

# PUBLIC PARTICIPATION

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## MOUNTAINLAND METROPOLITAN PLANNING ORGANIZATION COMMITTEES

### MOUNTAINLAND REGIONAL PLANNING

Mayor Jess R. Adamson, Highland  
Mayor Dean Allan, Mapleton  
Mayor Kelvin Bailey, Eagle Mountain  
Mayor Phil Barker, Alpine  
Mayor Dale R. Barney, Spanish Fork  
Mayor Ted B. Barratt, American Fork  
Mayor Lewis K. Billings, Provo  
Mayor E. Fritz Boyer, Springville  
Mayor Randy Brailsford, Salem  
Mayor W. Neil Brown, Genola  
Mayor Marvin Jacobsen, Goshen  
Mr. Pat Casaday, TransCom, WFRC  
Commissioner Hal Clyde, Utah State  
Transportation Commission  
Mr. Tracy Conti, UDOT Region 3  
Mayor Jeanine Cook, Cedar Valley  
Mayor Jim Danklef, Pleasant Grove  
Mayor Larry Ellertson, Lindon  
Mayor Bernell Evans, Payson  
Mayor Vernon Fritz, Elk Ridge  
Mayor J. Rulon Gammon, Vineyard  
Mayor Kenneth Greenwood, Lehi  
Commissioner Jerry D. Grover, Utah County  
Mayor Toby Harding, Woodland Hills  
Commissioner Gary Herbert, Utah County  
Mayor Mike McGee, Cedar Hills  
Mr. Harlan Miller, FHWA  
Mayor Timothy Parker, Saratoga Springs  
Mayor LaDue Scovill, Santaquin  
Mayor Darrell Smith, Draper  
Mr. Rick Sprott, UDAQ  
Mayor Jerry C. Washburn, Orem  
Dr. Walter Talbot, UTA Board  
Commissioner Steve White, Utah County  
Mr. Frank Mills, Utah Valley  
Technical Advisory Committee  
Mr. Doug Hattery, WFRC

### MOUNTAINLAND TECHNICAL ADVISORY COMMITTEE

Dave Anderson, Saratoga Springs  
Ken Anson, UTA  
Jeri Ashurst, UTA  
Elden Bingham, UDOT  
David Bunker, Cedar Hills  
Mark Christensen, Lindon - J-U-B Engineers  
Kyle Comer, Lehi - Civil Science  
Howard Denney, American Fork  
Randy Drummond, Springville

Geoff Dupaix, UDOT, Region 3  
Stacey Gaultney, UTA Rideshare  
K. Ed Gifford, Orem  
Paul Hawker, Utah County  
Merrell Jolley, UDOT, Region 3  
Nick Jones, Provo  
G.J. LaBoundy, UTA  
Richard McKeague, UDAQ  
Harlan Miller, FHWA  
Frank Mills, Pleasant Grove City  
Richard Nielson, Spanish Fork  
Matt Shipp, Highland  
Shane Sorensen, Alpine  
Chris Tschirki, Orem  
Aaron Wall, Vineyard - J-U-B Engineering  
Jan Yeckes, Provo Community Development

### MOUNTAINLAND PLANNERS ADVISORY COMMITTEE

Fred Aegerter, Springville  
Jim Bolser, Santaquin  
Mike Brown, Saratoga Springs  
Lonnie Crowell, Highland  
Rod Despain, American Fork  
Chad East, Utah County  
Barry Edwards, Highland  
Matt Evans, Mapleton  
Konrad Hildebrant, Cedar Hills  
Wendelin Knobloch, American Fork  
Adam Lenhard, Eagle Mountain  
Rachel McTeer, Alpine  
Jeff Mendenhall, Utah County  
Bob Moore, Orem  
Jeff Nielson, Salem  
Tracy Padgett, Mapleton  
Emil Pierson, Spanish Fork  
Kevin Smith, Lindon  
Jill Spencer, Payson  
Kim Struthers, Lehi  
Shawn Warnke, Eagle Mountain  
Jan Yeckes, Provo

# PLANNING PARTICIPANTS

## UTAH VALLEY TRAIL ADVISORY COMMITTEE

Lindsey Bayless, Lindon  
 Juel Belmont, American Fork  
 R.E. (Rusty) Butler, Ph.D, UVSC  
 Walt Calloway, Santaquin  
 Wayne Carleton, Lehi  
 Alan Curtis, Springville  
 Patty Cross, Utah County Health  
 Layne Long, Springville  
 Russ Eager, Utah County  
 Dave Fotheringham, Alpine  
 Pam Gardner, Pleasant Grove  
 Ranger District  
 Barry Edwards, Highland  
 Bill Farrand, National Park Service  
 Margot Greer, Cedar Hills  
 Steven Grow  
 Grant Holdaway, Vineyard  
 Hugh Jacobs  
 Brad Jensen, Draper  
 Pete Karp, Uinta National Forest  
 Don Merrill, BOR  
 Max Mitchell, Provo Parks  
 Clark Naylor  
 Bill Ott, Spanish Fork Ranger District  
 Anne Parr, Draper  
 Emil Pierson, Spanish Fork Planner  
 Jill Spencer, Payson Planner  
 Kim Struthers, Lehi Planner  
 Blaine Thatcher, Pleasant Grove  
 Robin Tuck  
 Shawn Warnke, Eagle Mountain

