

**APPENDIX A: TURN LANES GARDEN CITY**

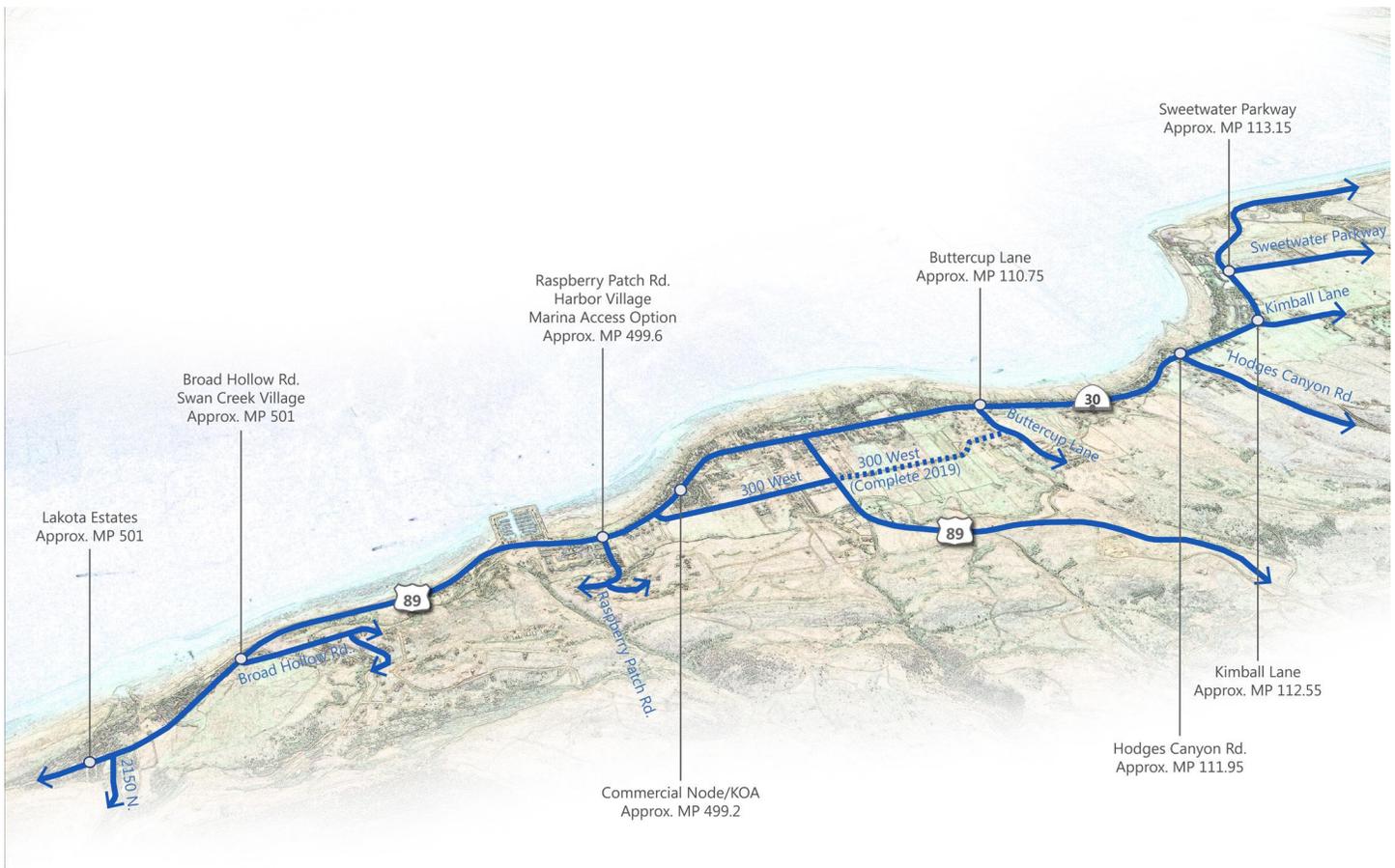


# Garden City

## TURN LANES

Turn lanes are proposed for further evaluation at the locations listed below. These locations have been identified through the public process and an overview of the adjacent land uses. Turn lanes would provide room for deceleration prior to turning movements while allowing traffic in both travel lanes to flow more freely.

- Lakota Estates – MP 501.5
- Broad Hollow Road (Swan Creek Village) MP 501.
- Raspberry Patch Road / Harbor Village MP 499.6
- Commercial Node/KOA MP 499.2
- Buttercup Lane MP 110.75
- Hodges Canyon Rd. MP 111.95
- Kimball Lane MP 112.55
- Sweetwater Parkway MP 113.15



**PURPOSE & NEED:**

The purpose of the project is to improve safety and reduce congestion at key intersections. If warranted, providing turn lanes at the locations listed above would provide deceleration space for vehicles without impeding the flow of traffic. Turn lanes can also improve safety, especially rear-end type collisions.

SR 30 and US 89 provide the only access to the popular destinations in and around Garden City and Bear Lake in general. As development and recreational pressures continue to increase, high speeds, recreational vehicles and line-of-sight issues will continue to compromise safety at locations along US 89 and SR 30. Providing turn lanes at select locations minimizes roadway expansion associated with continuous two-way left turn lanes (TWLTL), although TWLTL may be appropriate where turn lanes are closely spaced.

**OUTSTANDING ISSUES:**

Need to assess impact of additional storm water run-off resulting from the increase of impervious surface.

The preliminary marina expansion design features a driveway access that aligns with Raspberry Patch Road; intersection improvements at this location should be coordinated with State Parks. To address vehicles queued on the highway near the marina entrance, an interim solution (prior to marina expansion) could relocate the current marina entrance to the Raspberry Patch Road intersection. This option could add vehicle storage capacity, and eventually be integrated into the marina expansion project.

**IMPLEMENTATION STEPS:**

- While public outreach highlighted the need for center turn lanes at the above locations, additional analysis specifically for turn lane warrants is required to understand the traffic operations along the corridor.
- Consider phasing the turn lanes based on highest vehicle turn activity. Turn lanes may also be combined where geographic proximity allows.

- UDOT standards warrant turn lanes when there are 10-50 turning vehicles per hour, depending on posted speed and roadway access category.

**LEVEL OF ENVIRONMENTAL DOCUMENTATION:**

In most instances, a Categorical Exclusion (CE) is anticipated for environmental clearance. Additional evaluation beyond a CE may be necessary where there are impacts to sensitive wetlands or beyond the ordinary high water mark (OHWM).

**TIME HORIZON:**

Short to Long Term implementation would require additional planning, design, possible permitting and significant funding due to additional pavement. However, the project can be phased to implement center turn lanes as the warrants are met.

## Garden City Turn Lanes SUMMARY

<b>COST :</b>	With and Without Mill and Overlay
	\$980,000- \$1,950,000* per location (Cost may vary due to topography and available ROW)
<b>PURPOSE:</b>	Improve safety and reduce congestion
<b>NEED:</b>	Compromised safety due to increase of traffic flow in immediate area
<b>RESULTS:</b>	Increase safety while minimizing unnecessary roadway expansion

\* In 2020 \$'s

For additional information see Appendix A

# Turn Lanes - Raspberry Patch Rd with New Marina Access (Prior to Marina Expansion)

Close South  
Marina Access

Raspberry Patch Rd

Widen to Accommodate  
Turn Lanes

Realigned Trail

Move Marina Access South  
(Match Future Marina Access)

Widen US-89 to  
Accommodate Bike Lanes

Install Precast Concrete  
Barrier to Reduce Impacts





**PIN: 13814 PROJECT NAME: US-89, SR-30; Traffic Study, Bear Lake  
Cost Estimate**

**Prepared By:** Lochner

**Date** 8/24/2016

**Proposed Project Scope:** Raspberry Patch with Marina Expansion ROAD - Widen & Overlay

Approximate Route Reference Mile Post (BEGIN) =	500.200	(END) =	500.460
Project Length =	0.260	miles	
Current FY Year (July-June) =	2016		
Assumed Construction FY Year =	2020		
Construction Items Inflation Factor =	1.28	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	2.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	8.0%		

Construction Items	Cost	Remarks
Pulic Information Services	\$5,000	
Roadway and Drainage	\$1,161,324	
Traffic and Safety	\$3,375	
Structures	\$0	
Environmental Mitigation	\$240,000	
ITS	\$0	
	Subtotal	\$1,409,699
	Items not Estimated (20%)	\$281,940
	<b>Construction Subtotal</b>	<b>\$1,691,639</b>
P.E. Cost	P.E. Subtotal	\$135,331 8%
C.E. Cost	C.E. Subtotal	\$135,331 8%
Right of Way	Right of Way Subtotal	\$91,070
Utilities	Utilities Subtotal	\$31,672
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016	2020
P.E.	\$135,331	\$152,000
Right of Way	\$91,000	\$99,000
Utilities	\$32,000	\$41,000
Construction	\$1,692,000	\$2,159,000
C.E.	\$135,331	\$152,000
Incentives	\$0	\$0
Aesthetics	0.75% \$13,000	\$17,000
Change Order Contingency	9.00% \$153,000	\$195,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$2,251,662</b>	<b>\$2,815,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$2,251,662</b>	<b>TOTAL \$2,815,000</b>
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### Project Assumptions/Risks

1 Widening Pavement Section 7" HMA, 8" UTBC, 12" GB	8
2 1" Mill and 1" Overlay	9
3 Shoulder widening to 5'	10
4 Utilities will be 3% of Roadway	11
5 ROW will be needed	12
6 Drainage is 10% of Roadway	13
7 No ROW cost for Marina Access Road	14

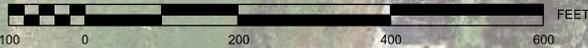
Turn Lanes  
Buttercup Lane  
MP 111.25

Provide NB Accel Lane  
for Left Turns

Widen to Accommodate  
Turn Lanes

Widen to Accommodate  
Turn Lanes

Realigned Trail



**PIN: 13814 PROJECT NAME: US-89, SR-30; Traffic Study, Bear Lake  
Cost Estimate**

Prepared By: Lochner

Date 6/29/2016

Proposed Project Scope: **Buttercup Turn Lanes - Widening**

Approximate Route Reference Mile Post (BEGIN) =	110.510	(END) =	110.950
Project Length =	0.440	miles	
Current FY Year (July-June) =	2016		
Assumed Construction FY Year =	2020		
Construction Items Inflation Factor =	1.28	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	2.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	8.0%		

Construction Items	Cost	Remarks
Pulic Information Services	\$5,000	
Roadway and Drainage	\$792,691	
Traffic and Safety	\$2,825	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	\$800,516
	Items not Estimated (20%)	\$160,103
	<b>Construction Subtotal</b>	<b>\$960,619</b>
P.E. Cost	P.E. Subtotal	\$76,850 8%
C.E. Cost	C.E. Subtotal	\$76,850 8%
Right of Way	Right of Way Subtotal	\$182,858
Utilities	Utilities Subtotal	\$21,619
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016	2020
P.E.	\$76,850	\$86,000
Right of Way	\$183,000	\$198,000
Utilities	\$22,000	\$28,000
Construction	\$961,000	\$1,226,000
C.E.	\$76,850	\$86,000
Incentives	\$0	\$0
Aesthetics	0.75% \$7,000	\$9,000
Change Order Contingency	9.00% \$87,000	\$111,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$1,413,699</b>	<b>\$1,744,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$1,413,699</b>	<b>TOTAL \$1,744,000</b>
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### Project Assumptions/Risks

1 Widening Pavement Section 7" HMA, 8" UTBC, 12" GB	8
2 No mill and overlay	9
3 Shoulder widening to 5'	10
4 Drainage cost is 10% of roadway	11
5 ROW will be needed for Trail Realignment	12
6 Utility cost is 3% of Roadway	13
7	14



# Turn Lanes - Raspberry Patch Rd without Marina Expansion

Raspberry Patch Rd

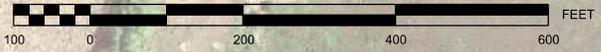
Widen to Accommodate Turn Lanes

Realigned Trail

Install Precast Concrete Barrier to Reduce Impacts

Widen US-89 to Accommodate Bike Lanes

US-89



**PIN: 13814 PROJECT NAME: US-89, SR-30; Traffic Study, Bear Lake  
Cost Estimate**

**Prepared By:** Lochner

**Date** 6/29/2016

**Proposed Project Scope:** Raspberry Patch without Marina Expansion - Widen and Overlay

Approximate Route Reference Mile Post (BEGIN) =	500.200	(END) =	500.500
Project Length =	0.300	miles	
Current FY Year (July-June) =	2016		
Assumed Construction FY Year =	2020		
Construction Items Inflation Factor =	1.28	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	2.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	8.0%		

