



WEST DAVIS CORRIDOR

Stakeholder Comment Report on Level 2 Screening Alternatives (February-March 2011)

From February 1, 2011 through March 25, 2011, the screening methodology and criteria, and maps of the Level 2 Screening alternatives for the West Davis Corridor (WDC) were made available for public and agency review. These materials were posted on the study website on February 1, 2011 and open houses were held February 8, 9 and 10, 2011, in West Point City, Farmington City and West Haven City. Opportunities were available for the public to comment through hand-written comments and comments typed directly in the study database.

Collectively, approximately 3,000 people attended the open houses. Written comments were received via open house comment forms, mail, email, and the project website. Comments were also gathered by calling the study's hotline. During the comment period, the study team received roughly 4,500 public or agency comments. Due to the high volume of public input, the comment period was extended from March 8, 2011 to March 25, 2011 to give the public more time to review the alternatives and provide detailed comments. The team received both comments that expressed support for, or opposition to, the Level 2 Screening alternatives that were presented at the public open houses.

The WDC study team has reviewed all of the comments received to date. Public comments stating a preference for a particular alternative have been included in the project record for consideration. These comments, as well as suggestions for new or modified alternatives that have been evaluated and refined by the study team, are described below.

New or Modified Alternatives Suggested by the Public:

- Connects to I-15 at 200 North exit and goes west through Kaysville City to connect with WDC alignment west of Kaysville City near Schick Lane.
- Connects to I-15 near the Kaysville City rest stop and goes west through Kaysville City to connect with WDC alignment west of Kaysville City near Angel Street.
- Connects to I-15 and Legacy Parkway near Station Park and goes west through the Farmington Meadows subdivision south of Burke Lane.
- Shift alternative farther west and farther south by building structures over wetlands.
- Expand and make better use of existing roads, including US-89, SR-193, Antelope Drive, and 300 North rather than build new highway.
- Move Kaysville City alignment west of power corridor.
- Share right-of-way with power lines or relocate them.
- Split WDC on either side of power corridor.
- Expand right-of-way from 250 Ft. to 450 ft. for Shepard Lane connection.
- Construct bridge at 2000 West in Farmington City.
- Depress the roadway under 2000 West in Farmington City.



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- Shift Glovers Lane connection farther south and farther west.
- Different roads should be used for the West Haven City alternatives.
- Public transit should be expanded instead of investing in a new highway.
- Go as far west as possible.

Comments on Process:

- Project has not been thoroughly thought out.
- Animals and environment should not be considered more important than human beings.
- Humans and homes should receive equal representation or rights as wetlands and wildlife.
- UDOT should be listening to the wants and needs of the taxpayers.
- Process has been fair and transparent.

General Comment Themes

- Quit talking about a future facility, choose an alignment and build something. A new corridor has been discussed for many years.
- Desire for a facility to be built but want it located as closely as possible to the 2001 Wasatch Front Regional Council preferred alternative (Bluff Road).
- Shepard Lane connector will bisect close-knit community.
- Shepard Lane connection creates a bottleneck on I-15 and defeats the purpose of relieving congestion.
- Go west of power lines in Kaysville City.
- Glovers Lane connector will separate Farmington City communities.
- Build a future facility as far west as possible.
- Concern for the safety of children playing and walking to school.
- Impacts to agricultural land will affect the livelihood of farmers and local economy.
- Value of homes adjacent to future facility will decrease or the homes may become difficult to sell.
- Mass transit and trails should be part of WDC.
- Keep alignment on 5100 West in Weber County.
- Do not build.
- Avoid impacts to golf courses.
- Concerns over air quality, pollution, and noise impacts.
- Concern of aesthetics of highway
- Individual home impact concerns.
- Homes vs. wetlands.