## NORTH EAST UTAH COUNTY TRANSPORTATION STUDY

Ken Anson, UTA  
 David Bunker, Cedar Hills  
 Mark Christensen, Lindon  
 Tracy Conti, UDOT - Region 3  
 Howard Denney, American Fork  
 Representative John Dougall, Utah House  
 Barry Edwards, Highland  
 Paul Hawker, Utah County  
 G.J. LaBonty, UTA  
 Rachel McTeer, Alpine  
 Frank Mills, Pleasant Grove  
 Brent Schvaneveldt, UDOT  
 Matt Shipp, P.E., Highland  
 Ted Stillman, Alpine  
 Kim Struthers, Lehi

## BRT ALTERNATIVE ANALYSIS

Mike Allegra, UTA  
 Mayor Lewis Billings, Provo  
 Ken Anson, UTA  
 Tracy Conti, UDOT-Region 3  
 Mick Crandall, UTA  
 Brad Farnsworth, BYU  
 Stacey Gaultney, UTA  
 Paul Hawker, Utah County

Ralph Jackson, UTA  
 Hal Johnson, UTA  
 Hugh Johnson, UTA  
 Merrell Jolley, UDOT-Region 3  
 Nick Jones, Provo  
 Keith Larsen, Orem  
 Val Peterson, UVSC  
 Paul Reese, BYU  
 Chris Tschirki, Orem  
 Mayor Jerry Washburn, Orem  
 Comm. Steve White, Utah County  
 Frank Young, UVSC

## I-15 CORRIDOR MANAGEMENT PLAN

Matt Swapp, UDOT  
 Chad Worthen, Mountainland  
 Dan Nelson, Mountainland  
 Harlan Miller, FHWA  
 Walt Steinvorh, UDOT  
 Merrell Jolley, UDOT  
 Michelle Rust, UTA  
 Nick Jones, Provo  
 Richard Manning, Orem  
 Kevin Smith, Lindon  
 James Hadfield, American Fork  
 Paul Christensen, Lehi  
 Justin Jones, Saratoga Springs  
 Barry Edwards, Highland  
 Ted Stillman, Alpine  
 Frank Mills, Pleasant Grove  
 Layne Long, Springville  
 Andy Hall, Payson  
 Richard Heap, Spanish Fork  
 Roger Carter, Santaquin  
 Mayor Cregg Ingram, Elk Ridge  
 Save Johnson, Salem  
 Shawn Warnke, Eagle Mountain  
 Stan Kantor, Mapleton  
 Scott Turner, Cedar Hills  
 Mayor Rulon Gammon, Vineyard  
 Comm. Gary Herbert, Utah County

## INTER REGIONAL CORRIDOR ALTERNATIVE ANALYSIS STUDY

Steve Bailey, American Fork  
 Doug Barlow, Orem  
 David Benkers, Provo  
 Evan Berrett, INTEL  
 Brent Bluth, Payson  
 Royanne Boyer, UVSC  
 Doug Buhler, BYU  
 Sarah Buhler, Utah State Hospital  
 Centro Del La Familia  
 William Edward Chipman  
 Shirley Clawson, Novel  
 Bob Clegg, Lehi  
 Russ Christensen, Geneva Steel  
 Ott Dameron, Lindon  
 Elia Del Castillo, UVSC  
 Howard Denney, American Fork  
 Steve Densley, Provo/Orem  
 Chamber of Commerce  
 Rod Despain, American Fork