Construction Items	Cost	Remarks
Pulic Information Services	\$5,000	
Roadway and Drainage	\$499,112	
Traffic and Safety	\$2,525	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	\$506,637
	Items not Estimated (20%)	\$101,327
	<b>Construction Subtotal</b>	<b>\$607,964</b>
P.E. Cost	P.E. Subtotal	\$48,637 8%
C.E. Cost	C.E. Subtotal	\$48,637 8%
Right of Way	Right of Way Subtotal	\$91,070
Utilities	Utilities Subtotal	\$13,612
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016	2020
P.E.	\$48,637	\$55,000
Right of Way	\$91,000	\$99,000
Utilities	\$14,000	\$18,000
Construction	\$608,000	\$776,000
C.E.	\$48,637	\$55,000
Incentives	\$0	\$0
Aesthetics	0.75% \$5,000	\$6,000
Change Order Contingency	9.00% \$55,000	\$70,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$870,274</b>	<b>\$1,079,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$870,274</b>	<b>TOTAL \$1,079,000</b>
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### Project Assumptions/Risks

1 Widening Pavement Section 7" HMA, 8" UTBC, 12" GB	8
2 1" Mill and 1" Overlay	9
3 Shoulder widening to 5'	10
4 Drainage cost is 10% of roadway	11
5 ROW will be needed	12
6 Utility cost is 3% of Roadway	13
7	14



# Turn Lanes - Raspberry Patch Rd with Marina Expansion

Raspberry Patch Rd

Widen to Accommodate Turn Lanes

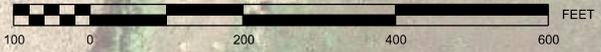
Realigned Trail

Provide Access to Expanded Marina

Install Precast Concrete Barrier to Reduce Impacts

Widen US-89 to Accommodate Bike Lanes

US-89





**PIN: 13814 PROJECT NAME: US-89, SR-30; Traffic Study, Bear Lake**  
**Cost Estimate**

**Prepared By:** Lochner

**Date** 6/29/2016

**Proposed Project Scope:** Raspberry Patch with Marina Expansion - Widen and Overlay

Approximate Route Reference Mile Post (BEGIN) =	500.200	(END) =	500.460
Project Length =	0.260	miles	
Current FY Year (July-June) =	2016		
Assumed Construction FY Year =	2020		
Construction Items Inflation Factor =	1.28	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	2.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	8.0%		

Construction Items	Cost	Remarks
Pulic Information Services	\$5,000	
Roadway and Drainage	\$553,683	
Traffic and Safety	\$3,375	
Structures	\$0	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	\$562,058
	Items not Estimated (20%)	\$112,412
	<b>Construction Subtotal</b>	<b>\$674,470</b>
P.E. Cost	P.E. Subtotal	\$53,958 8%
C.E. Cost	C.E. Subtotal	\$53,958 8%
Right of Way	Right of Way Subtotal	\$91,070
Utilities	Utilities Subtotal	\$15,100
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016	2020
P.E.	\$53,958	\$61,000
Right of Way	\$91,000	\$99,000
Utilities	\$15,000	\$19,000
Construction	\$674,000	\$860,000
C.E.	\$53,958	\$61,000
Incentives	\$0	\$0
Aesthetics	0.75% \$5,000	\$6,000
Change Order Contingency	9.00% \$61,000	\$78,000
UDOT Oversight	\$0	\$0
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$953,915</b>	<b>\$1,184,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL</b>	<b>\$953,915</b>	<b>TOTAL</b>	<b>\$1,184,000</b>
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**Project Assumptions/Risks**

1 Widening Pavement Section 7" HMA, 8" UTBC, 12" GB	8
2 1" Mill and 1" Overlay	9
3 Shoulder widening to 5'	10
4 Utilities will be 3% of Roadway	11
5 ROW will be needed	12
6 Drainage is 10% of Roadway	13
7	14

**APPENDIX B: SOUTHWEST BEACH ACCESS TURN LANES**



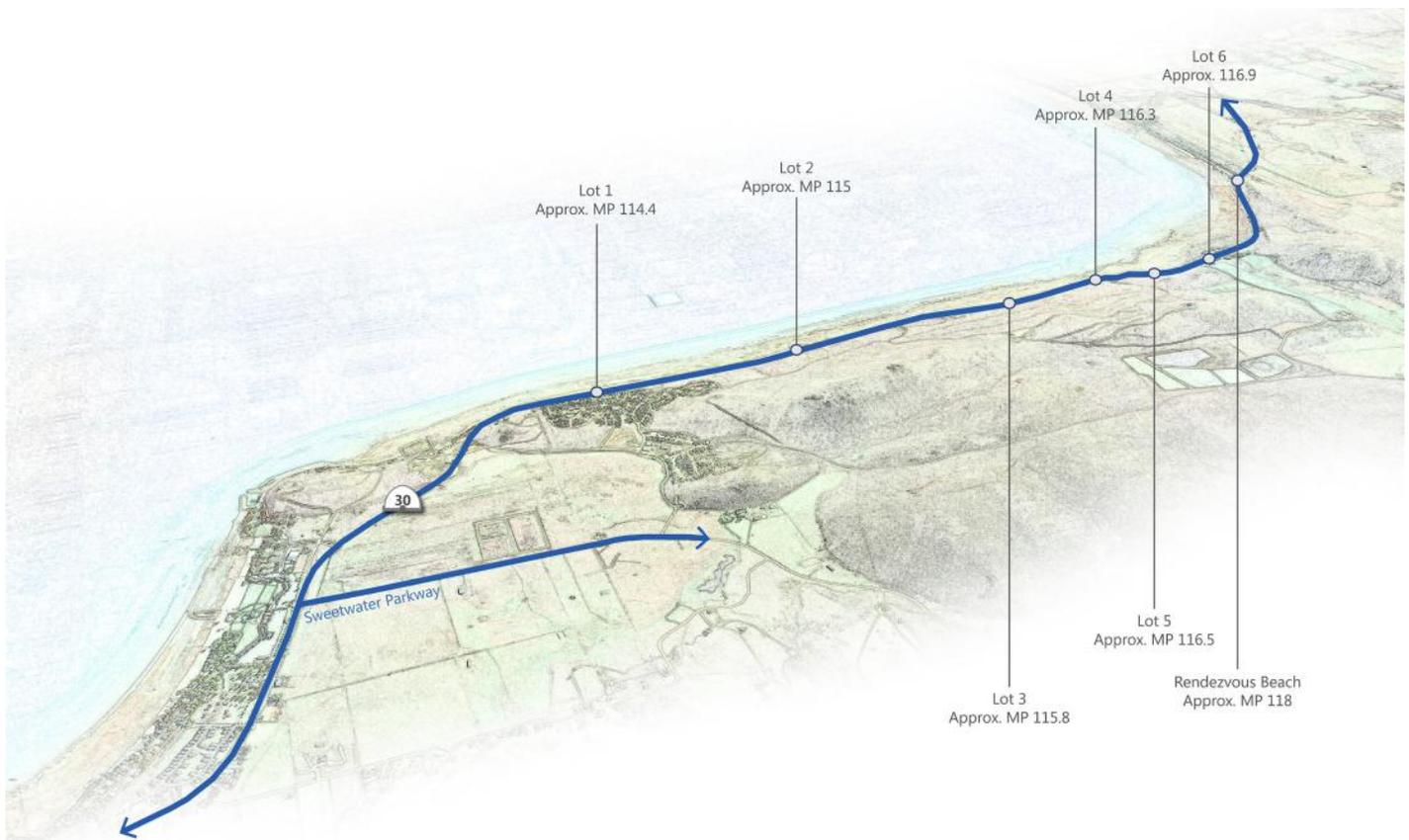
## Southwest Beach Access

# TURN LANES

Bear Lake's southwest shore is a major recreational destination providing primitive beach access for approximately 4 miles between MP 114 and MP 118. During the peak summer season, visitors park vehicles on small roadside parking areas and the highway shoulder, creating an unsafe environment for motorists, cyclists, and people walking to and from their vehicles. Utah Senate Bill (S.B.) 187 requires the Utah Division of Forestry, Fire and State Lands (FFSL) to designate areas along this stretch for recreational

development. The FFSL plans include designated parking lots with waste management, restroom and picnic facilities at six locations. To allow for continual traffic flow and safe ingress and egress, deceleration turn lanes are proposed at each of the seven access locations.

- Lot 1 MP 114.4
- Lot 2 MP 115
- Lot 3 MP 115.8
- Lot 4 MP 116.3
- Lot 5 MP 116.5
- Lot 6 MP 116.9
- Rendezvous Beach (northbound right-turn only) MP 118



<sup>1</sup> See Appendix F - Agency Coordination Memo.

<sup>2</sup> See Appendix F - Agency Coordination Memo

**PURPOSE & NEED:**

The purpose of the project is to provide for safe ingress and egress at each of the six proposed parking areas. Turn lanes would improve safety along the corridor and promote parking at designated locations.

The project is needed because SR 30 does not currently have any turn lanes. The proposed parking and facility improvements will provide more order along Southwest Beach; however, designated parking areas necessitate the implementation of turning lanes to allow for safe turning movements while not impeding traffic flow. High speeds and line of sight issues along the corridor increase the likelihood of collisions associated with stopped or slow moving vehicles.

**OUTSTANDING ISSUES:**

A number of issues must be resolved to successfully implement the proposed trail extension:

- SR 30 is constrained by hills on the west and the lake on the east; construction could require substantial cuts into the hillside or filling below the ordinary high water mark (OHWM).
- Need to assess impact of additional storm water runoff resulting from the increase of impervious surface.

**IMPLEMENTATION STEPS:**

- Consider phasing the turn lanes based on highest vehicle turn activity. Turn lanes may also be combined where geographic proximity allows
- Coordinate with responsible agencies<sup>2</sup>:
  - United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM (USACE OHWM requires delineation)
  - FFSL – Responsible for development of designated recreation areas; Jurisdiction below OHWM (FFSL OHWM is elevation based)
- Obtain the necessary permits from USACE and FFSL if construction is below the OHWM
- Obtain the necessary right-of-way to provide space for turn lanes, shoulders and trail extension
- Coordinate funding and timing with the recommended trail extension

**LEVEL OF ENVIRONMENTAL DOCUMENTATION:**

A Categorical Exclusion (CE) is anticipated for environmental clearance.

**TIME HORIZON:**

Short to Medium Term implementation would require additional planning, environmental clearance, design, possible permitting and funding. FFSL plans to begin improvements on the north end of the beach in 2016, and continue southward as funding allows.

**Southwest Beach Turn Lanes  
SUMMARY**

**COST:** With and Without Mill & Overlay

\$1,215,000 - \$1,435,000\*  
(Cost may vary due to topography and available ROW)

**PURPOSE:** Provide for safe ingress/ egress and promote parking in designated areas

**NEED:** Currently, the turning movements, site lines and parking are inadequate and unsafe.

**RESULTS:** Parking in designated areas, improve flow along Southwest Beach and avoid collisions do to poor sight lines

\* In 2020 \$'s

For additional information see Appendix B

# Turn Lanes - Southwest Beach Lot 2 MP 115

SR-30

Parking Area Exit

Future Beach  
Parking  
One Way

Parking Area Entrance







## **APPENDIX C: ROAD SHOULDER WIDENING**



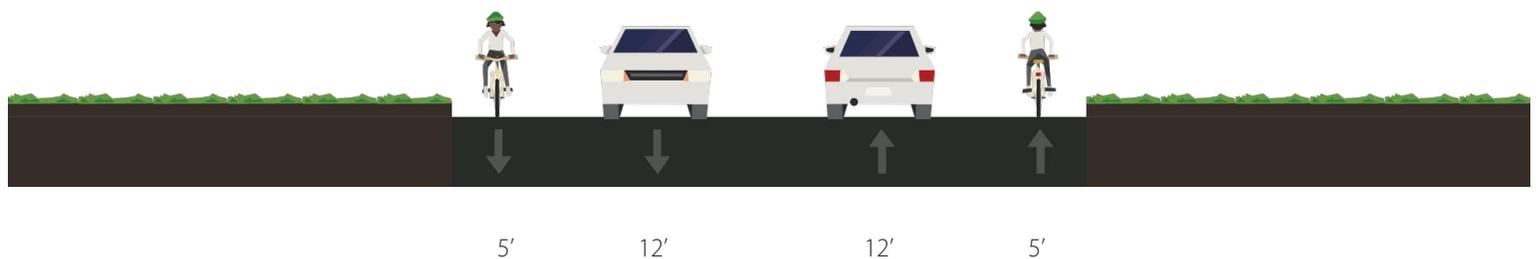
# Widening ROAD SHOULDERS

The implementation of 5-foot paved shoulders, on both sides of SR 30 and US 89 is recommended for further evaluation. The addition of paved shoulders would provide a myriad of safety benefits for motorists and pedestrians, including:

- A stable surface off of the roadway for pedestrians to use where sidewalks are not provided
- An increased level of comfort for bicyclists
- Possible reduction in various crash types, specifically single-vehicle run off road (ROR)
- Increased turning radii at intersections and driveways improving turning movements and providing space for passing.
- Emergency stopping space for broken-down vehicles
- Space for maintenance operations and snow storage



Photo Courtesy of <https://bikeeastbay.org/nilescanyon>



**PURPOSE & NEED:**

The purpose of this project is to improve multi-modal safety and operations along SR 30 and US 89.

