

LINE	Date Received	Name	Route	Comment or Suggestion	Assigned to:	Response
1	8/15/2019	Julie V	I-15/ 820 North Freeway	The widening of 820 N is not beneficial for the residents of Provo. It will not divert the congestion away from those heavy traffic areas nor will it decrease the congestion. Geneva road is a common back road that residents take and that would be a beneficial road to widen as it can be taken through several cities and is often use during rush hour. Provo is trying to decrease the turnover of residents and encourage longevity of those people living in Provo. By widening streets that do not have proof that they will improve the traffic congestion - you are instead removing people from their homes and pushing them out to other cities. Chose to widen roads with less residential development.	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>
2	8/6/2019	Jordan T	I-15/ 820 North Freeway	Please do not build a freeway off 820 North in Provo. It will not improve HWY traffic. With all the other road improvements going on around the city traffic shouldn't be bad enough to need another freeway. I don't want my grandmother's house to be knocked down for an unnecessary reason	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>
3	8/6/2019	Alaina W	I-15/ 820 North Freeway	Please continue doing awesome and gathering the data necessary. Building a freeway access on 820 North in Provo would be awful. We don't need it. Center street isn't too far from 820. It would be more beneficial to make more bike lanes or an overpass over the tracks. It wouldn't really help with traffic in the extent that bike lanes and an overpass to Geneva would.	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>
4	8/6/2019	Erin P	I-15/ 820 North Freeway	Thank you for leaning against the idea of creating freeway access on 800/820N in Provo. I don't feel like we necessarily another corridor of high traffic flow. I support strengthening the current grid system to help people of all transportation modes get around more efficiently. If you adopt this option, it can potentially help alleviate major traffic on our core of main roads.	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>

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5	8/6/2019	Aaron S	I-15/ 820 North Freeway	I write as the chair of the Rivergrove Neighborhood in Provo and as a member of BikeWalk Provo. I have learned from our state representative, Marsha Judkins, that UDOT is leaning toward not connecting 800/820 N to I-15, not widening this road, and making active transportation improvements to Geneva Road. I, and many people in my neighborhood and beyond, strongly support this inclination. We should build on Provo's strength of a robust grid system to distribute automobile traffic along different routes and use traffic calming measures to help it flow smoothly in a way that is safe and will accommodate all users. We should NOT try to solve our auto traffic congestion by inducing more driving through building new roads and widening roads. Rather we should live with a certain amount of congestion and improve transit and active transportation to give residents and others viable transportation options to move about Provo and beyond. Thank you	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>
6	7/24/2019	Lynda B	Geneva Road	1. Geneva Road: I drive regularly from 800 N in Provo to the UTA station off Geneva Road and believe there is an urgent need to widen it enough for 3 lanes, one being a turn lane in the middle, and for bicycle lanes.	Region Three Planning	
7			800 North in Provo	2. 800 N freeway exit: I believe that would be a huge mistake. Almost all freeway exits are through industrial areas. To put one through a residential area and past several schools is not wise, not do I believe it is necessary. We live in the middle of the University Avenue and Center Street freeway exits, and going either direction only takes a few minutes.	Region Three Planning	<p>Because of the continued population growth in Utah County, we are experiencing increasing traffic congestion which, in turn, affects mobility, connectivity and our quality of life. To address these challenges, the Mountainland Association of Governments (MAG) identified a need for long-term transportation improvements in the area of I-15 between University Parkway and Provo Center Street. UDOT, in cooperation with Provo City, Orem City, and MAG, are preparing to begin an environmental study to evaluate potential improvements, which is scheduled to start in 2020.</p> <p>We have retained your contact information and will reach out to you again once the study begins.</p> <p>Meanwhile, you may be interested in reviewing MAG's 2019 - 2050 long range Transportation Plan. Please visit mountainland.org/transplan50.</p>
