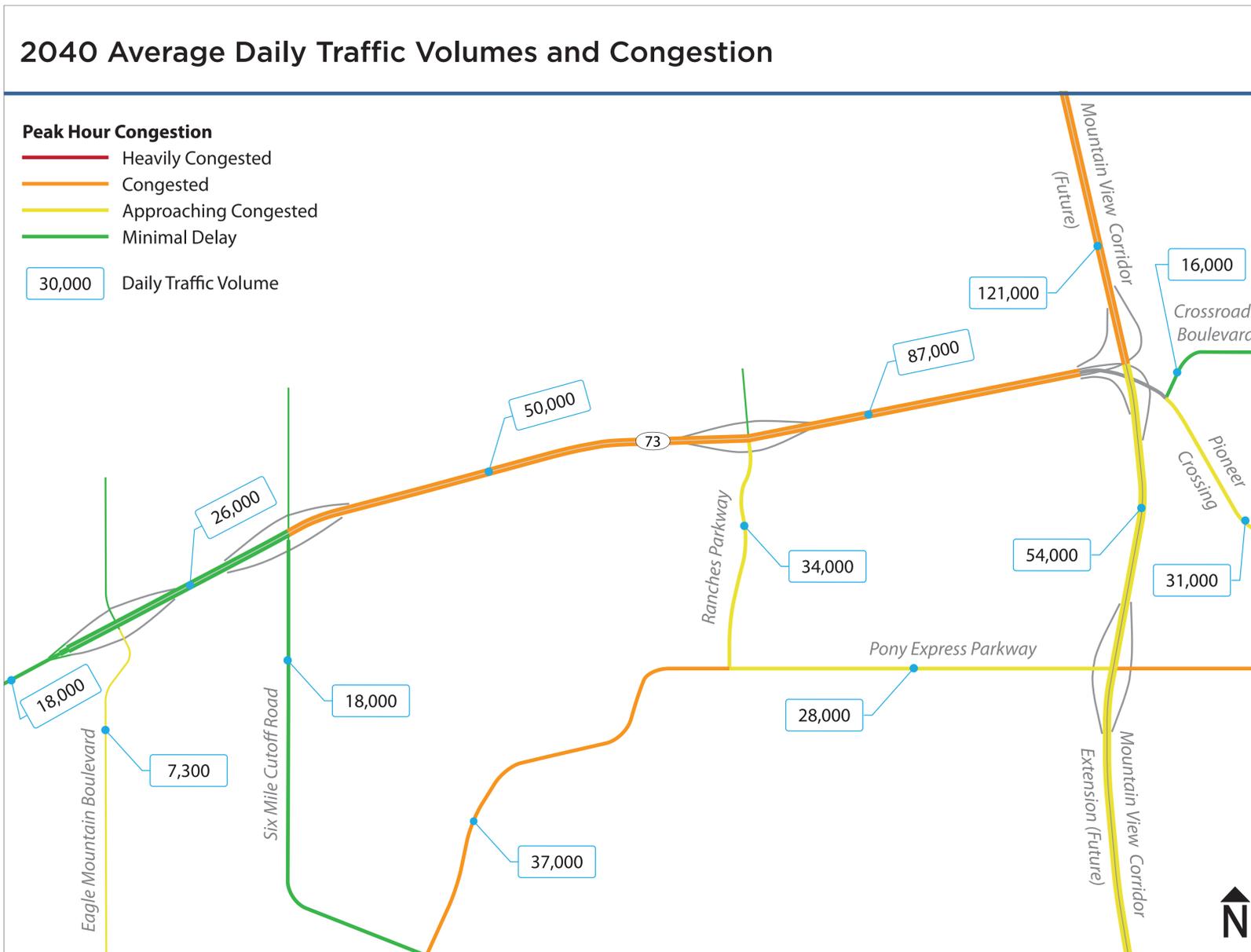
Evaluation Factors	
Traffic Congestion	● (Red)
Right of Way Required	● (Red)
Access Compatibility	● (Green)
Transit/Trail Compatibility	● (Yellow)

- Fails to solve congestion issues
- S.R. 73 and Pony Express widening required; additional new arterials required
- No change in access
- Can accommodate transit and trails but potential conflicts between trail/transit users and heavily congested roads



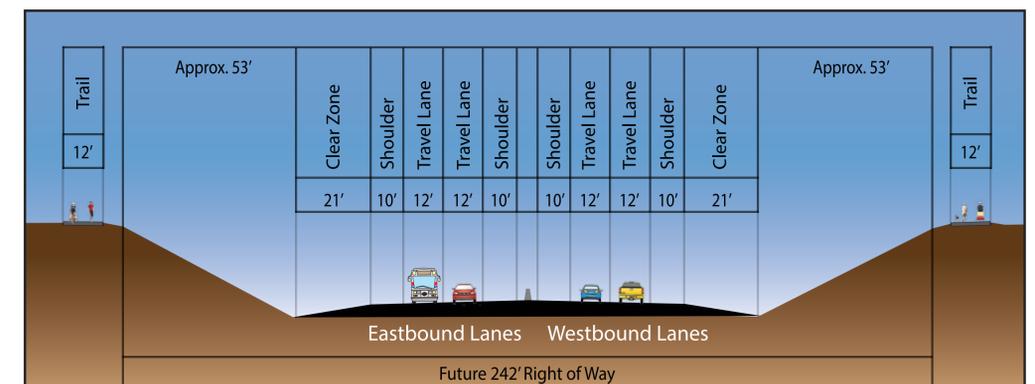
LIMITED-ACCESS FREEWAY CONCEPT

CONCEPT EVALUATED BUT NOT RECOMMENDED

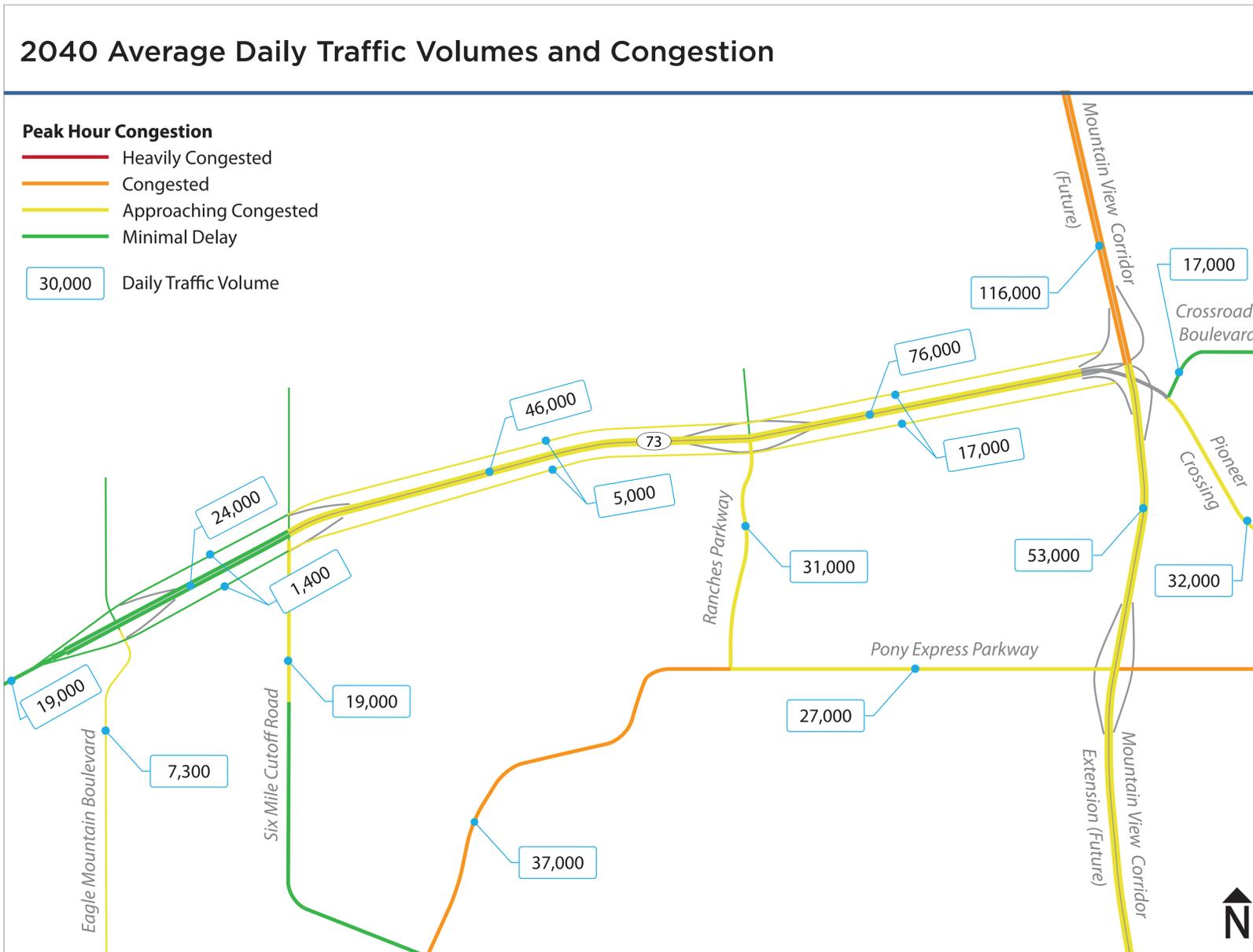


Evaluation Factors	
Traffic Congestion	Yellow Circle
Right of Way Required	Red Circle
Access Compatibility	Red Circle
Transit/Trail Compatibility	Yellow Circle

- Improves traffic flow but still congested
- Heavy property impacts related to limited access
- Limited access to interchange area only (unless constructing frontage roads)
- Can accommodate transit and trails in design but freeway not ideal for transit, pedestrians and cyclists