SR 30 and US 89 provide the only access, by all modes, to the primary trip generators along the east side of Bear Lake. As development and recreational pressures continue to increase, variable traffic speeds, line of site issues and an increase in multi-modal uses will continue to conflict and diminish safety along US 89 and SR 30.

**OUTSTANDING ISSUES:**

A number of issues must be resolved to successfully implement the proposed trail extension:

- SR 30 is constrained by hills on the west and the lake on the east; construction could require substantial cuts into the hillside or filling below the ordinary high water mark (OHWM)<sup>1</sup>.
- ROW needed for the recommended trail extension would be in addition to ROW required for shoulders. Need to assess impact of additional storm water runoff resulting from the increase in impervious surfaces.

**IMPLEMENTATION STEPS:**

- Coordinate with responsible agencies<sup>1</sup>:
  - United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM (USACE OHWM requires delineation)
  - Utah Division of Forestry, Fire and State Lands (FFSL) – Jurisdiction below OHWM (UDFFSL OHWM is elevation based)
  - Coordinate with Utah State Parks – Operates Rendezvous Beach State Park & owns property west of SR 30
  - Obtain the necessary permits from USACE and FFSL if construction is below the OHWM
- Ensure the project is coordinated with any proposed

plans to potentially widen SR 30

**LEVEL OF ENVIRONMENTAL DOCUMENTATION:**

A Categorical Exclusion (CE) is anticipated for environmental clearance.

**TIME HORIZON:**

Short to Long Term implementation would require additional planning, design, possible permitting and significant funding.

**Widening Road Shoulders  
SUMMARY**

**COST:** With and Without Mill and Overlay  
\$1,400,000 - \$1,650,000\*  
per mile (Cost may vary due to topography and available ROW)

**PURPOSE:** To improve the multi-modal connectivity and safety and offer alternative modes of transport between destinations

**NEED:** Compromised safety due to increase of traffic flow in immediate area

**RESULTS:** Improve safety and reduce accidents

<sup>1</sup> See Appendix F - Agency Coordination Memo.

\* In 2020 \$\$s

For additional information see Appendix C



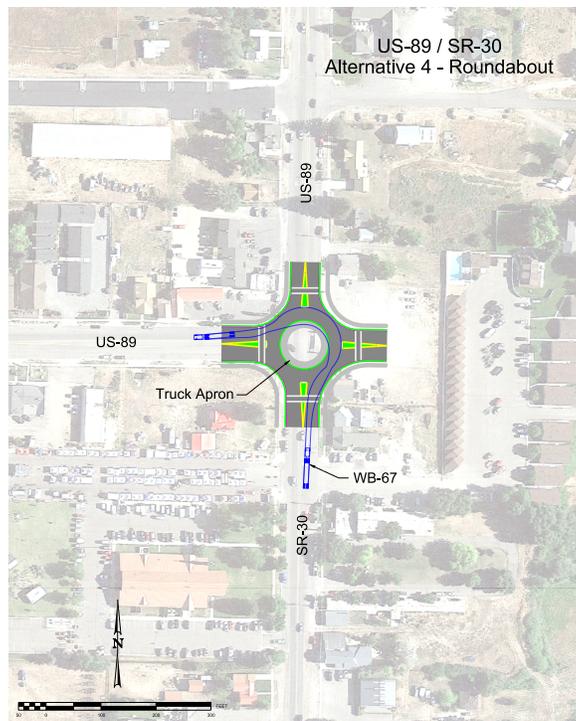
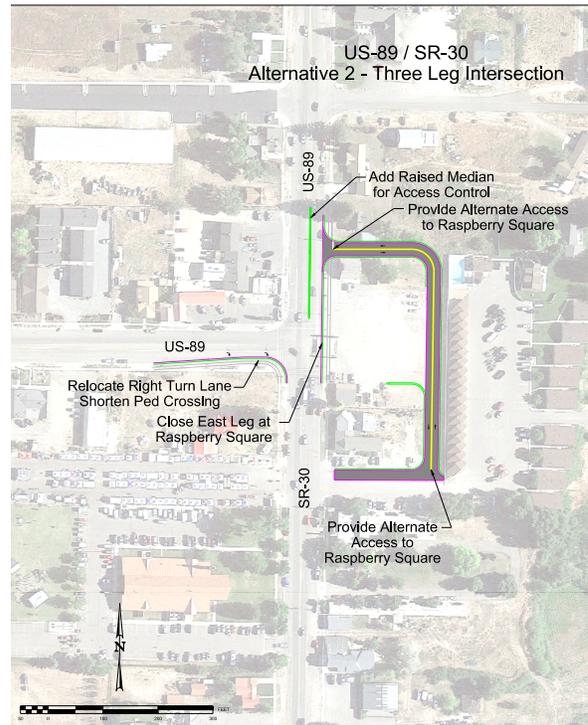
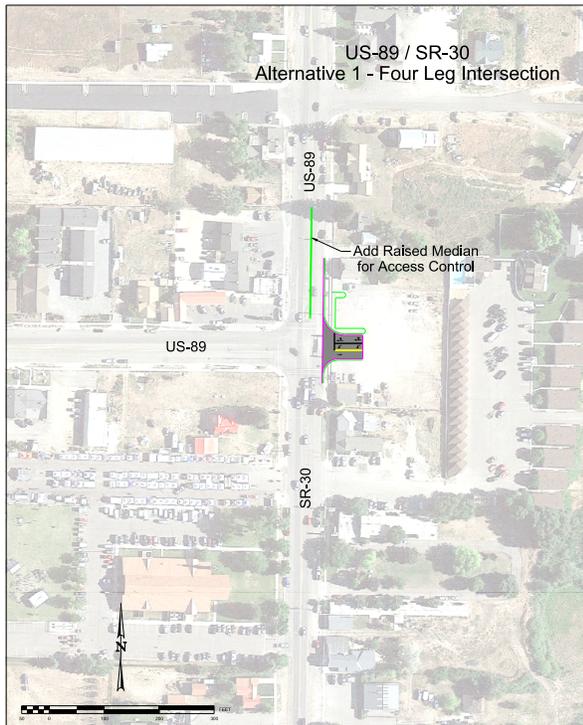


## **APPENDIX D: GARDEN CITY INTERSECTION DESIGN**



# Garden City INTERSECTION DESIGN

Raspberry Square is located at the intersection US 89 and SR 30 in the town center of Garden City. The square serves as a City gathering place for events like the Annual Raspberry Days Festival. A number of alternatives have been identified to address operational issues, improve multi-modal safety, and formalize the private driveway within the intersection.



Note: Intersection designs are planning level and require additional engineering to fully understand all impacts.

**FOUR ALTERNATIVES:** are proposed to improve the intersection and access to and from the square:

**Alternative-1** is a four leg intersection that formalizes the main entrance to the square by clearly delineating egress/ingress lanes. A raised median on US 89 would eliminate left turns, requiring right-in-right-out movements only. Landscaping would separate the parking lot from the sidewalk along the street frontage. Further evaluation is recommended to evaluate the need for a traffic signal.

**Alternative -2** would eliminate the current main entrance to Raspberry Square. A new entrance would be located on 50 South directly behind the Executive Recreational Properties and Bear Lake Cabin Rental offices. The through lane on US 89 would be eliminated, forcing vehicles to proceed north on US 89 or south on SR 30. Similar to Alternative 1, the driveway adjacent to the Quick and Tasty would be modified to eliminate left turn movements. Landscaping would separate the parking lot from the sidewalk along the street frontage. Further evaluation is recommended to evaluate the need for a traffic signal.

**Alternative -3** would build on alternatives 1 and 2. A traffic signal would be installed to improve traffic operations and pedestrian safety. While a full traffic signal is not currently warranted, an interim strategy may include flashing beacons on overhead mast arms to improve stop compliance. This alternative would incorporate the proposed improvements outlined in Alternative 1 above.

**Alternative -4** is a roundabout intersection to allow continuous flow of traffic through the US 89 and SR 30 intersection.

**PURPOSE & NEED:**

The purpose of this project is to enhance pedestrian and vehicle safety and improve peak-season traffic congestion in proximity to Raspberry Square.

Raspberry Square currently lacks clearly delineated driveways, signage and direction. This lack of facility organization during peak season travel creates an unsafe auto and pedestrian environment. As development and recreational activity pressures increase, this intersection will create a bottleneck in the roadway network and degrade traveler experience.

**OUTSTANDING ISSUES:**

Determine if signal is warranted

**IMPLEMENTATION STEPS:**

- Coordinate with adjacent businesses, property owners and development plans
- Obtain the necessary right-of-way (if necessary)

**LEVEL OF ENVIRONMENTAL DOCUMENTATION:**

A Categorical Exclusion (CE) is anticipated for environmental clearance.

**TIME HORIZON:**

Short-Term implementation would require additional planning, design and funding.

## Intersection Design SUMMARY

**COST:**

Alternative 1: \$139,000 - \$220,000\*

Alternative 2: \$687,000 - \$766,000\*

Alternative 3: \$150,000 - \$400,000\*

Alternative 4: \$927,000 - \$958,000\*

(Cost may vary due to topography and available ROW)