Jonathan Duncan, Techserve Systems  
 Tina Espanol, Circulo Argentino  
 German Flores, Utah County Latin Council  
 Chuck Foster, UVSC  
 Stacey Gaultney, UTA / Rideshare  
 Commissioner David Gardner, Utah County  
 Paul Glauser, Draper  
 Scott Harmer, American Fork  
 Lane Henderson, Salem  
 Pat Hendrickson, Highland  
 Vernon Heperi, BYU  
 Commissioner Gary Herbert, Utah County  
 Erik Humpherys, Payson  
 Richard Jackson, BYU  
 Monta Rae Jeppson, UTA Board  
 Randall Jones, Lindon  
 Dave Kurian, Kaufman & Broad  
 Stan Lockhart, Micron  
 Frank Mills, Pleasant Grove  
 Paul Morris, Central Utah Enterprises  
 Michael & Dana Mutch, Evergreen Assisted Living  
 Ryan Nelsen, American Fork  
 Gerry Pachucki, UTA  
 Val Peterson, UVSC  
 Donna H. Price, Orem  
 Max Rabner, Seven Peaks  
 Carlos E. Ramirez, Spanish Translation Center  
 Norman Rentschler, Mapleton  
 Lt. Aaron Rhodes, BYU Traffic Office  
 Robert Stockwell, Provo  
 Kim Strutters, Lehi  
 Jay Thomas, Payson  
 Lori Thomas, Novel  
 John Turner, Seville Retirement Center  
 Dan Walker, Sears Teleservice Center  
 Ken Walker, Utah Valley Regional Medical Center  
 Diane Webb, Lehi  
 D. Clive Winn, Thanksgiving Point  
 Lopini Wolfgramm, United Way

## TRANSPORTATION / COMMUNITY PLANNING OPEN HOUSE 2003

Michael Alarco  
 LeAnn Albrecht  
 Max & Grace Alleman  
 Don Allphin  
 Neal & Cassie Allred  
 B.J. Allred  
 Lisa Anderson  
 Mark Anderson  
 Ken Anson  
 Jay Atwood  
 Ernest Aulborn  
 Phillip & Kris Bandlely  
 Allan & Betty Beck

Scot Bell  
 Mike Bersie  
 Elden Bingham  
 Calvin Bird  
 Nora Bishop  
 Keith Blake  
 Debora Bodell  
 Lorenzo Barcellone  
 Julia Bottita  
 Barbara Brown  
 Don Jay Brown  
 Angel Busath  
 Kevin Call  
 Les Campbell  
 Diego Carroll  
 Pat Casaday  
 M.K. Christensen  
 Mel Christensen  
 Jim Clinger  
 Vern & Dixie Conder  
 Verl Cook  
 Wayne Corbridge  
 Spencer & Pamela Cottam  
 Ed & Di Creer  
 Lonnie Crowell  
 Lori Dabling  
 Mayor Jim Danklef  
 Mark Decker  
 Dale Dellamas  
 Howard Denney  
 Karen Devine  
 Dennis & Kayra Dobbin  
 Representative John Dougall  
 Robert Dyer  
 Ted Earl  
 Adam & Stephanie Eastman  
 Mayor Larry Ellertson  
 Chris Erb  
 Kellie Evans  
 William Fairbanks  
 Kevin Farley  
 Keith Fielding  
 Doug Forsyth  
 Beret & Corine Foster  
 Representative Craig Frank  
 Myron and Ellen Frazier  
 Craig Friant  
 Fred Fuller  
 Mayor & Mrs. J. Rulon Gammon  
 John Gardner  
 Stacey Gaultney  
 Ed Gilford  
 Deon Giles  
 Brian Goodman  
 Floyd Gowans  
 Jim Graham  
 Ed & Di Greer  
 Dawn Gregan  
 Gayle Grotegut  
 Bob & Jeanne Gunnell  
 Davy Hale  
 Mike & Linda Hales  
 Val John Halford  
 Craig Hancock  
 Carol Harmer  
 Gloria Harrison  
 Janet Hatue  
 Doug Hattery  
 Paul Hawker  
 Commissioner Gary Herbert

Kammy Horne  
 Barbara Howell  
 Phil Huff  
 Christie Hutchings  
 Bill Hutterstrom  
 Trista Jackson  
 Wayne Jager  
 Dave Jarvis  
 Lyle Jenkins  
 Jean Jenkins  
 Jan Jensen  
 Travis Jensen  
 Chris & Brenda Jeppesen  
 Randall Jeppesen  
 Merrill Johns  
 Hugh Johnson  
 Joyce Johnson  
 Mandy Johnson  
 Merrell Jolley  
 Patty Jolley  
 Mike Kaczorowski  
 Thomas Karlinsey  
 Stan Klemetson  
 Liz Knight  
 G.J. LaBonty  
 Ida Larsen  
 Joyce Larsen  
 Leonard Laxton  
 John & Bonnie Lewis  
 Logan Lisle  
 Reggie Lisle  
 Chuck & Eileen Little  
 Brenda Lovell  
 Ran MacDonald  
 Richard & Velma Madsen  
 Bart Mangum  
 Allen & Roberta Marcov  
 Lynn Mason  
 Karen McCandless  
 David McMurray  
 Nick & Rosalie McOmber  
 Jay Meacham  
 Linda Michaels  
 Jim Michaelis  
 Harlan Miller  
 Reed Miller  
 Wendell Miller  
 Frank Mills  
 Les Moody  
 Zane Morris  
 Steve Mumford  
 Jay Nelson  
 Richard Nielson  
 Evan Nixon  
 Paul & Virginia Oldridge  
 Tom Parker  
 Karen Payne  
 Sonja Peterson  
 Rex Peterson  
 Ron Peterson  
 Tom & Georgia Pett  
 Marcus Phillips  
 Lorin Powell  
 W.D. Preston  
 Jack Reid  
 Matt Raffkin  
 Eric Rasband  
 JoAnne Rhoades  
 Matt Rich  
 Shirl & June Richardson