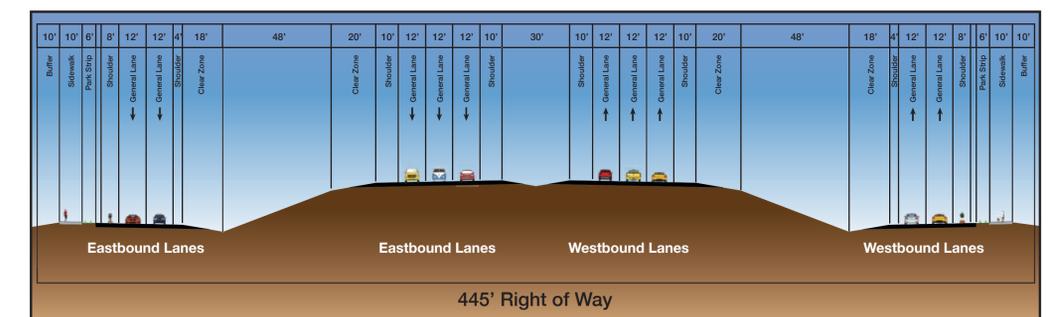


RECOMMENDED CONCEPT FREEWAY WITH FRONTAGE ROADS



Evaluation Factors	Value
Traffic Congestion	● (Green)
Right of Way Required	● (Yellow)
Access Compatibility	● (Green)
Transit/Trail Compatibility	● (Green)

- Only concept that adequately addresses congestion
- Large footprint but access is preserved; fewer right of way impacts than Limited-Access Freeway
- Provides access for adjacent property owners but typically only at dedicated city streets. Commuters access freeway using frontage roads
- Can accommodate side running BRT and lower-speed/volume frontage roads
- More compatible with pedestrians and cyclists



FREEWAY WITH FRONTAGE ROADS CONCEPTUAL VISUALIZATION



Current S.R. 73



Freeway with Frontage Roads Concept

The above illustrations are for educational purposes only.
No actual alignment will be planned until an environmental study process is complete.

THANK YOU FOR YOUR INPUT

UDOT values your input and will use it to further refine concepts for consideration in a future environmental study process.

Please provide your input on a comment form or in an email to udotregion3@utah.gov before Dec. 2, 2015.

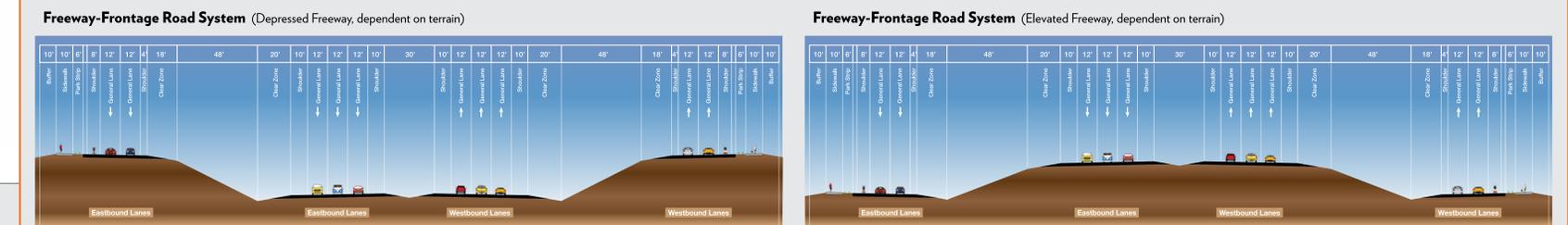
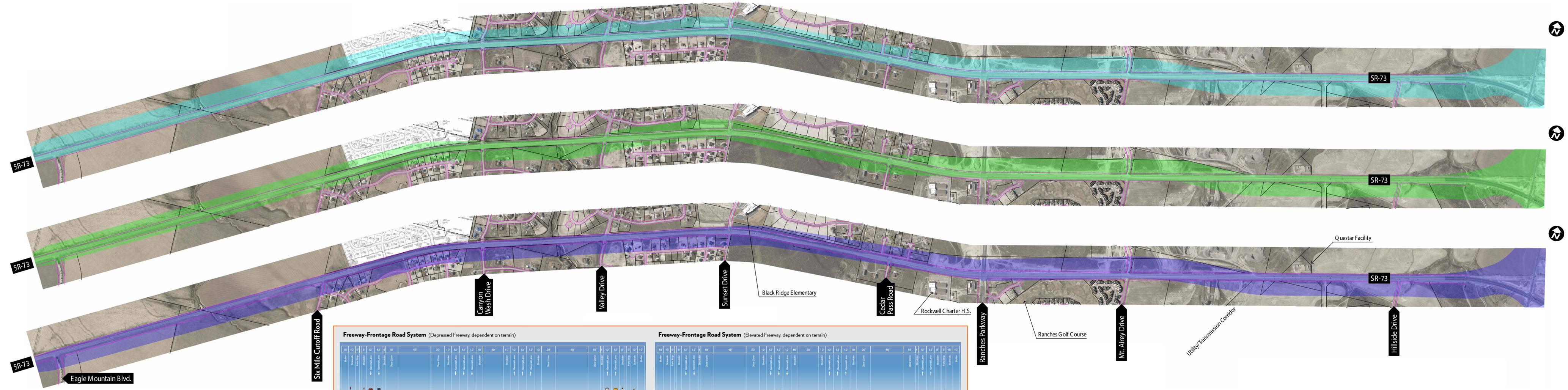
SR- 73
 POTENTIAL ALIGNMENTS FOR THE RECOMMENDED CONCEPT

Legend

- Northern Alignment
- Middle Alignment
- Southern Alignment
- Right of Way
- Parcels

Scale in Miles

0 0.5 1



6. SR-73 SUMMARY OF PUBLIC COMMENTS

S.R. 73 Planning Study Comments

Updated:1/6/16

Alignment Rating
(5 most preferred)

#	Date	Source	Comment	North	Middle	South
1	10/27/15	Phone	Ashley lives on the second row. Her neighbors are concerned about safety and they may come to the public meeting. She said there is only a vinyl fence between her neighborhood and S.R. 73 and vehicles travel too fast on that road. Kids have to cross S.R. 73 to get to the elementary school. She thinks maybe there should be a stoplight at Sunset Dr. and S.R. 73 for safety even though she typically hates stoplights. Their dog is old and got hit by a car that was speeding on S.R. 73. Kids cross the street to go to school and people speed on that road all the time.			
2	11/10/15	Phone	Is the number for UDOT or Black Ridge Elementary. I left a message letting her know the number is for the S.R. 73 study, not for the elementary school.			
3	11/18/15	Open House	[What is your reaction to the potential cross-section?] It seems very wide. I'm concerned with the noise. [South Alignment Comment] I feel this alignment would have less of an impact on current homeowners.			5
4	11/18/15	Open House	[What is your reaction to the potential cross-section?] Love it!! [What is your general impression of the alignment concepts?] Very scary if it gets too close to my home. [North Alignment Comment] Stays away the most! [Middle Alignment Comment] Good, fairest. [South Alignment Comment] Don't come closer to my home!! [Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] The Westview Heights neighborhood is very small. Don't make it even smaller.			
5	11/18/15	Open House	[What is your reaction to the potential cross-section?] Nice, but I think it is pie in the sky. [What is your general impression of the alignment concepts?] I think all are fine, since none affect me personally [North Alignment Comment] I have no preference of the 3 alignments. [Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Well, unless this ties into a comparable system then it is pointless. If drivers have to slow to 55 once they reach Saratoga Springs then they've gained very little for a huge expense.	5	4	1
6	11/18/15	Open House	[What is your reaction to the potential cross-section?] Depressed freeway preferable. [What is your general impression of the alignment concepts?] Well thought out [North Alignment Comment] Wherever there is least impact to existing homeowners is preferable. [Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Jogging/biking trails - asphalt is preferable to cement. By the way, Cedar Pass Rd. & North Ranch entrance, adding 3 additional feet of bark chips or just dirt to the trail would be great for the horse owners. I've been running on SR73 for 18 years and look forward to getting a safer footpath.			
7	11/18/15	Open House	[What is your reaction to the potential cross-section?] Very well received. I like planning ahead and all of the varifacts proposed. [What is your general impression of the alignment concepts?] I like that there are multiple choices though I believe only 1 or 2 are viable or great. The recommended concept by far outweighs the other concepts and makes the most sense. [Middle Alignment Comment] Least impact to homes if land is preserved. Pushes the busy road/highway away from Blackridge. [South Alignment Comment] Pushes road/highway away from Blackridge. Home impact seems the same as the north alignment. [Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Please greatly consider how the Mountain View Corridor connects to the final concept. No more malfunction junction/pork chop designs.	1	5	3
8	11/18/15	Open House	Please email me the information presented at the open house. [What is your reaction to the potential cross-section?] I prefer the cross section with the deper grade for noise mitigation and aesthetics. I would like to see sidewalks for a multi-modal approach to transportation. [What is your general impression of the alignment concepts?] I prefer the northernmost alignment. The cross section would widen the existing footprint substantially. Please find ways to minimize impacts to nearby residences. [Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Truck traffic from nearby pit is fairly substantial.	5	3	1