**PURPOSE:** Enhance pedestrian and vehicle safety and improve peak-season congestion

**NEED:** Delineated driveways, signage and direction

**RESULTS:** Less congestion and better safety

\* In 2020 \$\$

For additional information see Appendix D

# US-89 / SR-30 Alternative 1 - Four Leg Intersection



US-89

Add Raised Median  
for Access Control

US-89

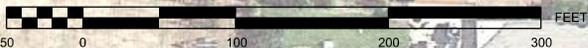
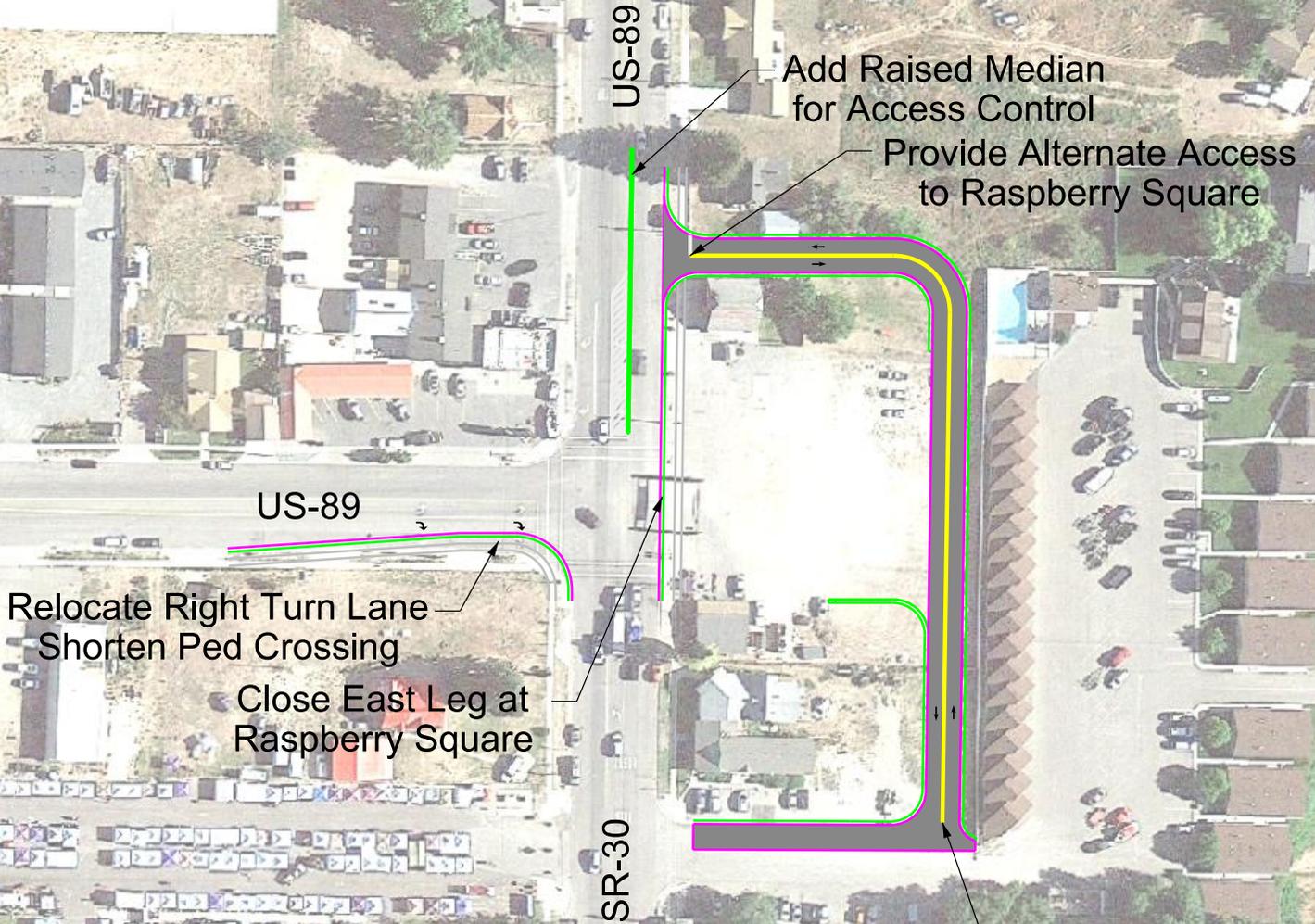
SR-30







# US-89 / SR-30 Alternative 2 - Three Leg Intersection







# US-89 / SR-30 Alternative 4 - Roundabout

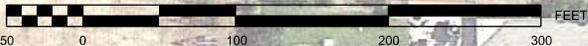
US-89

US-89

Truck Apron

WB-67

SR-30







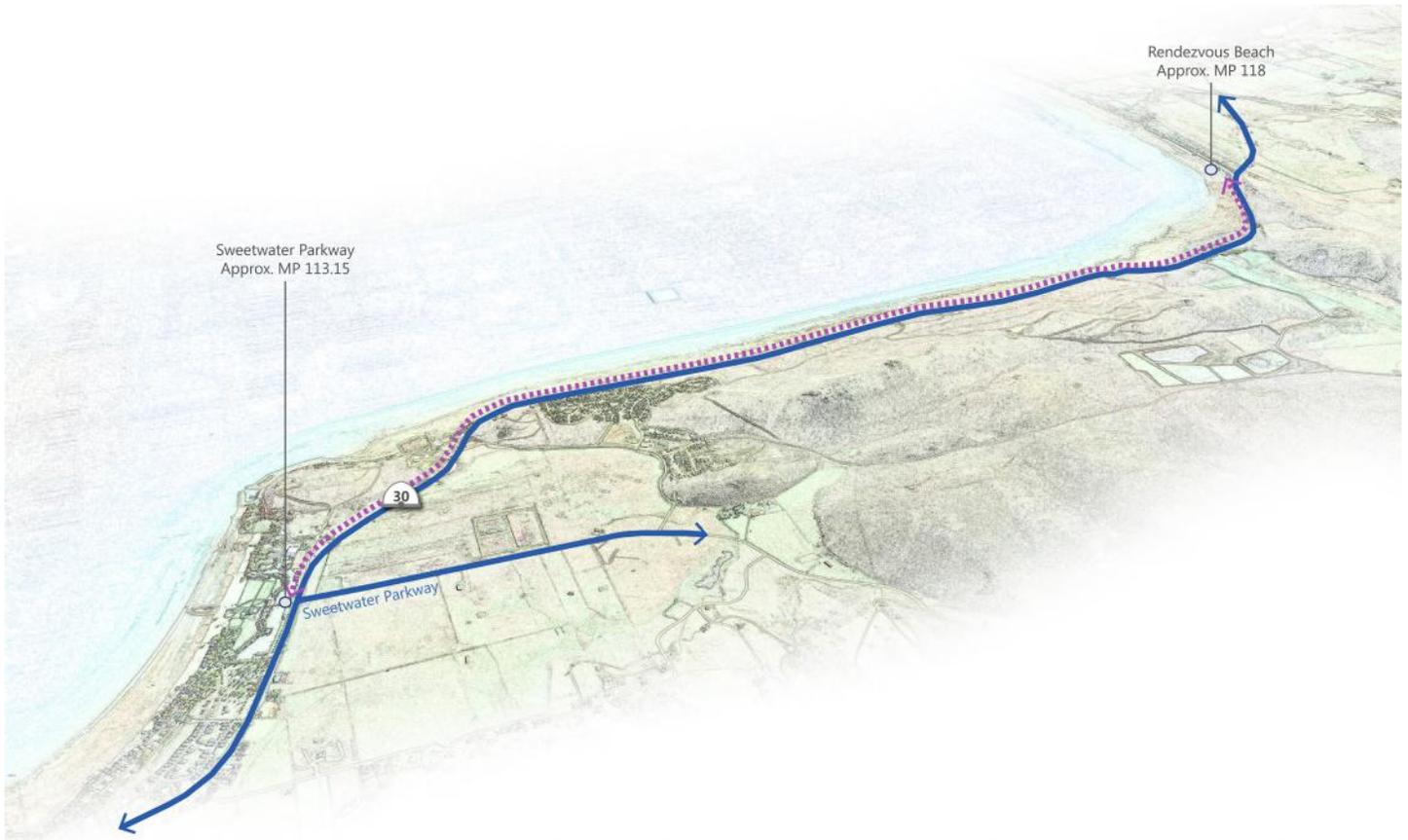
**APPENDIX E: MULTI-USE TRAIL EXTENSION**



# Multi-Use TRAIL EXTENSION

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A trail extension totaling approximately 4.5 miles is proposed to on the east side of SR-30 from Sweetwater Parkway to Rendezvous Beach. The proposed extension would be a minimum 10-foot trail with 2-foot shoulders on both sides.



**PURPOSE & NEED:**

The purpose of this project is to extend the existing multi-use trail, from Garden City to Sweetwater Parkway, to Rendezvous State Park on the south end of Bear Lake. The project would enhance multi-modal connectivity and improve safety along State Route 30. In addition, the proposed extension would meet the health, economic development and safety goals identified in the 2012 Bear Lake Legacy Pathway Concept Plan.

The project is needed because there is currently a 4.5 mile gap on SR-30, between Sweetwater Park and Rendezvous State Park. State Route 30 provides the only access between Garden City and Rendezvous State Park. High speeds, heavy traffic, large recreational vehicles and no multi-modal accommodations on SR-30 degrade the recreational experience and create a dangerous environment for cyclist and pedestrians.

**OUTSTANDING ISSUES:**

- A number of issues must be resolved to successfully implement the proposed trail extension.
- Address the ROW and physical limitations that exist at MP 114.

**IMPLEMENTATION STEPS:**

- Coordinate with responsible agencies<sup>1</sup>:
- United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM.
- Utah Division of Forestry, Fire and State Lands (UDFFSL) – Jurisdiction below OHWM.
- Utah State Parks – Operates Rendezvous State Park & owns property west of SR-30.
- Obtain the necessary permits from USACE and UDFFSL if construction is below the OHWM.
- Ensure the project is coordinated with any proposed plans for shoulder widening on SR-30.
- Coordinate trail design with Southwest Beach parking area.

**LEVEL OF ENVIRONMENTAL DOCUMENTATION:**

A Categorical Exclusion (CE) is anticipated for environmental clearance.

**TIME HORIZON:**

Medium-Term implementation would require additional planning, environmental clearance, design, permitting and funding.

## Multi-Use Trail Extension SUMMARY

<b>COST:</b>	\$2,400,000 - \$2,800,000*
<b>PURPOSE:</b>	Extend existing trail from Garden City to end of Bear Lake.
<b>NEED:</b>	Eliminate gap between Sweetwater Park and Rendezvous State Park
<b>RESULTS:</b>	Meet safety goals of the 2012 Bear Lake Legacy Pathway Concept Plan

\* In 2020 \$'s

For additional information see Appendix E

<sup>1</sup> See Appendix F - Agency Coordination Memo.

**PIN: 13814 PROJECT NAME: US-89, SR-30; Traffic Study, Bear Lake  
Cost Estimate**

Prepared By: Lochner

Date 6/29/2016

Proposed Project Scope: SW Beach Trail Extension

Approximate Route Reference Mile Post (BEGIN) =	113.000	(END) =	117.750
Project Length =	4.750	miles	
Current FY Year (July-June) =	2016		
Assumed Construction FY Year =	2020		
Construction Items Inflation Factor =	1.28	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	2.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	8.0%		
Construction Engineering (% of Construction + Incentives) =	8.0%		

Construction Items	Cost	Remarks
Pulic Information Services	\$5,000	
Roadway and Drainage	\$1,139,029	
Traffic and Safety	\$0	
Structures	\$120,000	
Environmental Mitigation	\$0	
ITS	\$0	
	Subtotal	\$1,264,029
	Items not Estimated (20%)	\$252,806
	<b>Construction Subtotal</b>	<b>\$1,516,835</b>
P.E. Cost	P.E. Subtotal	\$121,347 8%
C.E. Cost	C.E. Subtotal	\$121,347 8%
Right of Way	Right of Way Subtotal	\$0
Utilities	Utilities Subtotal	\$0
Incentives	Incentives Subtotal	\$0
Miscellaneous	Miscellaneous Subtotal	\$0

Cost Estimate (ePM screen 505)	2016		2020
P.E.	\$121,347		\$137,000
Right of Way	\$0		\$0
Utilities	\$0		\$0
Construction	\$1,517,000		\$1,936,000
C.E.	\$121,347		\$137,000
Incentives	\$0		\$0
Aesthetics	0.75% \$11,000		\$14,000
Change Order Contingency	9.00% \$138,000		\$176,000
UDOT Oversight	\$0		\$0
Miscellaneous	\$0		\$0
<b>TOTAL</b>	<b>\$1,908,694</b>		<b>\$2,400,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$1,908,694</b>	<b>TOTAL \$2,400,000</b>
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### Project Assumptions/Risks

1 ROW will be needed near MP 113.95, Cost not included	8
2 No utility impacts	9
3 Drainage Cost is 3% of Roadway	10
4	11
5	12
6	13
7	14

**APPENDIX F: AGENCY COORDINATION MEMO**



## MEMORANDUM

Date: June 10, 2016

To: Kyle Cook, Project Manager

From: Jason Green, Environmental Planner  
Andrea Clayton, Project Manager

Re: **Bear Lake Regulatory Setting & Permit Requirements  
For Proposed Actions below the Ordinary High Water Mark**  
United States Army Corps of Engineers – Section 10/404 Permit  
Utah Division of Forestry, Fire & State Lands – Sovereign Lands Permit

Attachments:

- n/a
- 

### ***Utah Division of Forestry Fire and State Lands***

Utah Administrative Code R652-70 classifies sovereign lands in Utah, which includes the bed of Bear Lake, the Great Salt Lake, Utah Lake, and the Jordan River. The code also requires the issuance of permits, leases and easements within or on these sovereign lands<sup>1</sup>.