Todd Rittel  
 Jeb Robinson  
 Ken Robinson  
 Melanie Robinson  
 Harold Rogers  
 Ameer Rose  
 Ron & Lavell Russon  
 Mitsuru & Yasuko Saito  
 Doug Sakaguchi  
 Barbara Sandstrom  
 Elaine Schofield  
 Brent Schvaneveldt  
 Garth & Dorothy Seastrand  
 Mike & Verla Seipel  
 LuAnn Septon  
 David Sheffer  
 David Shorten  
 Del Shumway  
 Marsha Shumway  
 John Shuter  
 Matt Sibill  
 Lynda Sorensen  
 Joe & Jan Squire  
 Caralyn Stewart  
 Faye Stewart  
 Reed Sunderland  
 Mack & LaRae Swain  
 JoAnn Swallow  
 Summer Swaner  
 LeAnn Swanson  
 Dr. Walter Talbot  
 Brent Tobler  
 Chris Tschirki  
 Douglas Tullis  
 M. Twain  
 Kay Van Buren  
 Ross & Joy Viehweg  
 Roland Wakamatsu  
 Lynn Walker  
 Judith Walter  
 David & Joan Washburn  
 Ralph Watt  
 Clyde & Helen Weeks  
 Commissioner Steve White  
 David Whitlock  
 Todd Whittaker  
 Nick Wilcox  
 Reid Williamson  
 Barbara Willes  
 Maria Winder  
 Carol Wolfert  
 Brad Woods  
 Virginia Wright  
 Eldon Zeller

**TRANSPORTATION / COMMUNITY  
 PLANNING OPEN HOUSE 2004**

Michael Adams  
 Steve Alder  
 Max & Grace Alleman  
 Daken Allred  
 Neal & Cassie Allred  
 Dave Anderson  
 Don Anderson  
 Ken Anson  
 Jay Atwood  
 Don & Vonda Bahr  
 Eileen Barron

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Matt & Kathy Bekker	Justin Johns	Mack & LaRae Swain
Diane Bergess	Nick Johns	M.F. Swain
Douglas Bezzant	Doug Jones	LeAnn Swanson
D. & Stephanie Bingham	Joe Jorgensen	Denise Taylor
Tristal Bishop	Steve Kroes	Albert Thompson
Michael Black	Cody & Rosa Kyrokie	Wendy Thompson
Paul Blanchard	Brent Lewis	Shiree Thurston
Debora Bodell	Jeff Lewis	Brent Tobler
David Bonner	Cory & Corrine Lindorff	Don Tolman
Julia Bottita	Thomas Little	Chris Tschirki
Kay Bradford	John Locke	Robin Tuck
Heather Bullough	Kelly Lund	C. Turner
Lawrence and Janet Burton	Jim Macedone	Kay Van Buren
Steven Burton	Ron Madson	John Van Hoff
Carl & Marcia Carpenter	Randall & Roxie McBride	Donell Walker
Dennis Carter	Karen McCandless	Lynn Walker
Bruce Chestnut	Bruce McCarty	David & Joan Washburn
Mark Christensen	Sunny McCoard	Reid Wayman
Mark Clark	Donald McDade	Dianna Webb
Robert Clark	Ryan Marshall	Merrill Wells
Jim Clinger	Jay Meacham	Troy Whiting
Mike Cobia	Dan & Kathryn Mechling	David Wilbur
Mick Crandall	Rich Melville	Nick Wilcox
Brian Craven	Tosh & Ben Metzger	Brian Wilkinson
Ed & Di Creer	Jim Michaelis	Corrie Willard
Lonnie Crowell	Frank Mills	Reid & Norma Williamson
Lori Dabling	Coleman & Romi Milles	Boyd Wilson
Dan Davies	Brian Morris	Brad & Jennilyn Woods
Ben Davis	Myles Morris	Jan Yeckes
David Day	Kit Mullen	Sherman & Kathy Young
Carson Demille	Kevin Mulvey	Norm Young
Rod Despain	Teri Newell	
Roger Dunn	Gideon & Max Nielson	
Geoff Dupuix	Ken Noffginger	
Robert Dyer	James O'Neal	
Adam & Stephanie Eastman	Lamar Overett	
Chris Erd	Judy Pace	
Chris Elison	Dawn Parker	
Mayor Bernell Evans	Dennis & Carol Patterson	
Chris Evans	Val Peterson	
Nick and Karen Eyring	Reid Pettingill	
Dixie Fenn	Teresa Pond	
Kathy French	Lorin Powell	
Craig Friant	Don and Dorothy Reese	
Stephen Frost	Norman Rentschler	
Doug Forsyth	April Riley	
Charles Funke	David Robeback	
Pam Gardner	Dave Robinson	
Stacey Gaultney	Melanie Robinson	
Ed Gilford	John Rosenberg	
Dawn Guegen	Mitsuru Saito	
Tamera Gustin	Doug Sakaguchi	
Craig Hancock	Brent Schvaneeldt	
Lora Hardman	Elaine Schofield	
Janice Harris	Grant Schultz	
Gloria Harrison	Derek Scott	
Ben Haws	Luke Seegmiller	
Ryan Henderson	Clay Simmons	
Phil Huff	Erik Simmons	
Bill Hutterstrom	Gary Smith	
Dan Isom	Kevin Smith	
Glenn James	LeGrande Smith	
Dave Jarvis	Trudy Smith	
Travis Jensen	Stanley Smith	
Paul Jensen	Greg Snow	
Chris & Brenda Jeppeson	Darrell Sonntag	
Eldon & Monta Rae Jeppson	Sari Stagg	
Betty Johnson	Andrew Stewart	
Hugh Johnson	Lisa Stonehocker	
Mary Johnson	David Stroud	