9	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] We have lived in the area for 15 years and have seen a lot of growth, as well as major accidents on SR73. I realize something needs to change to sustain growth and traffic in the area.</p> <p>[What is your general impression of the alignment concepts?] Concept is good. I appreciate the consideration of providing information and receiving input from residents. I would ask UDOT to consider choosing an alignment that has the least impact to existing properties.</p> <p>[North Alignment Comment] Encroaching too far into current neighbors.</p> <p>[Middle Alignment Comment] Less impact to current homeowners and families.</p> <p>[South Alignment Comment] Same as north alignment.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Consider additional ways for traffic flow and on both the frontage road or highway. Make access to both easy for commuters and provide safety factors such as lights and not just stop signs.</p>	1	5	1
10	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I'd prefer the elevated cross section.</p> <p>[What is your general impression of the alignment concepts?] Please pick the north alignment.</p> <p>[North Alignment Comment] We live right on Smithfield Dr. SR73 is in our backyard. The other two alignments would completely destroy our home.</p> <p>[Middle Alignment Comment] Our home would be gone!</p> <p>[South Alignment Comment] Our home would be gone!</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] North alignment leaves more homes that are already occupied!</p>		1	1
11	11/18/15	Open House	<p>Please contact me if the planning study is on line. It would be wonderful to have that information available online for everyone to see.</p> <p>[What is your reaction to the potential cross-section?] I understand the need to potential wider roads to deal with growth & traffic, but I don't want it to happen.</p>	1	3	1
12	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I'm happy that you are proactive about moving people. Please keep slow people out the fast lane.</p> <p>[What is your general impression of the alignment concepts?] I am nervous about noise and homes being removed.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] I didn't see any mass transit options. Also, I am wondering if you could be more upfront that it's going to be a freeway.</p>		5	
13	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] A little surprised, but recognize the need.</p> <p>[What is your general impression of the alignment concepts?] OK, I don't relish the idea of a freeway going next to my neighborhood but see that is needed.</p> <p>[North Alignment Comment] Impacts my neighborhood.</p> <p>[Middle Alignment Comment] Less impact to my neighborhood.</p> <p>[South Alignment Comment] Less impact to my neighborhood.</p>	1	5	5
14	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Great! I REALLY like the access roads.</p> <p>[What is your general impression of the alignment concepts?] Sad so many homes are affected.</p> <p>[South Alignment Comment] It leaves the elementary school farther away from 73.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] It is important to leave access to Mt. Airey from 73. Dozens of households use that access. If it is closed, they would all have to go through the Mt. Airey neighborhood to Ranches Parkway using Mt. Airey Dr. It is a neighborhood road, is curvy, isn't very wide and has lots of kids living and playing on it.</p>			5
15	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Looks like the data is being directed for one option.</p> <p>[What is your general impression of the alignment concepts?] Not historically accurate, growth rate.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] A majority of the growth will be to the south and your model addresses all traffic to go north to go east. (Seems closed minded)</p>	1	1	1

16	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I like the number of lanes as well as the trails.</p> <p>[What is your general impression of the alignment concepts?] Sad that homes would be lost but understandable. I would want as much distance as possible between the road and the school.</p> <p>[South Alignment Comment] Stays furthest from the elementary school.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] If current entry/exit points from 73 are closed, like Mt. Airey, it would force additional traffic onto other residential roads to get to main exits.</p>	1	3	5
17	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Mountain View Corridor needs to be finished now! North to SLC options are horrid.</p> <p>[What is your general impression of the alignment concepts?] Finish Mountain View Corridor. We need northbound options.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] The interaction at Mt. Airey and SR-73 is a death trap. Someone is going to get killed by a gravel truck. Listen to the residents' complaints.</p>			
18	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Freeway with Frontage Road - like the bike/walking trails with park strip.</p> <p>[What is your general impression of the alignment concepts?] North one is best because it's less developed.</p> <p>[South Alignment Comment] Like depressed freeway better.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Need walking path/bike trail on SR73 connecting Cedar Pass subdivision to Ranches Parkway. There are lots of bicyclists and runners on SR-73 and it's very dangerous to motorists and pedestrians.</p>	5	1	1
19	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I'm sure it's needed, just would prefer not to lose my home and have to move.</p> <p>[North Alignment Comment] This does not go through my house.</p> <p>[Middle Alignment Comment] Goes through half my backyard.</p> <p>[South Alignment Comment] Goes through my entire property.</p>	5	1	1
20	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I am amazed with your projections!</p> <p>[What is your general impression of the alignment concepts?] Why wasn't this land reserved prior to people building homes?</p> <p>[North Alignment Comment] Whichever to affect the least homes.</p> <p>1. Where Eagle Mt. Blvd comes in to 73 the Eagle Mt. people do not use the merge lane but go directly into oncoming traffic. 2. Where the entrance to the Black Ridge School area, I'm concerned about the congestion during opening and closing of school times. 3. Where Pioneer Crossing & 73 combine, the stupid little road you put going through towards Walmart is very dangerous. A neighbor was recently killed there, also there were several slidoffs during the "nothing" winter we had last year. There have also been several merging accidents. Can something be done to make it safer! Thanks.</p>			
21	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Whatever combination deals best with sound and water.</p> <p>[What is your general impression of the alignment concepts?] No easy choices.</p> <p>[North Alignment Comment] Probably least impact to existing.</p> <p>[South Alignment Comment] Probably most impact to existing.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Is cut-off lighting possible? This would help preserve the night sky.</p>	4	3	2
22	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I'm less concerned about this project than a major freeway going north and south. I-15 alone cannot handle all the N & S traffic.</p> <p>[Middle Alignment Comment] The middle alignment seems to affect less homes at least in the fact of taking out complete lots.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Mountain View Corridor going North is the most important project in my opinion. We need another N & S freeway!</p>		5	
23	11/18/15	Open House	<p>Also, it would be nice to have a feedback feature on your website.</p> <p>[What is your reaction to the potential cross-section?] I like the recommended plan. I like having biking and walking areas. The only concern I have is with the fact that people may be kicked out of their homes or have property values decreased.</p> <p>[What is your general impression of the alignment concepts?] Currently, it appears the north alignment affects the least number of built homes, so that would be my first choice. The only concern I have is how it will affect the elementary schools playground and the safety of children playing close to a busy and fast road. I just would prefer a concept that would affect the least number of people and where land would be purchased before homes are built.</p> <p>Whatever is decided, please make it sooner than later!</p>			
24	11/18/15	Open House	SHOCKED!! NOT NEEDED!	1	1	1

25	11/18/15	Open House	<p>These cross sections seem to not look into considerable future growth or traffic needs to the west.</p> <p>[What is your reaction to the potential cross-section?] From a planning point, the freeway with side roads is expensive. Do this one.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] The selection should be done as soon as possible so property owners can plan for future.</p>			
26	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] It works.</p> <p>I would like to see a combination of the North and Middle alignments particularly in the western section.</p>	3	4	1
27	11/18/15	Open House	(Stupid) at 73" turn in to Pioneer.	5	2	1
28	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Need cross roads at every current crossroad.</p> <p>[What is your general impression of the alignment concepts?] Try to impact as few as possible. If impact take all of lot not just some.</p>	5	3	1
29	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Very wide, but I think it is necessary to accommodate the future growth.</p> <p>[What is your general impression of the alignment concepts?] I am concerned about the number of houses/properties that will be impacted, but it looks like a good attempt to minimize impacts.</p> <p>[North Alignment Comment] The north alignment seems to impact the least number of houses.</p> <p>[South Alignment Comment] South impacts a lot of houses.</p>	5	3	1
30	11/18/15	Open House	<p>I'm sure this needs to happen soon. It will be a big impact on the existing rural neighborhoods that were built <u>too</u> close to SR-73.</p> <p>[What is your reaction to the potential cross-section?] It looks promising, however it will be expensive.</p> <p>[What is your general impression of the alignment concepts?] It makes sense to have the freeway and frontage roads for the long term volume and capacity needs of the Cedar Valley.</p> <p>[North Alignment Comment] Look to impact the fewest built structures.</p> <p>[South Alignment Comment] Most impact to existing buildings</p>	5	3	1
31	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I can see the benefits for traffic by using the freeway option. However, I favor a more conservative approach that balances that with existing homes and the reasons and vision that brought people to move here. I believe working with the existing right of way, with perhaps some limited expansion would be a better option. We don't need a freeway - we just need improved traffic flow now that will still be a benefit in the future.</p> <p>[North Alignment Comment] Too many homes affected.</p> <p>[Middle Alignment Comment] Somewhat better for minimized effect. See comments to first two questions.</p> <p>[South Alignment Comment] Homes affected.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Most people moved here for the larger lots, more space and quieter life. A freeway is not compatible with that.</p>	1	2	1
32	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] I think we need this before the growth overtakes the current road. I like the depressed freeway concept.</p> <p>[Middle Alignment Comment] This has the least impact.</p> <p>[South Alignment Comment] If you do this the furthest west underdeveloped area should shift slightly north so these people can access their homes.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] We would need all of the current road accesses that we now have.</p>	3	5	4
33	11/18/15	Open House	<p>Need to think about road in place from just north of Saratoga shores subdivision in Saratoga Springs running off of Mountain View Corridor extension through Saratoga. Taking a road up and over to city center of Eagle Mountain. Refer to hard copy for drawings.</p> <p>[What is your reaction to the potential cross-section?] Like the freeway concept - wish they had stopped developers from buying or being able to buy land that can be affected.</p> <p>[What is your general impression of the alignment concepts?] The south concept appears best. If the freeway is elevated - concrete barriers would be needed to protect frontage roads from car roll accidents.</p> <p>[North Alignment Comment] Way too close to school - developer should have to disclose to homebuyers chance of homes being taken for road. Since it is possible they will build homes on land before the road is built.</p> <p>[Middle Alignment Comment] A few less homes of impact but roads too close to school.</p> <p>[South Alignment Comment] Not as close to the Blackridge Elementary School.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Yes - Is there room for another break off frontage belt loop road in place up the northside of the hill, before more homes take all this space that will run far west to take off load in 70 years. Off freeway. Put in place now before it is completely developed.</p>	2	3	5