The bed of Utah's portion of Bear Lake below the ordinary high water mark (OHWM) is classified as sovereign land and managed by the Utah Division of Forestry Fire and State Lands (FFSL), with the objective of protecting and sustaining Bear Lake and its resources for public uses. The FFSL considers the OHWM to be at the elevation of 5,923.65ft (UP&L datum). However, the thirty year average is approximately 5,913ft. Due to liability issues, Pacificorp typically manages the outflow to keep the water level below 5,920 feet. Any construction below the OHWM would require a Sovereign Lands Permit. A Sovereign Land Permit typically follows the USACE permit.<sup>2</sup>

### ***US Army Corps of Engineers***

The US Army Corps of Engineers (USACE) has jurisdiction over any construction or vegetation management activities below the ordinary high water mark (OHWM). The USACE does not have a set jurisdictional elevation. They require a delineation considering changes in vegetation, physical characteristics, drift lines from wave action, and drought conditions to determine the OHWM. USACE recommends discussing delineation methodology with USACE prior to field work. The USACE would require a Section 10/404 permit for activities below the OHWM.<sup>3</sup>

Section 10 of the Rivers and Harbors Act of 1899 requires USACE authorization prior to any work in, under, or over navigable waters of the United States, or which affects the course, location, condition or capacity of such waters. Navigable waters of the United States are defined as waters that have been used in the past, are now used, or are susceptible to use as a means to transport interstate or foreign

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<sup>1</sup> Utah Department of Administrative Services

<sup>2</sup> Personal Communication between Andrea Clayton (Lochner) and Matt Combs (FFSL), January 27, 2016

<sup>3</sup> Personal Communication between Andrea Clayton (Lochner) and Hollis Jenks (USACE), January 29, 2016

commerce up to the head of navigation. In addition, Section 404 of the Clean Water Act requires USACE authorization prior to discharging dredged or fill material into the waters of the United States<sup>4</sup>.

In order to simplify the USACE permitting process, a project should be designed to avoid wetlands and areas below the OHWM. Recognizing that this is not always possible, projects should then be designed to minimize impacts to jurisdictional areas. If there is an alternative that minimizes impacts, the USACE would require it. While lakebeds are important resources, they are not as sensitive as wetlands. If a project is unable to avoid wetland impacts, the USACE can require mitigation.<sup>5</sup>

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<sup>4</sup> Bear Lake Comprehensive Management Plan

<sup>5</sup>Personal Communication between Andrea Clayton (Lochner) and Hollis Jenks (USACE), January 29, 2016

## **APPENDIX G: PUBLIC COMMENTS**



## Summary of Public Comments: Open House Comments and Email

US-89, SR-30; Traffic Study, Bear Lake

PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

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### ***Public Meeting #2: Comments from attendees***

#### Richard A. Droesbeke

I believe that the proposed boat ramp between Gus Ridge point and Rendezvous Beach is a bad idea. The water's edge is too shallow to launch most boats.

#### Scott Tolentino

- Blinking yellow light to N + S traffic at main intersection in Garden City. Blinking red to east bound traffic from Labor Day to Memorial Day. Then fall light (R.G.Y) in summer months.
- Extended bike path to state line to north and from Ideal Beach to Laketown.
- Improve shoulders on east side of HWY 30 from Buttercup Lane South about ½ mile. This will allow parking for the Garden City beach access points in this area.
- Prepare Highway 89 for State Park Marina expansion. Deceleration lane, turn lane, etc.
- Improve turn outs on HWY 30 from Gus Rich Point to rest area to accommodate more parking.

#### Russell Goodwin-

- Please disabuse yourselves of the complete street notion. There is a hierarchy of road use. Example: pedestrians and bicyclist do not comport on freeways. Therefore, some uses must be separate. I would argue and accept complete streets up through minor collectors with some limited collectors, but arterials wanted access reads and controlled access (freeways) are not the proper place and safe place for pedestrians and bicyclists.
- In Utah, STEM is big. The S stands for science, the science is in roundabouts. Move more traffic, move it with more safety are preferred by bicyclists and much better at accommodating pedestrians. Roundabouts physically, by their existence, control speed. They don't require power or expensive maintenance. In other words, sustainable. Please put roundabouts Garden City and throughout SP-30 system.
- I would like to utilize this opportunity to reiterate and reinforce comments previously SOP plied as rewards SR-30 in Cache Valley. SR-30 has historically come to known as "Valley View Highway". I am proposing for a new 4 lane, controlled access Valley View Expressway. To connect Logan with I-15 at Riverside. This would be a new mass roadway on the north of Valley View Highway. Until it goes up and over Beaver Dam Summit.
- Anyone understanding population projections, and knowing VMT's typically increase half again over. I can clearly see a widening of Valley View Highway will not meet the need, and it is criminal to force traffic through Beaver Dam. (It should go up and over the south). But this is not the end of Valley View Highway. (The Present SR-30). It affords the opportunity without traffic, and will fulfill the critical function of prentice roads of secondary access!

## ***Email Comments***

Theo Thomson

(Property owner in Garden City and Fish Haven, Idaho.) theothomson@icloud.com

I am not able to make the meeting on Tuesday night in GardenCity. My comments are that this should be widened enough to provide left turn lanes into the major housing areas such as at the Utah Marina. I believe a "bypass road" from north of GardenCity town area to South of Garden City town area would be beneficial to those not interested in stopping in town. This would expedite the real back-ups and eliminate the "Rear-Enders."

Dan Larsen

Dnesral@hotmail.com

Raise speed limit to 65 between Garden City and Laketown.

Mitch Poulsen

mpoulsen@cut.net Dec 17, 2015

One other issue I thought of that wasn't addressed during the meetings was vehicle/animal collisions. From my observations, the stretch between gus rich point and the UDOT rest area is hazardous, and the stretch from the marina to the state line. I don't know if fencing has ever been discussed. Potentially, a more effective approach would be to work with an upland landowner to put in offsite watering. I believe the problem exists when the animals want to come down out of the hills to get water at the lake. Just my speculation. Absolutely no science behind it.

Don Reese

Paraphrased – it's pretty quiet most times of the year, even during the summer weekdays. Not consistent tourism and such a short season.

Allison and David Dorius

Allison.Dorius@vacationclub.com

I have been an owner in Garden City for over 15 years and in that time I have wondered why the speed limit is 55 in the area of the KOA all the way past the Marina. This is a very congested area with trailers pulling in and out of the business. Past the Marina until the boarder, the speed is much slower through towns. Why isn't it slower through this area. Trucks speed alongside the walking path is very scary if an child or animal were to jet out it would not be good. I think that if the speed from the curve right before the Marina though the end of town {Pickleville Playhouse} should be 35, then speed up as you go in to Lake Town and up into the canyon.

What can we do to help get this change made?

Thanks!

Allison and David Dorius



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TRAPPER TRAILS COUNCIL

February 9, 2016

Rodney Terry, Project Manager  
Utah Department of Transportation (UDOT)  
166 West Southwell Street  
Ogden, UT 84404

Re: UDOT Bear Lake Corridor Study

Dear Sir,

We are unable attend the Bear Lake Corridor study team public open house this evening. We desire to provide input as consideration is made of future plans for US-89.

Trapper Trails Council owns and operates Camp Hunt along US-89, approximately one mile north of Bear Lake State Park. In 2015, 3,099 participants attended Camp Hunt. The camp's objective is to serve youth, deliver dynamic programs, and be a visible force for good in the local community. In the last 5 years, we have worked tirelessly to improve the public image of our facility.

Trapper Trails Council recognizes the essential need for modern, reliable, safe, and well-balanced transportation corridors. US-89 is no exception, as the highway is vital to our facility (as well to many thousands of other motorists). Trapper Trails Council is in favor of upgrades so long as the following is considered/addressed: **The safety of Camp Hunt's participants is paramount.** The camp lodge and 6 of 25 campsites sit directly alongside US-89. If the highway was ever to be reconstructed/widened, Trapper Trails Council proposes the following considerations in the name of safety:

- Widening the road along the west side of US-89 on the opposite side of the highway from Camp Hunt.
- Guardrails be put in place to prevent vehicles from sliding off the highway and into campsites or buildings in the camp.
- Sound barrier wall erected to reduce the sound of passing traffic.

Thank you for your consideration.

Sincerely,

Josh Haacke  
Director of Support Services

Jeremy Bell  
Camping Director

CC: John Sphuler, Mayor, Garden City  
Mitch Poulsen, Director, Bear Lake Regional Commission

1200 East 5400 South  
Ogden, UT 84403  
Office 801.479.5460  
Fax 801.475.0197

[www.trappertrails.org](http://www.trappertrails.org)

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## Entrance to the Swan Creek Village Community

Concerned residents request that the Utah Department of Transportation create a project to improve Highway US 89 at Milepost 501.

This project would install a left turn lane for northbound traffic turning into Swan Creek Village, and at the same time create a right turnout lane for southbound traffic turning into Swan Creek Village, for these listed traffic safety reasons:

-----The blind curve just south of the entrance presents a hazard of rear end collision for northbound traffic turning left into the Village. Icy roads in winter exacerbate the hazard.

----Northbound cars awaiting the clearing of southbound thru-traffic before turning left into the community continually have following northbound thru-traffic passing on the right shoulder, nearing the terrain drop-off at the Boy Scout Camp.

----Stopped or slowing northbound cars anticipating a left turn into the Village often move into the opposing southbound lane of US 89 in order to courteously let the following northbound traffic pass on the right while avoiding travel along the shoulder.

----Traffic leaving the community in the southbound direction needs a merge lane to accelerate into thru-traffic travelling at a 50 mph speed limit. Currently, shoulder potholes and washboards inhibit merging.

-----Southbound traffic anticipating a right turn into the Village needs a deceleration lane in order to safely negotiate the 120-degree turn into the Village.

---With 80 homes and 95 recreational vehicle lots now existing in the Village, daily traffic to and from the project, year-round, has increased the traffic hazard.

--- Recreational vehicles (motor homes, boats, trailers) being towed to and from this ONLY entrance to the Village create an even greater hazard as they enter or exit US 89.

---- Heavy machinery traffic for new home construction, as well as construction traffic entering the community for ongoing road and other infrastructure

• maintenance, presents perhaps the greatest hazard of all to both thru and local residential traffic.

---A Rich County School District bus used to enter and leave the Village twice each weekday to pick up Swan Creek students, plus students from surrounding homes not within the community were dropped by their parents inside the Village. This pickup practice has been discontinued, partially for safety concerns, and now the parents are paid mileage by the District to deliver their kids to a safer pickup point in Garden City.

----When the Boy Scout Camp is open in summer, the shoulder and borrow pit area west of the southbound lane, both to the north and south of the Swan Creek Village turnout, is literally filled with parked cars and trucks. These parked vehicles remain overnight, and impair visibility of thru traffic whenever any vehicle leaving the Village tries to merge onto US 89.

• These many safety hazards must highlight the need for UDOT to improve the intersection before an inevitable tragic accident occurs.

The State of Utah actually owns land just south of the Village entrance, and the elevated terrain there could inexpensively provide material for widening the roadway for the turnout lanes.

This issue was raised with UDOT about 4 years ago years ago and all they would do was to place two intersection signs there as a warning. The Swan Creek Village Homeowners Association was told that since there had never been a fatality there, the signage installation was all they would do.