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# PUBLIC COMMENTS

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The Public Comment Period ran for January 9, 2005 through February 8, 2005. Comments were received via the Mountainland website, email, and telephone.

Mountainland held an Open House for the Long Range Transportation Plan and Conformity Determination on January 13, 2005, in the Mountainland Office Conference Room.

The following comments were received starting with the Open House.

## LONG RANGE TRANSPORTATION PLAN OPEN HOUSE

Thursday, January 13, 2005 - 4:00-6:00 p.m.

Mountainland Association of Governments  
Conference Room, 586 East 800 North, Orem, Utah

*Attendees:*

Cassi & Neal Allred

Daken Allred

Ken Anson

Matt & Kathy Bekker

Steve Black

Steve Call

Wanda Chapin

Ed & Di Creer

Lonnie Crowell

Representative Brad Daw

Mayor Bernell Evans

Keith Fielding

Bradley Grob

Kathy Gunwell

J.H. Hadfield

Mary Lou Hoffman

Brent Holdaway

Monta Rae Jeppson

Carl Johnson

Merrell Jolley

Evan Jones

Liz Knight

Wendelin Knobloch

James Lovell

Nik & Rosalie McOmber

Lester Moody

James O'Neal

Patrick O'Sullivan

Lorin Powell

Nathan Riley

Jed Robinson

Dave Robinson

Delynn Rodeback

Mayor & Mrs. LaDue Scovill

Matt Shipp

Stanley B. Smith

Caleb Warnobe

Reid & Norma Williamson

Three written comments were received at the Open House. Several requests were made to mail various copies of maps and sections of the Long Range Plan to the participants.

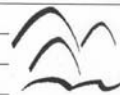
**COMMENT ONE (OPEN HOUSE)**

COMMENTS

Please continue your efforts to push for bike lanes, specifically for transportation - the more NW-SE trending bike lanes, paths etc, the better off we will all be - less traffic, better air, more exercise, etc.

Also - the "vision" map is, to me, a nightmare - please leave Utah Lake and associated wetlands alone - it is in bad enough shape already!

Name: Matt Bekker  
Address: 889 W 920 N OREM UT 84057  
E-mail Address: matthew\_bekker@byu.edu



**MOUNTAINLAND'S REPLY**

Dear Mr. Bekker:

Thank you for visiting with me during the transportation open house, and for your written comments. We feel strongly that improving the bicycling environment is critical to health, economics, freedom of movement and choice of transportation options. Creating better connections to BYU and to all of the major employers is a

part of our long range plan, and your input is appreciated. Please consider making similar comments to your local elected officials as well.

As for the "Vision" map, please understand that it was just that, a vision of what the needs are for future considerations, and is a result of input from local residents and local officials. Any future project that impacts Utah Lake and other sensitive areas will be under intense scrutiny from all sides from day one, assuming that a feasible project is first proposed.