34	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Although a freeway is needed, it should have been done before homes were built but since it wasn't, land should be bought while it is open. Home builders should have to inform people before they buy so they know the possibility their home could be demolished in a few years.</p> <p>[North Alignment Comment] Too close to school</p> <p>[Middle Alignment Comment] Too close to school.</p> <p>[South Alignment Comment] It does take a lot of homes out but is farthest from the schools.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] The impact on animal life. There used to be lots of game but are decreasing in numbers. There are major drainage areas that keep the homes from flooding.</p>	1	2	4
35	11/18/15	Open House	<p>[What is your reaction to the potential cross-section?] Initial reaction is complete surprise due to the overall width of the recommended concept.</p> <p>[What is your general impression of the alignment concepts?] I am concerned about the impact that it has on existing homes. Minimizing the impact is key. Noise is a huge concern. A sunken concept would allow for minimized sound (vegetation will assist).</p> <p>[North Alignment Comment] This alignment seems to affect fewer existing homes, but has great impact on the entry movement for Ranches Parkway.</p> <p>[Middle Alignment Comment] Best middle ground option, in my opinion. Has least effect on Ranches Parkway entry movement.</p> <p>[South Alignment Comment] Heaviest impact on existing homes, heaviest impact on Ranches Parkway entry movement.</p> <p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] I would ask for consideration of the intersection of Ranches Parkway and SR 73. This is THE entrance to our community.</p>	3	3	1
Rating Totals				69	76	54
36	11/18/15	Phone	11/18/15 - Would not be able to make it to the open house but wanted to see plans. We discussed setting up a meeting Dec. 7 or 14. I explained a little about the project and said we would keep in touch when he can look at the potential alignments more closely.			
37	11/19/15	Email	Last night I attended the SR 73 planning study at Blackridge Elementary. I was shocked and dismayed to find out that our home lies in the pathway of the middle and southern options for the new proposed freeway with frontage roads along SR 73. If a freeway with frontage roads must happen, I implore you to choose the northern option which would preserve all the existing homes along Smithfield Drive, while using land to the north (which has not yet been developed). Please advise on how we can be updated on developments as soon as possible.			
38	11/19/15	Email	I live on 73 and would like to know more about what is going on. I wasn't notified about the meeting last night.			
39	11/19/15	Facebook	<p>Is this really a thing? 10 lanes? There's no way there are way too many houses built right on the edge of the road. I would like to see 5 lanes yes. Looks like they are only talking about from Pioneer Crossing to Eagle Mountain BLVD.... seems pointless to do that much work to just that stretch of road then go back to 2 lanes.</p> <p>West of ranches parkway there are subdivisions on both sides of the road. 2 still being built in and a new school... neither side has enough room to make it that much wider without a ton of homes being lost.</p> <p>I am not complaining I don't have a home there and I drive that road every day more lanes will be nicer I just can't envision it at all</p> <p>The issue I think is that people didn't know it was coming. The city posted once about it and that wasn't a ton of notice.</p>			
40	11/19/15	Facebook	<p>I don't think there is room is there?</p> <p>I drive my daughter to Black Ridge from cc everyday. There's just not room.</p> <p>Yeah by tearing down houses or cutting into the hill, that houses are built on. You can "make room" for just about anything.</p> <p>It doesn't make sense that houses are being built right now that are in the way of this road.</p>			
41	11/19/15	Facebook	10 lanes, wow!!! Can you imagine all the accidents. I agree with 5 lanes, not 10			
42	11/19/15	Facebook	There were 3 separate alignments presented showing the new right of way and the properties affected.			
43	11/19/15	Facebook	This is Utah when did making sense ever come into decisions on roads, or anything else			
44	11/19/15	Facebook	With Eminent Domain there's ALWAYS room for a 10 lane highway.			
45	11/19/15	Facebook	<p>It will be happening whether we like it or not.</p> <p>I think it's overkill and would not want to live adjacent to a freeway. What ever happened to living in the country. I know we will need expansion as city grows but really. I see a greater need for a redwood rd expansion than sr73</p> <p>I don't know how much notification was received for this meeting. I knew nothing about it being held. I know the proposed road is a six lane freeway with 2 frontage roads equaling 10 lanes. 5 yrs out. That's still a hell of a lot of traffic.</p>			
46	11/19/15	Facebook	And people are already able to go 70 or 80 miles an hour on sr 73 so it must not be that congested. I don't feel there is a need			
47	11/19/15	Facebook	We moved to the Meadow Ranch area to have more space. This worries me. We are far enough away that our home isn't in danger, but still, when we built here we weren't aware of a huge freeway relaxing SR-73. I know that people have to live somewhere but I don't think that every open space needs to be filled with homes.			
48	11/19/15	Facebook	I think 10 lanes is excessive...seems like something that needs to grow with the community, because even if we do need it 10 lanes in 30 years from now, paying maintenance on that for current traffic load is over kill now....Sure put aside the space, but grow the road with the community.			
49	11/19/15	Facebook	<p>they will build it in phases like they are 2100 North, this is reserving the land for a 10 way freeway.</p> <p>The area was slated to be a freeway long ago at least 13 yrs ago. Even when they built Maverick the City Council helped them build it so they wouldn't have to be torn down when the freeway came. They are finally preserving the corridor like they did 2100 North. They will not build full out until way later. This is to avoid tearing down more homes as growth occurs later.</p> <p>Just know many in Northern North Ranch also fought the Purple Freeway design also. Either way there will be someone not happy. I'm sorry the newer residents didn't research to know this was a huge possibility. I wish that more of a corridor had been preserved to prevent this from happening. But preserving it now will help future heartaches.</p> <p>the northern North Ranch freeway didn't come into existence as a plan until 2010 when Mayor Jackson pushed it through.</p> <p>http://eaglemountaintcity.org/Home/ShowDocument?id=2805 Before that SR 73 was listed since 1999 as the freeway, but it was only supposed to be 6 lane not 8 lane. They have increased the lanes as they have experienced the bottleneck at Point of the Mountain and have learned. The 2010 change was contested and Camp Williams shot it down by 2013, and UDOT then from then has been talking about widening SR 73.</p>			
50	11/19/15	Facebook	I really wish more people would have been to the meeting last night. Udot proposes a 6 lane freeway (not 10) with 2 frontage roads (one each heading east/west) and only a few dozen people show. The road is coming whether we like it or not. 3 plans were proposed. One plan takes out a bunch of houses on the west of sr743, one on the east, and the 3rd plan takes land evenly from both sides. Either way, people will "lose" their homes, and this will majorly change eagle mountain. This road is still minimum 5 years out. They need funding and need to finish environmental studies, etc.			
51	11/19/15	Facebook	I didn't get a flyer, nothing in the mail and had no idea there was a meeting. It seems like it is happening, if we showed up or not.			
52	11/19/15	Facebook	I never saw or heard anything about this. Time for me to do some research.			
53	11/19/15	Facebook	Is there a public comment period for those who couldn't/didn't attend? Anyone know?			
54	11/19/15	Facebook	How does it work for people who own homes and land directly on 73? Do they really not have a choice to sell to make room for the road?			