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
		Placing another parking area off of 200 North similar to what has been done on 50 South. The money to use will come from the RTA funds. I hope we can move on this the spring of 2017.
Make Your Own Comment	2015-11-21 19:09	Council Member Darin Pugmire
		This road, 300 West, is set to be completed in 2018. This was to have happened in 2012 but because of some state of Utah decisions we have been pushed back.
Make Your Own Comment	2015-11-21 19:12	Council Member Darin Pugmire
Traffic Congestion Issue Here	2015-11-23 20:25	The parking in this block needs to be paralell; not 45 degree
		This stretch of road desperately needs a bike path. It could easily hook into the Garden City bike path that ends at Ideal Beach
Pedestrian/Cycling Issue Here	2015-11-23 20:26	Resort and then continue this path to Rendezous Beach or Laketown.
Make Your Own Comment	2015-11-23 20:27	The speed limit needs to be reduced here; especially in front of the KOA and the marina.
		There are about 6 walk-in access points beginning at Buttercup Lane and going south along SR-30. The access is wonderful, but there is no parking if someone wants to access these areas.
Parking Issue Here	2015-11-23 20:28	
Make Your Own Comment	2015-11-23 20:28	Is it possible to build a turn a round for the school bus here???
		From the Utah State Park marina north to the UT-ID state line there needs to be a bike path designed so someone does not get killed. Thousands of scouts and other public ride bikes along US89 and having a bike path would keep most of them off the busy highway during the summer months.
Pedestrian/Cycling Issue Here	2015-11-23 20:30	
Pedestrian/Cycling Issue Here	2015-11-23 20:30	Would love to see the bike path extended south from this point. It is being used more and more by cyclists; a real dangerous traffic hazzard.
		Parking improvements are needed from Gus Rich Point south to the rest area along SR-30. In 2015, improvements were made to one pull-out area, but there are several other pull-outs that could benefit from the same type of improvements.
Parking Issue Here	2015-11-23 20:31	
Make Your Own Comment	2015-11-23 20:39	The speed limit through here needs to be increased.
Parking Issue Here	2015-11-23 20:41	A turn lane is needed at the snowmobile parking lot. Very dangerous blind curve coming down the canyon.
Pedestrian/Cycling Issue Here	2015-11-23 21:13	Long range study and plans for the bike exercise path up to Idaho / Utah State line. Idaho should look into meeting Utah.
		Continue south with exercise path to join the path placed on the southeast section of the lake by the county. The path should eventually should continue all the way around the lake.
Pedestrian/Cycling Issue Here	2015-11-23 21:14	
		Work with Federal / State / City to get the ATV / Snowmobile users into Garden City. The trail and parking in Hodges Canyon has no access beyond Hodges Canyon due to riding restrictions on Highway 30. Old canyon road up Garden City Canyon would allow access to the business district of Garden City and to MUCH needed gasoline. Snowmobiles can ride the exercise path to get to the business's of Garden City but the ATV riders can't unless they put up the cost of getting a license for their machines.
Make Your Own Comment	2015-11-23 21:18	
		These driveways are currently the subject of a lawsuit to determine ownership and should not be included in this plan until the lawsuit is settled.
Make Your Own Comment	2015-11-23 23:09	
		The city opening up these driveways has created a significant traffic hazard. Rich County Sheriff has dash cam video of numerous incidents and near misses.
Traffic Congestion Issue Here	2015-11-24 0:05	

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
Make Your Own Comment	2015-11-24 0:21	These are private driveways that the Mayor illegally is trying to open for public use. There is a lawsuit in progress and they should NOT be labeled as public access until this issue makes its way through the court system
Make Your Own Comment	2015-11-24 0:23	This is an official city street and should be labeled as a public beach access point
Traffic Congestion Issue Here	2015-11-24 2:04	Marina traffic gets backed up onto Highway SR30. The marina needs to be expanded and additional parking added
Traffic Congestion Issue Here	2015-11-24 2:05	A left-hand turn lane for North bound traffic needs to be added for the Harbor Village development entrance.
Traffic Congestion Issue Here	2015-11-24 2:06	A left-hand turn lane for North bound traffic needs to be added for the KOA entrance.
Pedestrian/Cycling Issue Here	2015-11-24 2:08	Lots of bicycles keep going south bound at this intersection instead of following the bike path over one block west like they should.
Pedestrian/Cycling Issue Here	2015-11-24 2:08	Lots of bicycles keep heading north bound at this intersection instead of going one block west on the bike path like they should.
Traffic Congestion Issue Here	2015-11-24 2:11	This stretch of road becomes dangerous during the summer when too many people are trying to park along the highway for beach access. More improved parking lot areas should be made on the east side of the highway for beach parking. There are plenty of spots between the high water mark of the lake and the highway.
Make Your Own Comment	2015-11-24 2:12	The turn lanes into Rendezvous Beach have been wonderful. Good job.
Make Your Own Comment	2015-11-24 2:14	There's plenty of spots along this stretch of road to make more improved parking lots on the east side of the highway for beach access. Because of the current congestion in the summer, people are parking almost on the highway. This is illegal and signs are posted, but there is no enforcement. I've seen cars parked with their tires inside the white line on the highway during weekends in the summer.
Parking Issue Here	2015-11-24 2:18	Even though the city has added some parking in this area, there is still not enough parking during the summer. Businesses should be required to provide their own off-street parking, or those that haven't, they should be contributing to a fund for expanded street parking improvements.
Make Your Own Comment	2015-11-24 2:19	We really need this section of city road at 300 west completed ASAP to help alleviate the summer traffic problem and only one road to get through town.
Make Your Own Comment	2015-11-24 2:22	There are over-grown/dead cotton wood trees in the highway right-of-way in this area that should be removed, especially because of the road curve and limited visibility. These trees regularly fall on the highway and cause lots of traffic problems/power outages.
Pedestrian/Cycling Issue Here	2015-11-24 2:25	People try to run across the highway from the state park overflow parking lot on the hillside to the marina. A pedestrian overpass bridge should be constructed.
Parking Issue Here	2015-11-24 2:28	There is not enough parking at the marina for the demand.
Pedestrian/Cycling Issue Here	2015-11-24 2:33	There is no shoulder on the highway for cyclists. I don't know why anybody would try to ride their bike around Bear Lake when the road shoulder is non-existent. The bike path needs to be extended around the lake. Some bicyclists still use the highway even when there is a bike path, so the shoulder to the road should be fixed/extended.
Pedestrian/Cycling Issue Here	2015-11-24 2:34	Lots of cyclists, no road shoulder, lots of vehicles, and they do not mix. Widen road shoulder and/or add bike path.
Make Your Own Comment	2015-11-24 6:23	These are private driveways- not beach access.
Make Your Own Comment	2015-11-24 6:27	Where are the icons for beach access on the southern area?
Make Your Own Comment	2015-11-24 6:31	Traffic is too fast on the blind curves. There are many pedestrians and bike riders who have to dodge across the road to get to their homes or the check the mail boxes.
Pedestrian/Cycling Issue Here	2015-11-24 6:33	The speed limit is too high for pedestrians to cross.
Traffic Congestion Issue Here	2015-11-24 15:00	blind curve, speed limit should go down
Make Your Own Comment	2015-11-24 15:01	Along this section it is all public beach access, why is it not shown with the little swimmer guy?

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
Traffic Congestion Issue Here	2015-11-24 22:03	Would a traffic signal be helpful at this location?
Traffic Congestion Issue Here	2015-11-24 22:06	Will Buttercup Boulevard be connected from this point to the other section of the roadway at Buttercup Lane?
Traffic Congestion Issue Here	2015-11-24 22:45	Needs to have a turning lane from the Logan road intersection South to the Pickleville playhouse. If one car needs to make a left hand turn in the summer, it backs up the road for a long ways while everyone waits for an opening for that one car to turn. Creates a huge hazard with cars all the suddenly stopping in the middle of the road ( a lot of them pulling RV's and Boats, so it is hard for them to stop)
Pedestrian/Cycling Issue Here	2015-11-26 3:09	Needs crosswalk put in for the continuation of the bike path.
Make Your Own Comment	2015-11-26 3:14	Chain-up sign needs flashing lights so truck drivers can see it, along with a chain-up area sign near the Chevron gas station!
Make Your Own Comment	2015-11-27 18:48	Semi truck continually spin out after getting above the subdivisions.
Make Your Own Comment	2015-11-27 18:53	This beach access is under litigation
Make Your Own Comment	2015-11-27 18:53	This access is in litigation with the private land owners and Garden City. The City is falsely calming this area is intended to general public use
Parking Issue Here	2015-11-27 18:54	This is not public parking to support any beach access at this point.
Traffic Congestion Issue Here	2015-11-27 18:56	Public access at this point would create a traffic hazard and a dangerous public safety situation.
Traffic Congestion Issue Here	2015-11-30 17:04	People stop on the roadway to turn into the Fast Food eateries and stop traffic. A three lane typical, two traffic lanes and a permissive median needs to be constructed.
Traffic Congestion Issue Here	2015-11-30 17:05	People with RV's turning into the KOA stop traffic. A three lane typical needs to be constructed in this area. Two thru lanes and a permissive median needs to be constructed.
Traffic Congestion Issue Here	2015-11-30 17:07	People turning into Harbor Village and the other condos and homes stop thru traffic. A three lane typical, two thru lanes and a permissive median needs to be constructed.
Traffic Congestion Issue Here	2015-11-30 17:12	A three lane typical needs to be constructed at the entrance to Swan Creek Village. The problem is Camp Hunt Boy Scout Camp has camp sites across from the entrance and campers park their vehicles on both sides of the highway.
Make Your Own Comment	2015-12-01 20:30	emphasis should be given connecting 3 west to kimbal lane. more thru ways to help overall conjection.
Make Your Own Comment	2015-12-01 20:32	I know this is not part of the study, but if this were a road ( not just a trail ), what a help it could be for local traffic.
Make Your Own Comment	2015-12-01 20:33	I see we have beach access here, but parking? not very friendly
Make Your Own Comment	2015-12-01 20:35	thank you udot and rich county for providing an improved turn out and parking area. a few more either improved or enlarged on west side would help even more.
Make Your Own Comment	2015-12-01 20:37	a functional stop light during summer time would solve a lot here. it could blink amber rest of year.
Parking Issue Here	2015-12-01 20:47	more
Make Your Own Comment	2015-12-01 22:28	My pin should be on the horseshoe road a little farther north. We would like to see consideration made for a 3rd middle lane all the way from the Marina or Harbor Village,that is used for turning left. There are several subdivisions as well as private homes that need safer access to 89. There is heavy traffic flow from May until after Labor Day. It would allow Emergency Vehicles to travel safely North or South. We would also favor a walking/bike path lakeside from the Marina to Lakota. It's getting more and more joggers and bikers and currently unsafe because of narrow shoulders on the road. Thx
Pedestrian/Cycling Issue Here	2015-12-02 0:06	path crossing is a safety concern - needs some crosswalk treatments
Make Your Own Comment	2015-12-02 0:09	organized events becoming more frequent - need more width in road shoulders to accommodate cyclists
Make Your Own Comment	2015-12-02 0:13	also important for safety (changing tires,etc)
Make Your Own Comment	2015-12-02 0:14	year round use for fishing access
Parking Issue Here	2015-12-02 0:14	popular beach access area. candidate for improvement in 2016

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
Pedestrian/Cycling Issue Here	2015-12-02 0:35	trail crossing. end of trail. people use Sweetwater Parkway as a walking route to loop back to town.
Parking Issue Here	2015-12-02 0:38	Garden City is planning a parking project here to support the alley beach access. Will have to condemn land
Make Your Own Comment	2015-12-02 0:39	Shuttles run to alley beach access, but there is no place to pull off the highway. Boarding -alighting safety issue. Blocks traffic
Pedestrian/Cycling Issue Here	2015-12-07 21:47	Cycling path needs to extend from Ideal Beach to Rendezvous Beach.
Parking Issue Here	2015-12-07 21:49	Parking (and cycle/pedestrian path) could be greatly improved by moving Highway 30 slightly to the west and using existing road area for parking and path.
Parking Issue Here	2015-12-07 21:51	Move road to the west in the current ROW and create parking on the lake side.
Traffic Congestion Issue Here	2015-12-08 2:44	In front of KOA -- really needs a left turning lane. I have been in an accident where someone rammed into the back of me because they weren't paying attention and didn't see I was turning left into KOA
Traffic Congestion Issue Here	2015-12-11 2:16	There should be no parking aloud along this area. Restaurants need to provide parking in the back of their food establishments or use city parking.
Traffic Congestion Issue Here	2015-12-11 2:18	A temporary light needs to be placed here. So many cars blow through the stop sign and this area is dangerous for pedestrians to cross.
Pedestrian/Cycling Issue Here	2015-12-11 2:19	A lot of people try to cross here and it's not a designated crosswalk.
Make Your Own Comment	2015-12-11 2:20	Mph is 40 through this area. It's too congested to have a speed limit that high.
Make Your Own Comment	2015-12-11 2:21	There needs to be a turning lane going into the KOA and Harbor Village.
Pedestrian/Cycling Issue Here	2015-12-11 2:23	Crosswalk needed for those using the bike trail?
Pedestrian/Cycling Issue Here	2015-12-11 2:24	Bike trail needs to continue from ideal beach south to Laketown
Pedestrian/Cycling Issue Here	2015-12-11 2:25	Bike trail needs to continue from the marina north to the scout camp
Make Your Own Comment	2015-12-11 2:27	Blind corner really needs a turning lane
Pedestrian/Cycling Issue Here	2015-12-14 17:05	Hwy shoulder widths are sub-standard and unsafe for pedestrians and bicycles for the entire length of the study area.
Make Your Own Comment	2015-12-14 17:10	From the north side of Gus' Point to Rendezvous Beach should be MASTER PLANNED to include moving the highway as far west against the hill as possible, add a bike/ped path along the high-water line, and add parking areas where feasible between the highway and the pathway for beach access. There should also be 3-4 access points to allow motorized access when FFSL allows.
Pedestrian/Cycling Issue Here	2015-12-14 17:13	Sub-standard Highway shoulder widths exist all the way to the border. Why stop here?
Traffic Congestion Issue Here	2015-12-14 17:21	Expanding the Marina will make additional congestion on busy days unless there is a plan for handling the additional traffic.
Traffic Congestion Issue Here	2016-01-21 4:27	No turning lane for people going to KOA, grocery store, or Ace.
Traffic Congestion Issue Here	2016-01-21 4:35	No turn lane creates an issue. People going to Worldmark and any of the cabins and town homes.
Make Your Own Comment	2016-01-21 4:38	More shoulder room for cyclists would be more safe.
Traffic Congestion Issue Here	2016-01-21 4:40	Congestion at the three way stop in the summer can be terrible. Not sure how that could be remedied though.
Traffic Congestion Issue Here	2016-01-22 19:11	Parking along this roadway really constricts traffic, which may be moving too fast for all the foot traffic in the area Something needs to be done to before someone crossing the roadway is killed