Thank you again, your comment will be included and documented in our final plan. If you have any further questions, please give me a call.

Sincerely,

Jim Price, AICP

**COMMENT TWO (OPEN HOUSE)**

COMMENTS

I CAME BY TO CHECK ON HOW MY SPECIFIC STREET WOULD BE EFFECTED IN THE FUTURE & ALTHOUGH THIS MEETING WAS MAJOR ROAD SYSTEMS IT WAS VERY INFORMATIVE. I TALK TO GAD ECCLES FOR SOME TIME. HE WAS VERY GARDIOUS & INFORMATIVE. I ENJOYED WHAT I LEARNED AND MY DISCUSSION WITH MR. ECCLES. I WAS VERY IMPRESSED WITH MEETING. THANKS

Name: PATRICK O'SULLIVAN  
Address: 260 N. PALISADE DR. OREM



**COMMENT THREE (OPEN HOUSE)**

COMMENTS

would like graph of PM10 + CO data -  
 Susan will provide -

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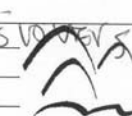
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Name: MARY LOU HUFFLOW - LEAGUE OF WOMENS VOTERS  
 Address: 655 MONARK PLEASANT GROVE UT 84062  
 E-mail Address: SKYLAND @ NETWORLD.COM



**MOUNTAINLAND**

Graphs and maps were mailed January 14<sup>th</sup>.

**COMMENT FOUR (WEB SITE)**

Comments: Current plan appears comprehensive, involving the appropriate organizations.

On the whole, non-vehicular elements of the plan appear to have a very limited emphasis.

I would recommend and favor a much more aggressive mass-transit major interconnect between Salt Lake and Utah counties. A rail system should be implemented at the earliest date before growth rates exacerbate the task and right of way decisions complicated. This should be done even if current vehicular plans need to be compromised to the minimum absolutely necessary.

Financial resources will be under increasing pressure over time. Tourism will likely increase as will population increases within Utah county.

I urge an improved central element of the draft plan to include a much more aggressive mass-transit element.

Thanks for considering my input.

Regards,

Reed Ogden

**MOUNTAINLAND'S REPLY**

Reed,

*I wanted to thank you for your recent comments regarding our Long Range Transportation Plan, expressing your desire for an aggressive approach to increase transit service, especially rail service, connecting Utah and Salt Lake Counties. We are working with UTA to program these projects as quick as is possible.*

*We have two significant obstacles still to overcome in pursuing commuter rail. First, additional transit finding would need to be identified to build and operate this service. In the plan we assumed a sales tax increase would be passed by Utah County citizens in a referendum vote in 2006 to fund this service. Second, we need Salt Lake County to build their portion of commuter rail from Salt Lake City going south for Utah County to connect with, and we are discussing this with our counterparts in Salt Lake County to ensure that this will happen.*

*On the positive side, we also have two efforts that have already begun to shorten the time frame until we can build commuter rail. First, a few years ago UTA purchased a corridor from Union Pacific extending from Brigham City to Payson, and therefore, UTA has an existing right-of-way, intact and preserved on which we will run commuter rail. Second, a federally required environmental study for commuter rail is currently underway in conjunction with a I-15 study. These two factors will shave years off the process to build commuter rail.*

*Thanks again, your comment will be included and documented in our final plan. If you have any further questions, please give me a call.*

*Sincerely,*

*Chad D. Eccles, AICP*

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#### **COMMENT FIVE (WEB SITE)**

Comments: I would like to see a greater emphasis given to public transportation: expansion and improvement. Also, I would like to see cycling and walking facilitated and encouraged. We must think about solving the congestion problems instead of simply facilitating them.

Thank you

Ann

#### **MOUNTAINLAND'S REPLY**

*Ann,*

*I wanted to thank you for your comments advocating for a greater emphasis for transit and bike/pedestrian improvements in our regional transportation network. Your comment is well considered in this process and will be documented in our public comment portion of the final approved plan.*

*Sincerely,*

*Chad Eccles, AICP*

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#### **COMMENT SIX (WEB SITE)**

Comments: Hello,

I am a member of the eco-response club at BYU. I am not extremely knowledgeable about all of the issues involved in the drafting of a transportation plan, but I am writing to let you know that I am worried about the impact of new roads on the environment. I know there are some issues right now dealing with putting roads through wetlands. We here in Utah have a terrible public transportation system. I have been to several European and Scandinavian countries and they had some great public transportation systems. Some big cities here in the U.S. have some good systems too. To support growth, which I am sure that Utah County will see, we definitely need a better public transportation system and need to encourage more people to get out and walk and ride bikes. This is also a great idea for public health. Too many people just live in their cars and drive even if they are just traveling a few blocks. Thanks for

your service to the state. In your planning, please take into consider that there are people here in Utah County who support better public transportation, and a more healthy environment.