55	11/19/15	Facebook	Its another we dont need it, we dont want it, but yet the number accidents increase for what ever reason. Then 5 to 10 years down the road it will be even more deadly accidents and congestion as EM, Cedar Fort and Fairfield grow and people will be complaining why didnt the DOT start planning something years ago. People will be saying they knew the projections of growth they should have planned ahead. If you look there are many expansion plans for roads including Redwood & Mountain View corridor. My question is why are people building so close to SR 73 when this discussion started years ago, it isnt new. How many of those huge homes will have to come down or have a freeway at their back door. Yes it is going to happen because the whole valley of EM City Center, Cedar Fort, Fairfield will fill with homes and businesses in years to come and no it wont be the country feel we now have. How many developments are already being planned. Our country feel is changing and will continue to change unless the economy tanks in the near future. The DOT has to plan years ahead get funding and then construction, so they are probably on top of what has been forecast for the growth of the area. We need to rely on our city leaders for smart growth, planned growth. Roads will be part of that, water will be part of that and I hope the city will stop the installation of septic systems except for very large lots that then wont be allowed to be broken down unless it gets connected to city water and sewer.			
56	11/19/15	Facebook	Are any of the proposals online? I can't find them.			
57	11/19/15	Facebook	Personally I think its great, and we will need it. It is a sour deal for anyone who will have to re-locate. But if you understand where EM will be in the next 5-10 years, you will then understand why we need this. Traffic is already awful everywhere out here. If we could turn redwood and sr73 into descent sized highways life would be much better. Just to put this all into perspective. Lehi at the point of the mountain is going to be the "NEW BIG CITY" It will be bigger and busier than provo. Possibly even Salt Lake. The LARGEST BUILDING in Utahs history is going to be built there. All of the land at Lehi (point of the moutnain) and surrounding areas has already sold or is for sale at a very high price. Lots of businesses and buildings will be built there in the next few years. When a large city is developed the surrounding suburban areas EXPLODE with growth. EM will be one of the biggest growth areas because we have the space. Why is this a good thing? Because our home values are going to skyrocket. And to me that was the whole point of buying out here. To get a house at a cheap price and make money on it in the near future.			
58	11/19/15	Facebook	I agree with Thomas. People want more businesses and a rec center but also want EM to keep the country feel, you can't have both really. I think it's great that we are growing and a freeway means people have better access to this side of the county so more development can happen. SR73 is the obvious road for expansion anyone that chose to live near there should have seen that coming. If I truly wanted to live in the country I would have bought a house in Indianola			
59	11/19/15	Facebook	Which developments are people worried about? Everything I recall seeing is quite a ways off the road so shouldn't be affected.			
60	11/19/15	Facebook	I'm not seeing how this will cause more accidents. 90% of accidents that happen are either head on (which is taken away by splitting ths the different directions), and people turning across terrific (which will be avoided by traffic lights). Yes there might be a bit more of a mess while the construction happens, but in the long run, i do not see how this it's going to cause more accidents. But i do feel bad about those who's homes are going to be taken. I would be devastated!			
61	11/19/15	Facebook	A freeway is needed for continued and increased growth in EM. accidents arent caused by SR 73 they are caused by people being stupid and inattentive. Blaming the road is as bad an argument as blaming the gun. It will bring business growth and infrastructure to our community which it desperately needs. I welcome a freeway and the more lanes the better. That's called foresight.			
62	11/19/15	Facebook	I used to live in the Country in Lehi too. Unfortunately the more people, the more traffic, the more development and goodbye country livin. Nothing lasts forever. frown emoticon			
63	11/19/15	Facebook	Where will they put it?			
64	11/19/15	Facebook	We have to be prepared for this (see attached future land-use map). We all know an expansion will will be needed. When EM gets to full capacity (100K+ residents) SR73 will have to become like I-15. I feel bad for people like the Doyles who will lose their house, pool, shop, etc. It'll be a massive change, but like Tiffany Ulmersaid, this will take decades to develop.			
65a	11/19/15	Facebook	This is shocking to me! As others have stated, if this was the plan all along new construction in the area should never have been approved and those of us who have built in the area should have been told about it. Ryan Hart posted a map of the original and (in my opinion) best intended/future design UDOT was going to implement. My husband, Nate Brusik, has been building homes in the area and just pointed out the old design to me and the great location. Look close at the map. It's marked in purple/freeway. Please look close at this as this is what EVERYONE should press UDOT to do. Was the Mayor or anyone in the city council there? We need their help with this. If we don't we'll get something like they just gave us down the hill west of Walmart where they should've left the road straight and added lights to allow traffic to continue east or west with the option to turn south if access to pioneer crossing was desired. The original design for this new area affected little or no homes along the sr73 corridor and ran on the far north properly line of the city going in and out of the army base until it reconnected with sr73 in Cedar Fort. This is the best plan for the intended freeway and frontage system. The new plan is absolutely ridiculous! It is motivated by finance and ease of implementation and nothing more. The old plan would require more work by UDOT and provide citizens a less invasive corridor that would affect the least amount of residences in Eagle Mtn. Sadly we see UDOT keeping consistent with their horrible track record and their disregard for what the community wants by doing what's best for them and not the community. It's like the new intersection in Draper east of the freeway at 12300 so! Anyone who knows that area can attest to what a joke it is! It's simply amazing that they're deviating from the original design for the new design with no respect of what's best for individuals, families, home values, and they are willingly and wrongfully pressing forward with the inferior design. I hope with some miracle we can persuade UDOT to return to the original plan, which will provide the needed improvement to the road system without causing grief for innocent residents, who irregardless of if they did their homework or not had every reason to believe that sr73 would not become the freeway, but that it was going to go right where the future maps shows it would go.			
65b			The new design will affect more homes in south north ranch then it would, if at all in the original design which is not directly in contact with any of the homes in North ranch. Not only will this inferior new plan affect all the homes in north ranch that front Sr73, but all the homes in Cedar pass, Westview Heights, Meadow Ranch, and the Patterson development. We've lived in Eagle Mountain since 2004 and did our homework before moving to our current location. We were told the road was going on the least developed area on the north of the city			
66	11/19/15	Facebook	We fought for that option, but in the end were told that they would expand SR73 instead. And yes, Ryan Ireland, Adam Bradley and I all went to the open house. The others may have. The mayor couldn't make it, and Colby and Stephanie didn't make it. Not sure about Ben.			
67	11/19/15	Facebook	My question why must it be such a straight line???? There is enough room to curve just slightly and expand on each side... ??or no? I see two of the options take property from my neighbors (worst idea since most people in this neighborhood wanted big lots for a reason.) the other takes their houses out completely then puts my house who knows how close to the stupid road. And the other takes homes on the other side. Time for us to move. Anyone wana buy my house? Oh wait no one is going to buy my house cause 20 years from now they may tear it down. Lol. Sorry to all my neighbors. Funny how people only care if it effects them. And I'm sure 99% of people don't call udot when building their homes to see if they are going to just tear it down. Maybe the city and udot need to work together so this kind of stuff does not happen. These houses are not old houses that just happen to be in the way. But then again impact fees = money for the city so of course just let people keep on building. Boooooo I hope they also put in like 5 stop lights and keep the speed limit 55 smile emoticon			
68	11/20/15	Email	Matt, My home backs up to highway 73 in Eagle Mountain and is one of the homes that will be in the path to be torn down due to the expansion. I wasn't aware of the meeting that happened the other night. Could you tell me more about what is going on and potentially what this means for my family's home. Also when will there be future meetings?			
69	11/22/15	Email	Mayor- can you please provide any insights you have regarding the expansion of SR-73? I live in Sage Valley and just saw this map provided by UDOT. I realize the city is growing, but the idea of expanding SR-73 to 5 lanes seems like a waste of taxpayer money and very poor planning. This map shows my neighbors homes just south of 73 being eliminated. I'd appreciate your thoughts and I hope I am overreacting, but UDOTS latest re-design of 73 connecting to redwood is a daily annoyance for those of us that commute to Salt Lake. Now we have the potential of having the road right up to my neighbors house. Please help!!!			

70	11/22/15	Email	<p>I just recently learned that UDOT will be expanding SR-73 in the next 3-5 years which will wipe out either homes to the north or homes to the south of the existing road. I have a couple questions regarding this proposal.</p> <p>1). Who requested the expansion of SR-73?</p> <p>2). In your view what is the probability the home owners will be required to sell their homes?</p> <p>3). Will there be any sound barriers to the proposed expansion?</p> <p>4). Will stop lights be added into the intersecting to maintain safety? We have had numerous accidents to to the high speed limit that exists on SR-73 and those of us turning out of Sage Valley.</p> <p>5). Recently UDOT created a pointless curve in SR-73 eliminating a direct route to redwood for those commuting North. We were told to be patient and that the road would make sense in time. Well a year later we are still making the same pointless turn. Common sense did not prevail in it's design and was POORLY communicated. Will there be any community meetings or opportunities to review plans with residents?</p> <p>I'm sorry to rant a bit, but we move to Sage Valley to avoid the "city life/traffic". We recently opposed the move of the prison and now I am seeing maps from UDOT wiping out my neighbors homes.</p> <p>Please feel free to call or email.</p>			
71	11/23/15	Email	<p>Hello Mayor Pengra, I am writing to you with some major concerns I have. Let me first tell you however, how much I appreciate the job you do. I can't imagine how it would be to do this day in and day out, but I have always been grateful with how open and honest you are to the residents here.</p> <p>I live on Smithfield Drive, by the airport. My back yard butts right up to Highway 73. We built and moved in a year ago. My husband and I have absolutely loved living here. Our only complaint, the noise of the highway right behind us, but we knew that going into it. We live on just over a half acre and recently I brought my horse home, which I have been wanting to do since I was 2 years old. We never planned on moving as far west as Eagle Mountain but the land and price was right last year and now I can't imagine living anywhere else!</p> <p>We recently went to the UDOT planning meeting about the future plans of SR73. I understand it is already a very busy road, major traffic accidents occur and the area will only continue to grow. I know it will need to be expanded and completely support that. My concerns and what I don't support is a FREEWAY being built and the fact that 2 of the 3 proposed alignment concepts of that freeway that UDOT has here with the picture I included. Completely take out my home! I do not want to move and I do not want this to happen. I also don't understand why EM city is approving building lots across the highway from us when UDOT is planning on possibly taking that land? Keep the land vacant for now and no one will have to loose their homes, homes that aren't even built yet! I know once UDOT makes up their mind, they just come in and take the land they want. But I am not going down without a fight!</p> <p>I don't know what it takes and all that goes into city planning, but this makes absolute zero sense to me. You're going to have a builder develop this and people will be okay with buying a home that will potentially be torn down? Will the builder just lie to those that buy these lots?? Is it going to become a battle between the north and south side of the homeowners on SR73? All of my neighbors on my road are extremely upset by this and I am sure will be contacting you as well. I know in the last newsletter it mentioned that UDOT's "study" team is working with local governments. I am asking you to please take into account this homeowner that does not want their home torn down for a road! We will be attending the city council meetings and getting anyone involved that will make a difference. Thank you for taking the time to read my email.</p>			
72a	11/24/15	Email	<p>I attended the resident open house held at Black Ridge Elementary on November 18. I chose to submit my feedback via email rather than to fill out a comment card. I needed time to think through what I had seen and put my thoughts into concrete feedback.</p> <p>First, for me this is a very personal issue. My home will not be affected, but my neighbors will be greatly affected. In my mind as I left the meeting and even since then, choosing an alignment simply amounts to choosing which neighbors I "sell out". It is a hard thing.</p> <p>That having been said, I know that the changes are needed and I wholeheartedly agree that decisions need to be made so that we can move on with the studies and preserve corridor. We have needed to begin the process of preserving corridor for years. I am glad we have finally reached the point where we can begin to discuss this.</p> <p>I will give my feedback by following the questions on the Comment Form</p> <p>I would like to stay up to date on this project and wouldn't mind speaking with representatives about the area and how the project will impact residents. Please feel free to contact me either for input or for updates. Thank you.</p>	2	3	4
72b			<p>[What is your reaction to the potential cross-section?]</p> <p>I don't have any problems with the cross section. I do think we should do all in our power to make the corridor as narrow as we can so as to have a minimal impact on the surrounding area. In areas where it is feasible, I would love to see as much as a buffer between the roadways and the remaining homes as possible. The traffic plan and cross section themselves look good to me.</p> <p>[What is your general impression of the alignment concepts?]</p> <p>This is where it comes down to choosing which neighbors to impact. It is a hard decision. Rather than picking a single alignment, my hope is that the environmental impact study will be done and a route chosen that will affect as few as possible homes and residents. There are areas along the corridor that are still undeveloped. Hopefully we can keep it that way and use those empty spaces as much as possible to avoid taking out homes. I realize that we need the roadway to be as straight as possible in order to accommodate the intended speeds, but some slight meandering would go a long way to use available open space and minimize the destruction of homes. This would be my main feedback--to take the path that will most utilize open space and minimize the loss of property--or the rendering useless of property!</p> <p>[North Alignment Comment]</p> <p>I give the North Alignment a 2. While there are some areas where the North alignment will allow us to avoid homes, and while I think we should utilize those opportunities as much as possible, I think that in general, the North is not the better option. It takes the corridor too close to Black Ridge Elementary, and while it takes most of the corridor out of the north side, there are still areas where the South Side is affected in addition to the North, meaning we are taking out all homes on the north end and rendering useless or at least greatly degrading the worth of some homes on the South side as well. This is not optimal.</p>			
72c			<p>[Middle Alignment Comment]</p> <p>I give the Middle Alignment a 3 to 3.5. While it seems to be attractive to take the area out of the middle so as to not over burden either side of the highway exclusively, I find that in the case of the affected homes, what it ends up doing is creating a negative situation for all affected homes. Lot sizes shrink but homes might possibly remain, leaving the homeowner right off the highway with a tiny lot and very little value given to them for the land. This tends to produce a lose-lose, where not only are residents affected by the road, but they also lose value to their home and lot and are not kicked out so they do not get the fair market value for their home. There are areas where there is open space on both sides of the road, and in those cases, taking the space out of the middle is a good option, but when it comes to homes, negatively affecting both sides of the road doesn't seem optimal.</p> <p>[South Alignment Comment]</p> <p>I give the south alignment a 3.5 to 4. If I was forced to choose an option, I would choose this one, but I am hoping we have a blended approach based on the findings of the environmental impact study. As for the South alignment, I prefer it because in many instances, taking the south line will allow us to impact largely only that one side of the road. It takes out a full row of homes in a couple of the neighborhoods, but once you take that first row out, it leaves a small buffer before the second row. Also it seems like there are fewer partial lots taken on this route. This means that homeowners either keep their home and property, or they do not. There are fewer instances where they keep their home but lose a significant portion of their property, yielding a less than ideal property situation, but giving them little in return as far as payment for their property loss.</p>			