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
PIN No. 13814

Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
	2016-01-30 0:00	I have been an owner in Garden City for over 15 years and in that time I have wondered why the speed limit is 55 in the area of the KOA all the way past the Marina. This is a very congested area with trailers pulling in and out of the business. Past the Marina until the boarder, the speed is much slower through towns. Why isn't it slower through this area. Trucks speed alongside the walking path is very scary if an child or animal were to jet out it would not be good. I think that if the speed from the curve right before the Marina though the end of town {Pickleville Playhouse} should be 35, then speed up as you go in to Lake Town and up into the canyon.
Pedestrian/Cycling Issue Here	2016-01-30 15:23	Would like to see the bike path extend further. Riding around the lake is a beautiful experience but very dangerous from the marina North until the road goes east. Mostly in Idaho with narrow road and heavy traffic.
Pedestrian/Cycling Issue Here	2016-01-30 15:25	Would like to see the bike trail extended to keep cyclists off the highway. Cycling around the lake is beautiful but dangerous in this area once the trail ends.
Make Your Own Comment	2016-01-30 16:48	Speed limit is TOO high! should be 25mph as it is in town. Families are walking, riding along the street. Cars trying to turn into KOA. Kids running across the street. I would like to see the speed limit 25mph all the way past the marina. I'm shocked its 50mph, with people pulling boats, in a residential area. Our dog was hit 4 years ago, and I don't want to see any of mine or anyone else children killed. Thank you.
Make Your Own Comment	2016-01-30 16:52	This is a very dangerous corner, with cars driving 50+mph, and not a lot of visibility, it's hard to pull out of the marina turning left, when you have a large boat. Please, Please reduce the speed! Thanks you.
Traffic Congestion Issue Here	2016-01-30 16:52	Traffic congestion is growing worse each year. There are too many cars and large trucks traveling this highway too fast. Development around the lake needs to be contained to control the growing increased traffic. This should remain a quiet two lane road for the lake scenery. Speed restrictions would cut down risks of accidents. noise and use of the highway as a truck route. Noise restrictions on motorcycles and altered motor vehicles would also improve the highway for residents.
Pedestrian/Cycling Issue Here	2016-01-30 16:56	The walking/bike path ends here. So for those of us that have walked to the KOA or just gone for a walk, we have to run across the street with cars driving 50+mph! The most cost effective way would be to reduce the speed in this area. A walking tunnel would be too costly. And I don't think a cross walk would work until people are use to a slower speed.
Pedestrian/Cycling Issue Here	2016-01-30 17:17	Needs a bike lane
Pedestrian/Cycling Issue Here	2016-01-30 17:18	needs a bike lane along here

Type	Timestamp	Comments
		<p>This is not a beach access as advertised on the sign on 89 inviting people to the beach. There is no beach and there has not been a "beach" of any sort for the last twenty years. They hike down the street with their beach chairs, umbrellas, coolers and kids, only to find mud, phragmites, deer flies and disappointment.</p> <p>The mayor is inviting everyone down the street and there is nothing there for them once they arrive. They all ask how they can get to a "beach" and feel they have been "duped" by the access sign.</p> <p>It creates a lot more traffic onto and off of 89 at 200 North that is unnecessary and frustrating to visitors to the area.</p> <p>Please consider removing the Beach Access sign at 200 north to both smooth the flow of traffic on 89 as well as not mislead the public.</p> <p>Note! It should also be mentioned that there is no area for traffic to turn around at the end of the road on 200 north at the lake for those who ignore the signage a elect to drive down the road, many with large rigs and trailers attached. Private yards and driveways are the only way to turn around and get back out.</p> <p>Thanks for your consideration</p>
Make Your Own Comment	2016-01-30 17:34	
Pedestrian/Cycling Issue Here	2016-01-30 17:53	Many people bike around the entire lake. The bike lane ends by Pickleville but should continue south and then east across the dirt road (county road) and meet up where the bike lane starts on the road going north from Laketown which goes to the east side of the lake. Finish the bike lane.
Make Your Own Comment	2016-01-30 17:55	This dirt road is traveled by many people, both locals and tourists. Why this stays as a dirt road is odd. The money used to put oil on the dirt over the many years could have paved it many times over. It is time this road is paved.
Parking Issue Here	2016-01-30 17:57	So many people are now using this as a public beach so they don't have to pay a Park entrance fee. It is causing traffic issues when people park in odd and dangerous places along the roadside. More pull-off or parking areas need to be developed for this growing use area.
Pedestrian/Cycling Issue Here	2016-01-30 17:58	Very dangerous to cycle here. A paved bike trail from FishHaven to The Reserve would improve safety
Make Your Own Comment	2016-01-30 18:01	Several my family members along with several accidents have occurred in front of the reserve because there is no ternion going north trying to turn into the reserve. Cars come around the curve from fish Haven at 60 miles an hour and they are paying attention I don't see your blinkers and leaf nearly been rear ended on multiplication occations. There needs to be a turn in here to the reserve and the speed needs to be reduced in that area .
Make Your Own Comment	2016-01-30 18:22	P. Please include a bicycle/walking path like that in Fish Haven.
Make Your Own Comment	2016-01-30 18:56	The marina should have been expanded 15 years ago to facilitate all of the out of control new construction! There is not enough parking or enough ramps to get the boats on and off the lake. That is extremely dangerous.
Make Your Own Comment	2016-01-30 19:02	There is too much traffic in front of all the homes along this area! There needs to be more beach access by the rest area something like Idaho has then you have more control.
Parking Issue Here	2016-01-30 19:06	There needs to be more parking along this area. Make it a public day use like Idaho has and keep the public away from all the homes. You can keep it under control if it is one area.
Traffic Congestion Issue Here	2016-01-30 19:09	Too many cars and boats backing up in this area, marina is not big enough and the road is not long enough!
Traffic Congestion Issue Here	2016-01-30 20:36	

Summary of Public Comments:

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Contract No. 168369 – Bear Lake Area Intermediate Corridor Study

Type	Timestamp	Comments
Traffic Congestion Issue Here	2016-01-30 20:39	There needs to be more parking in back of businesses instead of the front? Too many ppl and kids running in and around parked cars!!
Make Your Own Comment	2016-01-30 23:52	We have a house in Fish in Haven and spend considerable time at Bear a Lake. I feel that the speed limit is too high going through the congested part of Garden City. Also there should be a center turn lane by the KOA grocery store. I would like to see walking paths north of Garden City, clear up to the Idaho border. On many parts of the road, there is barely room to walk and it is scary during busy summer weekends. The speed limit is probably too high all along highway 89.
Traffic Congestion Issue Here	2016-01-31 4:07	There needs to be a left hand turn lane turning in to the KOA heading north. I was in a bad accident because someone didn't notice I was turning left and rear-ended me.
Make Your Own Comment	2016-01-31 4:08	I think these beach access roads to the beach through what people thought was their private property is wrong. Access the beach from public areas!!!!
Make Your Own Comment	2016-01-31 16:04	I've almost been hit turning left into the reserve many times. There needs to be a left and right turning lane into the reserve. I've also see a deadly wreck here that could have been alleviated.
Make Your Own Comment	2016-01-31 16:24	Larger possibly lighted signage here to slow to 25MPH
Traffic Congestion Issue Here	2016-01-31 17:54	traffic into the marina is heavy on weekends and holidays
Pedestrian/Cycling Issue Here	2016-01-31 17:55	the bike trail and/or bike lanes need to be added along this entire corridor. Very unsafe for non-motorized vehicles. Too many people looking at the lake and not paying attention to the road.
Traffic Congestion Issue Here	2016-01-31 21:50	The speed needs to be lowered through this section. A large number of people stop at the state line to take photos, and walk back and forth across the highway here. Very dangerous, especially as this is a relative straight stretch of road and people tend to pass each other here.
Make Your Own Comment	2016-02-01 15:45	These 6 driveways are private property. The mayor of Garden city illegally removed gates and claims that they are public access points. There is a lawsuit in progress, these should not be listed on the UDOT map as public access while the issue is making its way through the court system.
Make Your Own Comment	2016-02-01 15:46	This street is a public street in Garden City with public beach access. It should be listed as such on the UDOT map.
Make Your Own Comment	2016-02-01 15:48	All along the highway, between Sweetwater and the rest stop is public beach access and should show as such on your map
Make Your Own Comment	2016-02-01 16:30	This access (and the 5 accesses south of it) are private driveways owned by residents. Garden City has claimed them as their own and the case currently in litigation. I don't think these lanes should be listed as public until the case is resolved in court. Thanks
Make Your Own Comment	2016-02-01 17:13	There should be turn lanes here in both directions. With the speed limit so high here at many travelers staring at the lake, they don't notice when someone stops to turn. It is very dangerous and I have witnessed several close calls as drivers swerve around a stopped car waiting to turn.
Traffic Congestion Issue Here	2016-02-01 17:14	Cars waiting to turn holding up traffic.
Pedestrian/Cycling Issue Here	2016-02-01 17:15	There needs to be a bike path between the reserve and fish haven. Many bikers and pedestrians try to walk the here and it isn't safe.
Traffic Congestion Issue Here	2016-02-01 17:17	Cars and boats waiting to turn into Lakota hold up traffic and it is dangerous just coming around the bend in the road to find a boat sticking out into the road while they wait for the Lakota gate to open.
Make Your Own Comment	2016-02-01 17:17	Need turn lanes into Lakota with a longer turnout for boats.

Summary of Public Comments:

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Type	Timestamp	Comments
Traffic Congestion Issue Here	2016-02-01 17:22	cars stopping for shows at pickleville
Parking Issue Here	2016-02-01 17:22	Not enough parking for Pickleville
Pedestrian/Cycling Issue Here	2016-02-01 17:23	There should be a bike path all the way to the Idaho border. Many people bike and walk on the side of the road (ie. boyscouts) and it isn't safe.
Parking Issue Here	2016-02-01 17:25	Not enough parking for stores
Make Your Own Comment	2016-02-01 17:25	Need turn lanes into KOA
Make Your Own Comment	2016-02-01 17:27	Need turn lanes here
Make Your Own Comment	2016-02-01 17:28	Speed limit is too fast. Many cars and boats turn into side streets and the traffic behind is too fast.
Make Your Own Comment	2016-02-01 17:28	Speed limit too fast!
Traffic Congestion Issue Here	2016-02-01 18:30	Park entry backs up onto highway during busy weekends. Lengthen turn lane. Perhaps make it a double lane. Have park split lane between pass holders (left lane) and new entrants/ purchasing pass (right lane). Possibly add an automatic payment lane.
Traffic Congestion Issue Here	2016-02-01 18:34	Congestion caused by parking along highway. Cars waiting to park or pull out causing congestion. Suggest prohibiting parking on highway. Establish parking behind retailers. Even one way flow on back streets.
Parking Issue Here	2016-02-01 18:35	Light at this intersection needs to accommodate parking lot for Pugstones/Quick and Tasty.
Traffic Congestion Issue Here	2016-02-01 19:21	Very difficult and dangerous to get in parking lot to launch your boat with all the traffic backed up in this area.
Parking Issue Here	2016-02-01 19:23	There is not enough parking for the vehicles and trailers. Also, very dangerous to cross the street when you have to park in the over flow area west of marina.
Make Your Own Comment	2016-02-01 20:40	Traffic congestion and major pedestrian safety concerns exist at the intersection of Buttercup Lane and US 30. Visitors to Bear Lake park their cars on both sides of US 30 and on both sides of Buttercup Lane. Garden City is encouraging people including families with children to brave traffic and walk across US 30 and then walk down driveways in Shore Lodge Estates to get to Bear Lake while carrying coolers, beach toys, awnings, etc. Accidents and near accidents have occurred.
Pedestrian/Cycling Issue Here	2016-02-01 20:44	Pedestrians, some with children, carrying beach toys, coolers, awnings, etc, braving traffic and crossing US 30 and then walking down driveways to get to Bear Lake.
Make Your Own Comment	2016-02-01 20:47	The map shows beach access points. There is a lawsuit pending between the HOA of Shore Lodge Estates and Garden City. The seven driveways in question have been private driveways for more than 50 years. The lawsuit should be resolved in 2016. Until it is, however, these should not be shown as beach access.
Traffic Congestion Issue Here	2016-02-01 21:03	Vehicles are lining up to use the marina. The road has been blocked at times. You need to lengthen the access lane.
Make Your Own Comment	2016-02-02 1:25	A legal Atv route from Garden City center to Hodges Canyon road would be great for recreation and for creating a loop.
Make Your Own Comment	2016-02-02 12:24	Hwy 30 needs to be moved to paradise pkwy. The road configuration should be changed on the north end of the parkway to a straight through road with a turn to head south to garden city. The parkway should be extended to the south into a straight shot south. This would keep all through traffic out of downtown garden city and make for a more pleasurable city experience. At the very least, extend the parkway south and put a stop sign on it with signed arrows for through traffic to head north and south. Best case, move hwy 30 2 blocks west and avoid garden city all together.
Make Your Own Comment	2016-02-02 15:42	Potential for long lines of cars waiting to get into the State Park; may want to look into having an overflow lane for cars going into the park
Make Your Own Comment	2016-02-02 16:55	This beach access is in dispute and is being challenged in court and should not be included on this map until the issue is settled.
Make Your Own Comment	2016-02-02 16:55	Gary Larsen (owner)