Thank you.

Alex Bigney

### **MOUNTAINLAND'S REPLY**

*Alex,*

*I wanted to thank you for your recent comments regarding wetland impacts and the need for better public transit in our Long Range Plan.*

*Your comments are important and are considered in the long range planning process. The comment you provided us with will be included and documented in our final approved plan.*

*If you have any need of further information please don't hesitate to call me. Also, love the e-mail user name.*

*Sincerely,*

*Chad Eccles, AICP*

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### **COMMENT SEVEN (WEB SITE)**

I am firmly opposed to any widening of the street 300 South in Provo. It makes no sense to say we are trying to re-vitalize the historic downtown neighborhood, when there are plans to make large highways run right through the area. Please reconsider this plan.

Thank you

Mrs. Sorensen

### **MOUNTAINLAND'S REPLY**

*Mrs. Sorensen:*

*Thank you for commenting on our Long Range Transportation Plan (LRTP). Your input is important for improving the planning process. I would like to respond to your question.*

*Provo 300 South was a project slated for widening in a previous LRTP, but is not in this current plan. Modeled data does not show the need to widen this road through 2030. The city of Provo's Master Transportation Plan shows it being widened to a 6 lane facility, though no time frame is associated with it. Also the city's plan lists it as a state road project that would be widened by UDOT. Since it is a regional highway, in order for UDOT to widen it, it would have to be listed in our LRTP. We will work with Provo to align their next update of their transportation plan with ours.*

*If you have any other questions on this, please contact me, at seliot@mountainland.org or 801/229-3841.*

*Again, thank you for your comment.*

*Shawn Eliot, AICP*

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**COMMENT EIGHT (WEB SITE)**

My family and I live a half block away from 300 S. We strongly protest the idea of expanding it's lanes. There is not enough traffic to warrant such a change. I have observed that most traffic to the southern bench area uses the Ironton bridge. The city has passed zoning regulations to keep our neighborhood as a historic residential area, yet increasing the lanes on 300 s. will only turn the area into a highly traveled commercial zone. Why all the effort to keep families in the area if you only want to turn it into a dangerous place to raise children! Sincerely,

Jeff and Susannah Grover

**MOUNTAINLAND'S REPLY**

*Dear Mr. and Mrs. Grover:*

*Thank you for commenting on our Long Range Transportation Plan (LRTP). Your input is important for improving the planning process. I would like to respond to your question.*

*Provo 300 South was a project slated for widening in a previous LRTP, but is not in this current plan. Modeled data does not show the need to widen this road through 2030. The city of Provo's Master Transportation Plan shows it being widened to a 6 lane facility, though no time frame is associated with it. Also the city's plan lists it as a state road project that would be widened by UDOT. Since it is a regional highway, in order for UDOT to widen it, it would have to be listed in our LRTP. We will work with Provo to align their next update of their transportation plan with ours.*

*If you have any other questions on this, please contact me, at seliot@mountainland.org or 801/229-3841.*

*Again, thank you for your comment.*

*Shawn Eliot, AICP*

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**COMMENT NINE (WEB SITE)**

I think that having a seven lane highway - or any highway bigger than it already is, is crazy. 300 South doesn't go in a straight line nor does it go anywhere faster than another route. It doesn't stem directly from the freeway and it is in an established residential neighborhood. If one is on 300 South, where would one go? From the freeway to state street? What is the reason for the enlargement? The traffic is never very great on 300 South.

**MOUNTAINLAND'S REPLY**

*Thank you for commenting on our Long Range Transportation Plan (LRTP). Your input is important for improving the planning process. I would like to respond to your question.*

*Provo 300 South was a project slated for widening in a previous LRTP, but is not in this current plan. Modeled data does not show the need to widen this road through 2030. The city of Provo's Master Transportation Plan shows it being widened to a 6 lane facility, though no time frame is associated with it. Also the city's plan lists it as a state road project that would be widened by UDOT. Since it is a regional highway, in order for UDOT to widen it, it would have to be listed in our LRTP. We will work with Provo to align their next update of their transportation plan with ours.*

*If you have any other questions on this, please contact me, at seliot@mountainland.org or 801/229-3841.*

*Again, thank you for your comment.*

*Shawn Eliot, AICP*

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**COMMENT TEN (WEB SITE)**

Comments: Please consider my input on the future of 300 S in Provo. I have heard that you would like to eventually extend it into a 6-lane highway. If this is so, please know that within the next year, students on the south side of 300 S will have to cross the road to get to their elementary school up on Center St. (the old Farrer School). I don't think expanding the road is the answer. Please keep 300 S. the way it is.