72d			<p>[Based on your local knowledge, are there additional factors along these alignments that we should consider or study more closely?] Factors to consider and study more closely are the Tickville Wash. It is not only drainage space but it is also a known wildlife corridor. Putting in a culvert or disrupting the path significantly will directly impact wildlife in the area. This should be studied closely. The wash also erodes quite readily, so erosion control should also be a factor.</p> <p>I would consider the impact on Black Ridge Elementary--parking, playground space, travel in and out of the property, access for carpool, dropoff, pickup, assemblies and parent nights, etc. The school community is on both sides of the highway. Who knows if that will still be the case when the road is built, but currently, both sides of the highway need convenient access.</p> <p>I would consider the rural nature of the neighborhoods in this area--particularly Cedar Pass Ranch, North Ranch, and Meadow Ranch. These have no curb and gutter, are horse and animal properties, and for the most part, the residents want to keep it that way. Buffers and transitions should take this into account. These are quiet neighborhoods and we will want to mitigate noise and congestion as much as possible through these areas as the noise will be particularly noticeable in an area like this.</p>			
73	11/30/15	Email	<p>I just want to say thank you for looking ahead to expand SR 73. I sure I go against what the many are saying. With the growth of Eagle Mountain and Cedar Fort and Fairfield we will need the expanded road. I like many dont understand why Eagle Mountain allowed the land in the area to be built on when I myself for years have heard rumors for years that one day that road would be a major road and possibly a freeway. I hope you wont errors of Eagle Mountain and the developers greed to stop or reduce the expansion. I feel bad for those who have recently built along the planned path but people knew ahead of time and should have warned them. Again Thank You and I really hope this expansion will go forward sooner then later. Due to people's poor driving habits SR 73 has become so dangerous and really needs to be upgraded to a divided road.</p>			
74	11/30/15	Email	<p>I wanted to email you to voice my concerns over the proposed expansion of SR73. I live on the south side of SR73, in the neighborhood south of Black Ridge Elementary. I have attached an image of the proposed plans we were given and want to voice my opposition especially to the purple and green road paths which take out the north side of my neighborhood. Many of those houses were just built recently. I am also only a couple of houses in from this road and am very opposed to having a large freeway right next to my property.</p> <p>I have an autistic daughter who is a 'runner' or 'wanderer'. We do everything possible to keep her safe and to keep her within our home or backyard, however she can now jump our fence and we have found her wandering SR73, found her in neighbor's homes, etc. many times. I am very concerned about having additional traffic this close to my home for the safety of my children.</p> <p>I understand the need to support growth, however what happened to the plan to put a freeway up on the south side of Camp Williams? When I moved out to Eagle Mountain, this was the future vision I saw on your website. Putting the road there wouldn't require all of these people to relocate after just building their dream homes out here in the country. It would also keep the busy road away from neighborhoods and families. Please reconsider and put the freeway further up near Camp Williams.</p>			
75	11/30/15	Email	<p>Jeremy, would it be possible to get a copy of the maps that were on display at the public meeting a couple of weeks ago showing the alternative locations of the proposed freeway on SR-73 and copy of the proposed typical section?</p> <p>Nevermind on the map. I got the one off of our Mayor's blog, but if you could send me a copy (pdf) of the typical section. That would be great. Thanks again.</p>			
76	11/30/15	Email	<p>It makes no sense to remove so many people from their BRAND NEW homes when looking at a couple of the options for the new highway. PLEASE push the highway and frontage roads as far north as possible to avoid relocating so many families that have built ties in their neighborhood and the communities.</p>			
77	11/30/15	Email	<p>Hi, I would like to make known my opposition to this plan for US-73 to make it into a freeway with Frontage roads. I recently purchased my house in August of this year and feel this would have greatly influenced my purchase decision had this plan been public knowledge. Further, I know many families that would be even more affected this than myself as they have the risk of having their homes torn down to make this freeway.</p> <p>I drive on US-73 every day and it is not even close to being congested. Redwood Rd carries multiple times more traffic and it is mostly sufficient as a 4 lane highway. I feel this would be adequate for the US-73 as well.</p> <p>In my opinion, this has not been handled in a way that is being sympathetic or empathetic to the people that will actually be impacted by this. It appears as though the only thought is to plan for future expansion... because future people will bring in more money than the existing population.</p> <p>Please take my thoughts into consideration because I assure you I am not alone in thinking this way.</p>			
78	11/30/15	Email	<p>This in regards to the 3 proposals for the SR73 project. I live on Smithfield Drive in Sage Valley. In 2 out of the 3 options, our home will be affected by this project. By affected I mean it will become a part of the road. We have only lived here for 2 years - but in those 2 years we have come to love this neighborhood. The 2 options of taking existing homes in an existing neighborhood are both appalling. These are real people with real lives that have chosen to live in this neighborhood. How does it even begin to make sense to take apart a neighborhood when there are acres of land directly to the north that have not been developed. I can't even begin to make sense of the logic in these plans. Why are frontage roads needed? Why are so many lanes needed? This doesn't even make sense.</p> <p>Even though I have made my opinion known and am not in support of any of these plans, I am also very aware that UDOT and the City will do whatever they feel is in the "best interest of the city" and for future growth. I ask that you give all the homeowners in the affected area as much information as you can as it is available, and that you meet with us so you can put a name and a face to your decision. I ask that you make a decision as soon as possible so we can determine what we need to do for our future. This is not a position that we expected to be in when we purchased our home 2 years ago and this is not a position that any member of this community should be put in. The planning for future growth should not put peoples homes and property in jeopardy.</p>			
79	11/30/15	Email	<p>I live next to highway 73 and my home will be one that could possibility destroyed. It is a 2 year old home. First and for most I think that it was very dishonest of the city sell a building permit two years ago and not one mention? How dishonest of our town and the officials. I understand that there will be expansion and there is a need for it. But to never mention it when people are looking for their homes is wrong. If they go on the north and build the new freeway it seems to me it wouldn't take out as many houses or less than the south side and disrupt family's. I also think it is over kill to make such a large highway.</p> <p>Please take my family into consideration when making such large decisions with our lives and my neighbors.</p>			
80	11/30/15	Email	<p>To whom it may concern, I am writing this because my one acre of property and new home is in the line of the proposed freeway. Option one takes half of my acre of property and option two takes my entire property. Option 3 does not touch my property but I want to know if you are planning on putting up a sound barrier wall if option 3 is chosen.</p> <p>I also want to know how you determine how much you pay to buy the homeowners out? My home is only five years old, and all the other houses on Riley Drive are newer than that so you would be required to buy out 9 homeowners of brand new houses, one of which is worth over 1 million dollars. I don't see how cost effective that would be. The option where you are taking the north side of SR73 seems to be the better option since you would only have to buy out 2-3 property owners, which I think two don't even have homes on them.</p> <p>I want to know if and when you buy us out if you base it off of property taxes "fair market value" or what I could sell my home for?</p> <p>I also want you to know that we currently own horses and my lot is zoned for that. If you choose option two and only take half of my property, I no longer can own horses because of Eagle Mountain City's requirements of 1 acre minimum to own livestock. You WOULD be buying my entire property if this is the case.</p> <p>Please respond to my email and let me know when UDOT will be making the decision as to what option they are going to go with so that I can base my decisions on accurate information.</p>			