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Type	Timestamp	Comments
Make Your Own Comment	2016-02-02 17:31	These are private driveways and haven't been beach access in the 50 years that we have been there. Why are that listed on this map?
Pedestrian/Cycling Issue Here	2016-02-02 17:33	Vehicle speeds are too fast to safely cross the street or retrieve the mail or get to the bike path.
Make Your Own Comment	2016-02-02 18:16	This driveway is considered private by me and my neighbors. It has been that way for decades. These beach access points are being challenged by the city. A court case is underway. It should not be listed on any map unless the court case is resolved in the City's favor. Thank you.
Make Your Own Comment	2016-02-02 19:23	250 east is a garden city public street with public beach access. It should be shown on the map as a beach access spot.
Make Your Own Comment	2016-02-02 19:25	This is a private shared driveway that the mayor has illegally opened to public access. There is a lawsuit pending, this should not be listed as public access while the lawsuit is making its way through the court system.
Make Your Own Comment	2016-02-02 19:25	This is a private shared driveway that the mayor has illegally opened to public access. There is a lawsuit pending, this should not be listed as public access while the lawsuit is making its way through the court system.
Make Your Own Comment	2016-02-02 19:25	This is a private shared driveway that the mayor has illegally opened to public access. There is a lawsuit pending, this should not be listed as public access while the lawsuit is making its way through the court system.
Make Your Own Comment	2016-02-02 19:28	there is a long section of public beach access points along the highway between sweetwater and the rest area. It should show as such on the map.
Parking Issue Here	2016-02-02 20:37	Parking issues here in the summer/fall season from here all the way south to the State Rest area just north of Rendezvous Beach. Rich County along with Utah Div. Forest/Fire/State Lands improved one of the pull-offs, but there are quite a few others that could be widen and improved too.
Parking Issue Here	2016-02-02 20:38	Garden City opened up many of these beach access points to foot travel only, but if UDOT could raise the shoulder of the road and make some pull-off areas for parking it would be awesome!
Pedestrian/Cycling Issue Here	2016-02-02 20:39	From Harbor Village (located here) north to the state line, it would great if UDOT could work with Rich County to extend the bike path in order to keep bicyclists off the road.
Pedestrian/Cycling Issue Here	2016-02-02 20:41	The Garden City bike path ends here at Ideal Beach Resort. It would nice if UDOT could work with Rich County to extend the bike path all the way to Laketown. This is sorely needed and a safety issue.
Traffic Congestion Issue Here	2016-02-02 20:44	I would love to see a traffic light at this intersection. It is needed in the summer, especially during the day, but I think it could be a yellow blinking light (to north and south bound traffic) and a red blinking light from traffic coming from the west out of Logan Canyon from the week after Labor Day to the week before Memorial Day.
Traffic Congestion Issue Here	2016-02-02 20:46	It would nice to have both northbound and southbound turn lanes for access off SR30 into Rendezvous Beach here. I've seen many close calls with people who are trying to turn and almost getting rear-ended by another vehicle
Traffic Congestion Issue Here	2016-02-02 23:05	Traffic light? I hate to say it or see it, but this congested area might warrant a traffic light. At least on weekends and holidays. It could turn to a flashing yellow light during the week?
Make Your Own Comment	2016-02-03 0:44	There is a left-turn lane at 715 N., (just south of here) with only about 15 dwelling units. But here at Raspberry Patch Road (the entrance to Harbor Village), with well over 100 dwelling units, there isn't a left-turn lane.
Make Your Own Comment	2016-02-03 2:15	These are not public access routes. They are private driveways, and have been used as such for nearly 50 years. The mayor stole the private gates and installed phony public access signs. The Shore Lodge Estates Homeowners Association has filed legal action against the mayor. These driveways should not be included in this corridor study as long as the court decision is pending.

Summary of Public Comments:

US-89, SR-30; Traffic Study, Bear Lake  
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Type	Timestamp	Comments
Make Your Own Comment	2016-02-03 2:25	These six so-called "beach access" points are private driveways owned by the Shore Lodge Estates Home Owners Association. Prior to HOA ownership, they were owned by the subdivision developers - Bacon and Gentner. They have never been in public ownership.
Pedestrian/Cycling Issue Here	2016-02-03 5:27	I drive from here to Laketown everyday and there is not enough room on the road for bikes, traffic and overflow parking lots for "cabins" all the way around the whole lake.
Traffic Congestion Issue Here	2016-02-03 18:08	There is a lot of congestion at this intersection. On busy weekends there are lots of pedestrians as well as cars trying to get through this area
Make Your Own Comment	2016-02-03 18:09	Is it possible to lower the speed limit through the town of Garden City?
Parking Issue Here	2016-02-04 2:08	Too many cars pulling on and off the road with no slow down area
Parking Issue Here	2016-02-06 1:39	Tell garden city to quit selling parking and allow public access to a public beach. They make or should make plenty of money from the public being there.
Pedestrian/Cycling Issue Here	2016-02-09 16:44	The shoulder from the Marina to North Beach, Idaho is way too narrow for the amount of cyclists trying to make the trip around the lake. Cyclists comment that the shoulder is way too bumpy to not ride out in the lane of traffic. Especially fear the safety of the Boy Scouts leaving Camp Hunt. Thank You
		<p>Trapper Trails Council owns and operates Camp Hunt along US-89, approximately one mile north of Bear Lake State Park. In 2015, 3,099 participants attended Camp Hunt. The camp's objective is to serve youth, deliver dynamic programs, and be a visible force for good in the local community. In the last 5 years, we have worked tirelessly to improve the public image of our facility.</p> <p>Trapper Trails Council recognizes the essential need for modern, reliable, safe, and well-balanced transportation corridors. US-89 is no exception, as the highway is vital to our facility (as well to many thousands of other motorists). Trapper Trails Council is in favor of upgrades so long as the following is considered/addressed: The safety of Camp Hunt's participants is paramount. The camp lodge and 6 of 25 campsites sit directly alongside US-89. If the highway was ever to be reconstructed/widened, Trapper Trails Council proposes the following considerations in the name of safety:</p> <ul style="list-style-type: none"> <li>•Widening the road along the west side of US-89 on the opposite side of the highway from Camp Hunt.</li> <li>•Guardrails be put in place to prevent vehicles from sliding off the highway and into campsites or buildings in the camp.</li> <li>•Sound barrier wall erected to reduce the sound of passing traffic.</li> </ul>
Make Your Own Comment	2016-02-09 18:23	
Parking Issue Here	2016-02-09 20:21	Turnouts are insufficient during busy weekends.
Traffic Congestion Issue Here	2016-02-09 20:22	Heavy congestion on busy weekends from here to rest area (south)
Pedestrian/Cycling Issue Here	2016-02-09 20:23	There are a number of cyclists that use this road on their way around Bear Lake. The shoulder is insufficient for them to get out of the way of passing traffic.
Make Your Own Comment	2016-02-09 20:25	A variable speed limit could be an interesting idea for this section. During the winter (off-season) the current speed limit is fine. However, during the summer season (especially on weekends) it is way too fast for the amount of congestion on the roadway in this area. Due to insufficient parking, etc, there are often people parked on both sides of the road and crossing back and forth with coolers, beach toys, etc. This is a very dangerous situation on summer weekends!
Pedestrian/Cycling Issue Here	2016-02-09 20:27	Many folks cross this road on foot, traveling between the marina and overflow parking up the hill.
Pedestrian/Cycling Issue Here	2016-02-09 20:30	Bike/Ped Trail Crosses Highway - this is essentially unmarked and often missed by passing motorists.

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Type	Timestamp	Comments
Traffic Congestion Issue Here	2016-02-09 20:32	This can often be dicey pulling on and off the highway as many with boats, atvs, etc will stop here for fuel. Quagga check stations have also added to the traffic here in the past.
Make Your Own Comment	2016-02-09 20:34	ATVs crossing highway
Make Your Own Comment	2016-02-09 20:34	ATVs crossing highway here.
Make Your Own Comment	2016-02-10 15:09	Take this intersection and do this sooner than later: Make sure you get some solar flashing lights on this intersection. This can be done now and not wait on an accident before it is acted upon. Then moving forward you can get the stop lights put into place.
Traffic Congestion Issue Here	2016-02-10 15:12	This is something that also needs to be worked on sooner rather than later. Do a traffic study and see the numbers of vehicles that are going in and out of this area. The speed is at 50mph and the traffic gets bottle necked.
Traffic Congestion Issue Here	2016-02-10 15:13	2 spot for access to Ace Hardware and the only grocery store in town open year round. This area is also at 50mph with no turning lanes into it. There have been several accidents in this area already.
Pedestrian/Cycling Issue Here	2016-02-10 15:14	Need another cross walk in the area because of the bike path. The city could look at moving this and bypassing the bike path down town but that would cost dollars that are not our court at this time.
Pedestrian/Cycling Issue Here	2016-02-10 15:16	This is where the bike path moves to the other side of the road. This areas also could use a crosswalk.
Parking Issue Here	2016-02-10 15:19	All along this south west side needs a remake for parking. It is my thought that all along this area down to the rest area that the road get moved over to the west and parking would be along the east. Bike path could also be added along the west side. Yes very extensive but it would free up the traffic and the congestion that happens way too much.
Pedestrian/Cycling Issue Here	2016-02-12 22:30	Wider shoulder or designated bike lane from Laketown to start of bike path near the old blue water resort at the south end of garden City desperately needed.
Pedestrian/Cycling Issue Here	2016-02-12 22:31	From here south a wider shoulder or dedicated bike lane is desperately needed.
Make Your Own Comment	2016-02-16 1:31	would like to see a parking area on state trust land to help with scout camp and Swan Creek subdiv. parking.
Pedestrian/Cycling Issue Here	2016-03-01 15:19	Starting here the speed limit picks up and cars are going pretty quick. It would be nice to have a little bit more shoulder in each direction from here all the way into Laketown. I do feel cars do a fairly good job of giving cyclists room but it is perhaps the most unsafe spot in Utah due to the speeds.
	2016-07-21 0:00	We live a few hundred feet south of Broad Hollow Road. MP 501.0. The curve is a blind curve for traffic coming south. We have a dangerous time accessing our driveway because traffic can't see us enter the highway. Our drive way services three properties. A left/right turn lane extension from Broad Hollow RD to our driveway would reduce the risk of accidents, or a wider pave portion in front of our driveway that would provide an apron for us to merge into oncoming traffic. Please contact us and meet us at the sight to familiarize yourselves with the situation.
	2016-07-21 0:00	Extending to trails to south shore and building and improving turnouts and parking along the way is a great idea and long overdue. The idea of a round about at Garden City intersection (3 way) is a really bad idea!
	2016-07-21 0:00	I would like to see stop lights at the intersection where highway 89 meets Bear Lake BLVD.