8	7/19/2019	Scott A	1450 South Extention in Washington County	I have a couple concerns about the 1450 S extensions: 1. The westward extension from river road would degrade the river trail on that side. Now, it's a very pleasant urban park, but a 5 lane road would eliminate that experience, with the attendant traffic and noise. Perhaps the traffic speed could be reduced to 30 to mitigate noise. Also, efforts to maintain a peaceful feel to that side of the river would be appreciated 2. The eastward expansion does not include a bike lane. As it would be a major arterial I'd suggest that you plan on a significant amount of cyclists using that road. The current shoulder on 1450 is dangerous to cyclists and the increased traffic load will likely lead to more accidents if there is not sufficient space for cyclists.	Dixie MPO Director	<p>Thank you for your comments on the 2020-2023 Transportation Improvement Plan (TIP).Neither project noted in your comments below was selected in this year's funding cycle. The projects therefore will remain in Phase One of our 2019-2050 Regional Transportation Plan and may be reconsidered at a future date. Your comments have been forwarded to the cities of St. George and Washington for their consideration if/when funding actions is reconsidered. Please be assured that accommodations for cyclists and pedestrians are valued by transportation planners in this area. Your comments have reinforced the importance of our attention to that detail. Again, thank you for your attention to the Transportation Improvement Plan.</p>

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9	7/12/2019	Valerie G	ePM	My name is Valerie Grant with Wood Environmental & Infrastructures Solutions out of Sandy Utah. Our office currently has open projects with UDOT and we would like to know of upcoming project we can bid on. I found the STIP 2020-2025 on your website. I am looking for assistance on understanding how to read the STIP and how to identify upcoming projects we can submit proposals on. Is there some kind of training or information guide on how to read and understand the STIP. Any information would be greatly appreciated. Thank you.	STIP Coordinatior	My name is Bob Pelly, I'm the STIP Coordinator for UDOT. I'd be more than happy to spend time going over the STIP and answering questions that you may have on understanding the document. I do understand that there are a lot of abbreviations and unique codes that can be confusing. Please get me a call and I will assist you. My direct line is 801 870-1792. Just a note, the best way for this will be when you are at your computer so that we can see the same things as we walk through your questions. Here's some information on the two PIN statuses that you are curious about: The Scoping status is when the Region will open a project to do PE (Preliminary Engineering) or CE (Construction Engineering) activities before they advertise a project. The Advertised status is used when a project is out for advertisement. This might be a to find a project at the last minute to bid on a project. Typically a project is out for advertisement for 4-5 weeks. As a response to this inquiry I contacted Valerie and we spoke by phone for 30 to 40 minutes. I was able to walk her through the STIP. I showed her how to find and locate specific items that she was interested in. I showed her how to download the STIP in a EXCEL format so that she could isolate the topics that she was intersted in. In a later email she requested a follow up question on the different status in the STIP and what each meant.
10	7/10/2019	Jennifer B	I-15	I drive I 15 every week day and want to commend your road maintenance (snow removal, adding lanes to the more busy actions of that freeway). I recently moved here from New England and absolutely love Utah. I wanted to bring to your attention the fact that debris and dead animal carcasses litter the road side and stay there. It's heart breaking to see the dead animals and every day they just lie there and decompose. We all know how many vehicle accidents occur on that freeway, and I see full bumpers and accident debris never removed. There is also a good amount of trash. This is such a beautiful state which draws many tourists. The animal carcasses, accident debris, and trash on I 15 draw more attention than the gorgeous mountains and scenery. Is there some way a program can be implemented to remove these items? Is it possible to contract a company to remove the animal carcasses? Is it possible for the same or another company to remove t he accident debris? What about having the inmates in the jails and prisons develop a daily routine of patrolling the freeways to remove the trash? I realize that ideas such as these put additional stress on Utah's budget, but isn't it worth investing in these ideas to keep Utah 100 beautiful? Thank you for allowing me to comment on your site. Signed, Jennifer J. Bowdich, 4600 South 2400 West, Roy		