81	11/30/15	Email	<p>Dear Sir or Ma'am, I would like to express my concerns over the 3 options for expansion of SR 73 in the Eagle Mountain, UT area. I am a resident that would Not be directly affected by any of the current road expansion plans, however, in reviewing these plans the plan that would expand the road to the North side of SR73 would be the best option.</p> <p>Currently the North side of SR73 has the widest easement and there are virtually zero homes that would require destruction, this is a huge cost saver to all involved...especially homeowners that would be affected by other proposals.</p> <p>I would hope that further review of these plans and take into consideration the people's input and views on this expansion, as it is our tax dollars that is being spent and it should be spent wisely!</p> <p>Also, the city of Eagle Mountain should NOT allow ANY further building permits along either side of SR73 be approved by builders...as MANY residents were never disclosed information regarding the future road expansion and how it could affect their home!</p>			
82	11/30/15	Email	<p>I am a new home owner in the sage valley, 1541 e Smithfield dr. I just closed on my home less than a month ago and just got the last item hung on the wall. We built here so we could finally have our horses on our property. I have a few concerns and complaints. Why was We not informed about this project and possibility that I could loose my new home before We committed financially. We have invested a lot of money in the month that we have been here (vinyl fence, horse corral panels, barn, landscaping). We have to get our yard completed in 6 months in order for the builder (Patterson homes) to refund us 4000 dollars for landscaping. 2 out of the 3 suggested options we loose our home. Currently there are no homes on the north side of sr73 being built. Why can't udot or EM city purchase the land for corridor preservation so current residents will not be impacted and future home buyers will not be subjected to the stress and anxiety that we are going through now with the unknown that our home may not exist in the future. Should we continue to build and invest our lives here? If udot decides to go with a option that our home will be destroyed is udot going to compensate for value for replacement and compensate for higher mortgage interest rates,home values and materials invested</p>			
83	11/30/15	Email	<p>To whom it may concern, my neighborhood (sage valley), family and I are concerned and upset about the options that were given for the expansion of SR73. I have lived in eagle mountain for 12 years and love it out here. I have moved into 3 different homes within the community here and this last move that my family made a month ago was going to be our last move, as we just built and completed our forever home, or so we thought until we were informed that we may loose our home. 2 of the 3 different options make us loose our home, or some of our property, making it so that we can no longer have horse property. There is currently no houses on the north side of the road and there would not be an impact to so many family's if that option is the one that is picked. I know that this project is 10 years away, but is causing my neighborhood and family to panic. I know that eagle mountain is growing and there may be need to widen the road, but the roads that lead into eagle mountain such as redwood rd., pioneer crossing, 2100 north, and mountain view corridor are not even 6 lanes, is there really a need for 6 lanes? We feel as like we will be living with the stress and anxiety until we know what option is picked. Most of the houses that are on my street, that will be wiped out are a little over a year old. There is a reason that we moved here and it's to avoid the city life, and now you are bringing the city to us. We were told that if our house gets destroyed due to this that we will be compensated, market value. But can you guarantee that we will be able to find horse property, have the same payment, and interest rate that we currently have now? Especially in 10 years? Plus all of the money that we have invested into our landscaping, fencing and barns. Thanks for your time and I hope that in your study that you are going to do, that you put into the mix all of the lives that you may interrupt and family's that you might uproot.</p>			
84	11/30/15	Email	<p>I recently became aware of the proposed changes for SR-73, highlighting the freeway with frontage roads concept. I am concerned that this has a huge impact on property rights: not just for the people who own homes that would be replaced by the freeway. There is also a large impact to those in the nearby neighborhoods. One reason I had for moving out to Eagle Mountain was the lack of noise. A freeway two blocks from my house would create a horrible amount of noise, and make my property value decline.</p> <p>I understand the need to move a great deal of traffic in this direction in the next twenty years, but don't see why such a freeway shouldn't be built up on the hillside (where some plans show the Lake Mountain arterial). Such a plan would have far less impact on property values, would not involve eminent domain seizure of property, and would still meet all the needs.</p> <p>The current plans also involve building freeway next to the elementary schools that my children will attend in a few years, as well as putting it right next to the park that my children play at. All of this is completely unacceptable, and another way needs to be found. (See above.)</p> <p>In the event that another plan cannot be found, an alignment that goes on the south side near Black Ridge Elementary needs to be combined with north side alignment further west to avoid taking of existing homes. Any new development along that corridor needs to be stopped ASAP for the same reasons. Plans also need to include sound barriers and information about how the freeway will be kept safe for children in the nearby neighborhoods, and kept free of the animals that are so prevalent out here.</p>			
85	11/30/15	Email	<p>To whom it may concern: This news is devastating. Please, please reconsidered taking the land from Camp Williams not from our homes. If you have to do one of the three proposed routes, please choose the first option that leaves the homes south of US 73 intact. The Road will demolish the value of my home. I am not one of the homes being taken, but one of the homes right across from the homes being taken. I do not see how I will be able to sell my home. We built our dream home costing us \$550,000 it's our life savings I don't know how we can even recoupe our costs if the road is put into Westview Heights. I think we would be better off if our home was taken, then to have our neighborhood destroyed with a huge freeway. PLEASE reconsider Camp Williams. You wouldn't have to take anybody's homes.</p>			
86	11/30/15	Email	<p>To whom it may concern: I am a frustrated resident of Eagle Mountain. When my husband and I decided to build our home in 2013, which backs up on the south side to the S.R. 73, we knew that eventually the road would need to be widened, so we asked what the plans were for that and we were told specifically that land would be used on the NORTH side of the S.R. 73 NOT the south! So we proceeded forward, bought the 1 acre lot and built our home. Now here we are 2 1/2 years later and somehow we are being told that this is no longer the case - there are 3 options up for consideration and two of the three options take my property and home. I'm COMPLETELY against this!!! One of the options take the entire north side of Riley Drive (the road I live on), so you're talking 8 brand new homes that are all 1 acre. It does not make sense to me why this would option should even be considered. Please stick with the original plan, which is also the least invasive, and choose to widen the S.R. 73 on the north side. Do NOT make this road into a highway.</p>			
87	12/1/15	Email	<p>I would like to voice my opinion on the proposed changes to SR-73. Many of us home owners are wondering the following:</p> <ol style="list-style-type: none"> 1. Why were we not told by UDOT, the City, or the developers of our houses that this was even being thought about before we purchased our homes? Shouldn't have this been disclosed by law? We have lawyers looking into this. 2. It makes no sense to destroy existing homes on the south side of SR-73 in the sage valley development when there are no homes on the north side. There is a plan for a development with approved permits, but there are currently no houses. Existing homes should take precedence over planned homes. It only makes sense. It will also cost less. 3. We understand that the city and UDOT are worried about being sued by the developers on the north side of the road, but they should also be worried about being sued by us, a collective group of Home owners. <p>Common sense must take the day.</p>			
88	12/1/15	Email	<p>Why was the original plan that was drawn up in 2012 which would have put the freeway through Camp Williams property not investigated more? Infact udot is acting like it was never even in the plans! After all that is the why we built where we built because we were under the assumption that it was going there?</p> <p>I understand you are just maybe a middle man and don't have a lot of the answers that I need right now, but you have to realize the impact this is going to have on me and my family.</p>			

89	12/1/15	Email	<p>Hi, I see a study going on for 73 to Pioneer. Why all the focus for getting into and out of Utah County? An online poll recently suggested the majority of residents travel north into Salt Lake County rather than into Utah County. Traffic is much worse in the north/south direction than east/west. The commute has been made worse even with the divert over to the new Pioneer connection that opened last year. Twice in the past two weeks traffic has backed up from 2100 N down to 73, taking almost thirty minutes to get from 73 to Camp Williams in the morning. Traffic is equally as bad during the morning and afternoon commutes. I wait at a the stoplight at Redwood/West Harvest for three or four light changes on my commute home in the evenings every weeknight.</p> <p>The 73 changes last year also pushed much of the traffic coming from the city center from 73 down Pony Express because it is easier than the "pork chop" intersection on 73. Many residents are diverting off Pony Express onto Foothill which puts the traffic going through a 20mph school zone. Seems irresponsible to have the easiest way out of a town of 25k people going through a school zone or past two other schools (the middle school and high school). An easy way north is desperately needed. We do not need further troubles that come from an east/west priority. I'll be happy to drive anyone around the area and point out the problems the east/west changes have caused.</p>			
90	12/1/15	Email	<p>To whom it may concern, I, like most of my neighbors, have just newly been made aware of the proposed plans for widening SR-73 from Ranches Parkway to the Eagle Mountain Parkway. I live at 2551 E Riley Drive in Eagle Mountain; my back property line borders the south side of SR-73. At the time we purchased our home we were informed that there was an easement on our property that could be taken if and when they widened the road behind us. Additionally, there were several acres of land to the north of SR-73 that were reserved for expanding the highway. We felt assured with the purchase of our home that the pursuit of a more rural lifestyle was secure when we chose to live in the Westview Heights neighborhood. New information now tells us that the latest plans are reaching far beyond the simple expansion of SR-73. The latest email from our city provided 3 proposed planes that could be implemented for building a "free-way" along with "frontage roads", two of those plans would either take half of our land, or take our entire home. I was aghast to hear of such drastic measures. I have no objections to the expansion of SR-73, but to take enough land from existing residents to provide for an actual free-way with frontage roads is simply outrageous, at best. I think it is quite obvious that such planning reeks of poor judgement and over-kill in using UDOT funding. Why would the state invest so much money on such a major infrastructure project simply because they project a large amount of growth, looking forward to 2015? SR-73 is not a major route to anywhere; the bulk of the travel on this road is residential and recreational. Certainly it would be far more prudent to take care of the people who have already invested their lives into the development of this valley while improving the needed infrastructure at the same time. A 5 lain highway that include 2 lanes in each direction and a center lane for turns and traffic buffering, is far more reasonable. Adding the needed traffic lights at several intersections and slowing the speed limit along this stretch would be far more economical and beneficial to our community. Furthermore it is a far better use of UDOT funds. Some have said that if we build the freeway then the "growth" will come. I say let's allow the growth along the SR-73 corridor to remain slow and steady so that we as residents of Eagle Mountain City can maintain the quality of our lives in this beautiful valley. We moved here accepting of the idea the highway would be built behind us. We did not agree to having so much land taken from us that our very way of life would be jeopardized.</p>			
90b			<p>Furthermore, in the past 6 months we applied for and was granted, a permit to build a barn on our land; which has just been finished in the past 2 weeks. Why did the city grant us such a permit only to allow UDOT to rip the land away from us? When the foundation of our barn was inspected the inspector measured carefully to assure the city that we were building the legal distance from the "easement", not just our property line. We built according to city specifications. We have just moved our horses here, and are now being faced with such drastic changes that they could literally negate all the benefits we sought by moving to this community. That is simply unfair at best.</p>			
91	12/1/15	Email	<p>To whom it may concern: My name is Melody Jones and my husband Blake and I currently live in the Sage Valley development of Eagle Mountain, located next to Cedar Pass Ranch. While I am in favor of expanding SR-73 and adding a median to make it safer, I feel the current plans being considered are excessive. To go from a 2-lane highway to a 6-lane freeway with frontage roads seems drastic and ridiculous, and considering that this would affect a large number of homeowners, including myself who live along SR 73, it seems unfounded. Like I said I would agree with adding 2 more lanes and putting in a median to make that stretch of the highway safer, but it seems like if you did that there would not be a need to take anyone's property and/or house away to complete the project. Adding 1 lane on each side it seems like there is already enough space next to the road to do that without taking anyone's property. According to the proposed south option it would take approx. 21 homes, including the whole street in our neighborhood that we live on. It would not take our home but we would be left living right up next to the new freeway, I'm assuming next to a tall, concrete sound wall. When we built our home here we wanted to live in the wide open space, outside of the busy city. This is our dream home, one we pictured living in for the next 50+ years. We did not picture ever living right next to a freeway and it is depressing that only after living here a couple years we are having to face this as a possibility. Building the freeway would pretty much ruin the dream we envisioned when we built our house and would force us to move somewhere else. I ask that if after all of this you insist with moving forward with one of the proposed plans that you choose the middle option, it being the one that would affect the least amount of people's homes. It seems like a no brainer to me, pave the road AROUND people's homes and not the other way around. Please do this to spare the heartache from our neighbors and inflict the least amount of collateral damage. Thank you.</p>			
92	12/1/15	Email	<p>I wanted to give my 2 cents and support for everything my neighbor Vicky has stated below. Our backyard is also directly adjacent to the highway just two houses down. These proposals seem to be a vast overestimation and waste of money.</p>			
93	12/1/15	Email	<p>To whom it SHOULD concern. My family and I are writing this email in regards to the extreme expansion of SR-73 road between Ranches Parkway and the Eagle Mountain Parkway. My nearly brand new home is in the affected area in the West View Heights Neighborhood. The first problem to voice is the way this has been quietly moving forward with little to no notice to those it will impact the most. I would imagine if you were planning on taking someones home, you would knock on their door and give them full access to state and city emails, contacts, and involvement. Instead...it moves quietly, new developments still going in next to the road, half a million dollar homes being red checked off the map. Many of which are horse properties with tens of thousands of dollars into barns and fencing. I see in the three proposed ideas that the state would not push the new elementary school back or tear down because it was the states money....well now we are talking about our money.....and I doubt compensation will even be close.</p> <p>I understand that we are a small strip of homes in the grand scheme of things and to a state engineer we are merely taking up space. I would hope that our voice to improve the road to 2 lanes both ways with a center turn lane would be adequate. The idea of a 300ft expressway with frontage roads seems absurd. Most of the traffic to this area is residential and recreational. This area remains popular due to city roads and bright lights being limited. This extreme expansion will simply devalue the surrounding area, cause higher speeds and risk.</p> <p>It shall be voiced by the people that the road be tamed in design to a 5 lane highway, as we strongly oppose the express/freeway in the county. I hope there shall also be a proposal of full home fair market value of lost homes and an evaluation of home value loss compensation.</p>			
94	12/1/15	Email	<p>To whom it may concern, My home will be affected by the highway that is being proposed. Will there be a sound wall for the subdivisions that will be to the north and south of the highway? What is the estimated time that the construction will begin? When will the negotiation for the homes that will be taken out begin?</p>			
95a	12/1/15	Email	<p>To whom it may concern: I'm writing in regards to the proposed expansion of SR-73 in Eagle Mountain. I was recently shocked to learn about plans to turn this stretch of road, that runs by Blackridge Elementary School, into a major freeway with frontage roads.</p> <p>I live in Westview Heights, the neighborhood just south of Blackridge and on the south side of SR-73. We have only lived here since 2013. When we decided to build in 2012, we did so believing that the freeway would be built on the most northern edge of our city, up on the mountain on Camp William's property. According to our City this was the plan at that time, as shown in the attachment. I will refer to this plan as the purple freeway. We knew SR-73 would probably be widened a little, but not nearly to the extent of the proposals. While our family isn't in danger of losing our home or any of our property in any of the current proposals, we would be uncomfortably close to the large freeway. In fact, if we would have known back in 2012 that this was a possibility, we would have been deterred from this neighborhood and looked elsewhere to build our dream home, where we plan on raising our 3 young children and growing old.</p> <p>As frustrating as it would be to live so close to a freeway of that nature, at least we would have a choice as to whether we wanted to move or stay. Many of our friends and neighbors, however will not have that choice. They will be forced to leave homes that are only a few years old. This seems terribly unfair, especially considering that if the purple freeway were built there would be no need to force homeowners out of their homes, as there are not any homes in the way.</p> <p>The purple freeway plan seems like the most commonsense approach to me, as it is the only way to ensure numerous residents can retain their homes and property. I don't understand why the purple freeway plan is not THE plan, or at least being considered, especially when our Mayor and City Council voiced their approval. I was informed that Camp Williams opposed it. If that is the case, why are they able to oppose a plan that takes some of their land, but citizens are not able to oppose plans that will eliminate their homes, property, barns, etc? If the purple freeway were built Camp William's would still have many acres to the north, and therefore seems like the perfect solution.</p>			

95b			<p>The purple freeway plan seems like the most commonsense approach to me, as it is the only way to ensure numerous residents can retain their homes and property. I don't understand why the purple freeway plan is not THE plan, or at least being considered, especially when our Mayor and City Council voiced their approval. I was informed that Camp Williams opposed it. If that is the case, why are they able to oppose a plan that takes some of their land, but citizens are not able to oppose plans that will eliminate their homes, property, barns, etc? If the purple freeway were built Camp William's would still have many acres to the north, and therefore seems like the perfect solution.</p> <p>I am opposed to all of the 3 proposals to expand SR-73 into a major freeway with frontage roads. Frankly, I'm wondering if it's necessary to have such a road in this area. I have close family in Tooele County and travel that road often through many miles of undeveloped fields.</p>			
96a	12/2/15	Email	<p>Thanks for your work and time reading? Email. I'm a General Contractor and Real Estate agent that lives and works in Eagle Mountain, and have lived here for nearly 12 years. For several years the city has had a map posted in the City office building that showed the road being built on the far north property line of the city and actually entering into the Camp Williams south property area and continuing west through the undeveloped fields north of where Sr73 is currently located until it reconnected around the Cedar Fort city area. This option is the least invasive location to place the road. Is there a reason it can't go there as so many residence and City officials would prefer? I've heard Camp Williams opposes this location, (is this true, and can they legally oppose if the state owns the land their base occupies?) but there seems to be No logical reason as this portion of their property is used for absolutely nothing other then the outer patrol road which the very seldom patrolled. I am presently building homes in the MeadowRanch Neighborhood adjacent to this area and have for the past several years and have paid close attention to any activity on the Camp Williams side of the small bob wire fence. There has only been a small count of activity of simple ATV patrols in the recent years. It's seems politically and ethically wrong that Udot would seize people's home and property through eminent domain which we have all worked so hard for and have memories in etc. For what appears to be nothing more then the ease of leaving the road in its present location. I am certain that additional land acquisition would be required by UDOT to be place the road on the North property line of the city and into a portion of the Camp Williams property. I hope this option cam either be the accepted location, or please explain in some detail why it can't work so we can understand logically why it has to stay where it is proposed in the 3 projected maps shown the other day at the public meeting. Is there a possibility of the road being built where this map that was posted for so long at the city shows it? Another topic we hope is that the dimensions of the road may be reduced or negotiable on the width. Also please explain why such a big addition at this point and this location is needed. Cedar fort city has such a small population it's difficult to understand why you. Would invest so much money into this infrastructure at this point when there are so many other areas which would benefit from improvement over this area at this time. Understanding that this road at some point should require more traffic capabilities we hope that serious considerations can be given to limiting the width of the road as as to not encroach into people's property as little as possible.</p>			
96b			<p>In closing I'm jumping back to the original concept of the highway being diverted over towards the camp Williams area and into the camp Williams area. I was under the impression as well that the state of Utah owns the property for Camp Williams and leases that property to the federal government. If that is the case please seek legal counsel as to the possibility of taking that land which should be more cost effective as no buildings or structured other then the fence and simple dirt road would need to be moved.</p>			
97	12/2/15	Email	<p>Thank you for your response and the link to the planning study. One thing I wanted to add was a request to re-examine the original route the went along the north side near Camp Williams. That was what we had heard would be the route when we bought our house 12 years ago. It seems to me that would be the least disruptive route and I'm not sure why the change was made to SR73. I would like to know more about that and about the possibilities of other alternative routes.</p>			
98	12/2/15	Email	<p>My thoughts on this recently proposed project:</p> <ol style="list-style-type: none"> 1. There is a new neighborhood that will be developed to the East of Sunset Drive. We have been told that UDOT will not allow another access point to that neighborhood, the only access point will be Sunset Dr. As a result, this one access point will serve the existing West View Heights neighborhood and the new development. This is unacceptable and should be a non-issue as the new plan proposal is to have front roads in the future. As a result, another access point to this new development to the east of Sunset should be granted by UDOT. 2. I would prefer this new road system be pushed as far north as possible, specially near Sunset. I believe there is more vacant land to the north side, however, the school will be an issue. 3. There needs to be two turn lanes turning right onto Pioneer crossing from Crossroads Blvd. Right now everyone races to get there first. This was very poorly designed. Better yet, make the road straight again. 			
99	12/2/15	Email	<p>As I have reviewed this, one thing that keeps coming to mind is that I hope the Department will look at all options and variations of a Freeway with frontage road system. I can see that for long term it may be needed but I have to wonder if the full 400+ ft right of way is necessary. For example, can we trim the clear zone with barrier similar to I-15? Do we need to have a frontage road on both sides of the road? I would think that one frontage road would work say on the north side of the freeway since that is where the elementary school is, one lane in each direction possibly. Can we add a road across the freeway at Sunset for the Elementary school.</p> <p>I question the projections of the traffic on the proposed frontage roads. With the area between Ranches Parkway and Six mile cut off being nearly built out, I don't see a significant increase in traffic from that area.</p> <p>One other thought, what about instead of a 6 lane freeway, putting in 4 lanes with a rail line. That might be a pipe dream but being that Eagle Mountain is largely a bedroom community, that to me makes a lot of sense and would facilitate better use of the transit system in the valley.</p> <p>Lastly I hope the Department will truly work closely with the community so that the best solution can be found that will benefit everyone. I believe we recognize that there will need to be so give and take by all involved.</p>			
100	12/4/15	Email	<p>Is there a possibility of getting a digital copy of the potential north/middle/south options for widening S.R. 73?</p>			