11	7/6/2019	Kenneth P	SR-36	Why is the state wasting a lot of money on the shoulders of highway 36 south of Tooele? They did a bunch of work last year and the shoulders are worse than they have ever been. I would be okay with this if there was improvement or need, but it looks like a waste of time and money. When there are other road work the money could be used on	Region Two	Thank you for your concerns regarding UDOT's projects on SR 36 south of Tooele. In particular, the shoulder work being performed on each of these projects. As funding was identified for pavement preservation projects along SR 36 over the course of a three year period (2018-2020). UDOT's Traffic & Safety Division also identified the need for additional mitigation measures due to the number of runoff the road incidents. The recommendation for each of the projects was to add rumble strips and four foot shoulders. The addition of these two features are intended to alert the driver that they are departing from their lane and allow them the width to redirect their vehicle into their lane. The previous roadway had very little if any shoulder width for a driver who veered outside of their lane, resulting in vehicles running completely off the road and in some instances rolling their vehicle. UDOT values public safety and saw an opportunity to address multiple needs with one project. In regards to project specific concerns, you may have noticed that the 2018 Contractor had some challenges and has still been working in the project area south of SR-73 this year to address those items that did not meet UDOT specifications. This re-work is at the expense of the Contractor, not UDOT. This same contractor is also the 2020 Contractor that was awarded the next project north of SR-73 on SR 36. They have encountered similar challenges to 2019, as well as some material sourcing challenges and weather delays that have really slowed them down. UDOT has been working closely with this Contractor to address the various concerns and work towards a timely completion of each of these projects. Hopefully this gives you some background as to why this work is being performed.

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12	5/15/2019	Johan L		You are in the process of adding an additional lane to both sides of Redwood Road here in Riverton. UDOT loves to make improvements, but has anyone considered enforcement? Redwood has a 45 mile per hour limit, or as locals say (suggested) speed limit. I live directly on Redwood at 12389 South. We had the speed radar tested privately so drivers would not notice law enforcement. We discovered that the average speed where I live is between 55 and 60 mile per hour depending on the time of day. If you could talk Law Enforcement into enforcing the speed limits State Wide, you could create enough revenue to hire a hundred or more Traffic Cops and we citizens might feel a bit more comfortable walking down the side walk. some one or thing is going to sustain serious damage if the State continues to neglect the enforcement of the posted speed limits. The High Way Patrol keeps saying Zero Fatalities but if you allow the public to continue to go a muc k on our roads you'll never achieve that goal. now try living on a street like Redwood with the recommended speed limit. I've been here thirty years and never have I had the fear that I feel today. <u>Something needs to be done about it.</u>	Region Two Traffic Operations Engineer	As the Traffic Operations Engineer for the greater Salt Lake area, I have been asked to reach out to your regarding your concerns of the the re-striping along Redwood Road and the associated speeds. While UDOT does oversee the project, enforcement of speed is done by our partners in Law Enforcement. Your concern about speeds is something the Department and our Law Enforcement partners struggle with constantly. UDOT will not be changing the speed limit along Redwood Road with the project. We will pass your concerns on to the Riverton Police force and ask that they look at increasing enforcement as the new changes are taking place.
13	5/14/2019	Lynne C	Moab Bypass	When are you going to put in a bypass for Moab,Utah. And will it be a tunnel or a skyway? Downtown Moab too noisy !	Region Four	Your inquiry submitted for the draft State Transportation Improvement Plan (STIP) has been noted and forwarded to me for response. Thanks for taking the time to inquire. There is currently no bypass project identified on the Long Range Plan (10-30 years), no project on the State Transportation Improvement Plan (5 years), no funding allocated, and no formal plan from local governments. An immediate bypass is not likely. This would require an extensive Environmental Study, as well as significant funding and design. This could take years. There are some high-level conceptual ideas explored in a study already made publicly available as a project recommendation within the Moab area Recreation Hotspots Study found here. The latest bypass concepts were explored at the request of local officials in conjunction with a local consensus building workshop team aimed at brainstorming criteria for potential project recommendations that might best take advantage of Recreational Hotspot Funding allocated by the state legislature. The Utah Transportation Commission was tasked with prioritizing the use of these funds, to be administered by the Utah Department of Transportation, for projects in areas where they would have a significant economic development impact associated with recreation and tourism within the state; and address significant needs for congestion mitigation. The Moab / Arches area was among four areas in the state fortunate enough to receive some of these funds from among several soliciting communities. The specific funds allocated for projects in your area would be insufficient for a project as costly as a bypass. The idea of a bypass was presented formally in public comment to the Utah Transportation Commission as early as 1993. UDOT Region Four proposed a joint formal study with local governments in 2000, however a bypass was not supported by local elected officials at that time. In 2004 public scoping for a Bridge Study commenced which led to an Environmental Assessment for widening US-191 over the Colorado River. Significant investment was made to provide the context sensitive, world class, Colorado River Bridge and widen the structure at Courthouse Wash as well as to incorporate multi-modal enhancements to the Colorado River and North Main areas with widening planned for North Main once a drainage solution could be agreed upon. Several ideas regarding a bypass, including a bridge or tunnel, appear to be circulating by word of mouth and exploratory committees in the community, but the implementation of any ideas must account for a broad range of realities and would need to be part of the community's master planning. While not necessarily impossible, tunneling
14	5/2/2019	Lori C	SR-36	I was just reading about the approved projects and did not see anything about a new Grantsville Exit to alleviate the congestion on SR-36. I have heard this Exit was going to happen. The northern end of Tooele County is growing very fast and experiencing grid lock with no options for alternative routes. What are the plans for widening SR-36 and / or installing a new exit between Stansbury and Grantsville? What about a frontage road between Exit 99 and the 201?		

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15	4/9/2019	Sttacy B	Beltway around Utah Lake	Utah county especially those cities surrounding Utah lake are continuing to grow at a fast pass with no end in sight. I would like to suggest a belt route like I-215 around the lake from pioneer crossing, to Saratoga , vineyard, orem , Provo etc or a similar Bangeter highway. To access to nearby cities and taking some pressure of I-15 as there is mot much room to widen it anymore and in the near future more lanes will be needed.	Region Three Planning	Thank you for your suggestion to the Draft STIP Comments website. The amount of growth projected in Utah County over the next 40 to 45 years is tremendous (1 million additional residents by 2065). This is why UDOT has partnered with several agencies to develop a long-range transportation plan for the area. Our regional transportation planning organization for Utah County is the Mountainland Association of Governments (MAG). We work closely with MAG and our local government partners to develop the Unified Transportation Plan, which identifies what transportation improvements, are needed for the region during the next 30 years. Every four years they update this plan to reflect the growth and other changes. For more information on the long range planning process, visit their website mountainland.org/transportation .As I mentioned previously, we are currently working on an update to the Unified Plan that will be called TransPlan50. The TransPlan50 document builds on the work of the previous plan and will be looking at what the transportation needs (including highway, transit, and trails) will look like through 2050. The TransPlan50 development process and challenges are identified on the following link: mountainland.maps.arcgis.com/apps/MapJournal/index.html?appid=1bb1b4b490324952b61ed67fbc762db9 Within the draft TransPlan50 document you will see several alternative routes that have been identified based on the year the project that is needed, including any freeway options. Ultimately, all the needs will be analyzed and prioritized based on what funding is available. This is why the plan is broken into three phases. Within Phase 2 of the draft TransPlan50 document you will notice there are additional high capacity roadways identified that include a roadway north of Utah Lake and another north/south facility parallel to I-15. The exact location of those transportation corridors has not been identified, but will be further clarified through appropriate environmental processes in the future. Throughout the long range planning process and associated environmental processes, there are multiple times for the public to provide feedback similar to the response you have provided. We encourage you to stay involved and engaged in those processes. Public meetings and events are published on the UDOT website at https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:143 , or the MAG website at https://www.mountainland.org/ .