Thank you.

**MOUNTAINLAND'S REPLY**

*Thank you for commenting on our Long Range Transportation Plan (LRTP). Your input is important for improving the planning process. I would like to respond to your question.*

*Provo 300 South was a project slated for widening in a previous LRTP, but is not in this current plan. Modeled data does not show the need to widen this road through 2030. The city of Provo's Master Transportation Plan shows it being widened to a 6 lane facility, though no time frame is associated with it. Also the city's plan lists it as a state road project that would be widened by UDOT. Since it is a regional highway, in order for UDOT to widen it, it would have to be listed in our LRTP. We will work with Provo to align their next update of their transportation plan with ours.*

*If you have any other questions on this, please contact me, at seliot@mountainland.org or 801/229-3841.*

*Again, thank you for your comment.*

*Shawn Eliot, AICP*

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**COMMENT ELEVEN (WEB SITE)**

Comments: I live in Provo near the intersection of Columbia Lane and Grandview Lane. I, like many residents of the area enjoy using the Provo River trail for recreational activities and often reflect on the importance of the river as a fishery and water supply. I understand that many anglers come to Provo River from other areas and from out of state. I am concerned about the many negative impacts on the river from various projects (HWY 16 & 21; RD-21, 23, 29, 30, 38). I am particularly concerned about the Columbia Lane project (RD-21) which you listed as potential damaging to aquatic habitat and the riparian corridor and as impacting the floodplain and waterbody. Columbia Lane certainly needs modernization but I hope these will be limited to areas to the north-west of the bridge rather than expansion of the bridge. The areas around the bridge are already developed and the roads don't seem overly crowded (I noticed that the project was not listed on the Land Use Impacts Table which I understand as indicating that there will not be increased traffic demand due to real estate development).

I would like to see the trail and parks around the river expanded and the river to be less channeled rather than increasingly impinged.

I also strongly support preservation of farmlands west of I-15. We should try to maintain agriculture so that the local economy is diverse and therefore more resilient. Food supply should be a particular concern so that the area's residents are not as vulnerable should food supply from further away be curtailed for some reason.

Regarding "Mode Split": why not have two car pool lanes in each direction rather than one on the expanded I-15. Based on the 2030 projection, Car Pool plus transit will make up 38% of use and one carpool lane will be as crowded as the others. To provide an incentive for carpooling, a second lane will become necessary. Implementing a second lane immediately upon expansion could lead more people to carpool.

**MOUNTAINLAND'S REPLY**

*Thank you for your multiple comments regarding the Mountainland's Draft 2005 Long Range Transportation Plan for the Mountainland MPO. Your comments will become part of the public input section and included as part of the adopted plan.*

*If you have any further questions or comments please feel free to contact me at any time at 801 229-3837.*

*Sincerely,*

*Shawn Seager, AICP  
Senior Planner*

**COMMENT TWELVE (WEB SITE)**

Chad,

I noticed that there was a comment period open right now for the Long Range Transportation Plan, so I thought that I'd chime in. Before I do so, however, I need to put out a disclaimer to the effect that "the opinions about to be expressed do not necessarily reflect the views of Korve Engineering or anyone else who works here". What I'm about to say is from me entirely even though it's coming from my work email address.

OK, here goes...

I appreciate the chance to comment on our future transportation priorities. I have scanned to LRTP document and have a few general comments about it.

Although commuter rail and the BRT system are mentioned in this document, the overall feel is that transit is treated as a nice accoutrement, while roads are give a much higher priority. I do not believe that our continued focus on a predominantly road- and car-based transportation system is the best use of my taxpayer dollars. I can't remember the exact figure, but the Texas Transportation Institute a few years ago published a report saying that the average American expenditure for transportation was about \$7,500 per household, or about 22% of gross income. Much of this money is spent because we have built ourselves a transportation system that requires families to own two or three cars in order to normally function in society. Last year I spent about one-third of that amount despite the fact that I have an 80-mile daily commute. I did this by making a concerted effort to use transit, bicycle, and walk rather than drive. Even with the limited transit system that UTA provides, I was able to save thousands of dollars just in a single year. Obviously, I am not the typical person (unfortunately) and it takes considerable effort to do this with our current transportation system. I believe that with significant investments in transit instead of roads this lifestyle would become easier to do and hundreds of thousands of other Utah County residents could share in that savings. For the region as a whole, I think focusing on transit would be cheaper than our current highway-dominated system since it cost \$1.59 billion to add two lanes to 15 miles of I-15 in Salt Lake County and I believe that the entire commuter rail system from Brigham City to Payson (100+ miles) is projected to cost less than that.

The argument is usually made in traffic engineering circles that we need to keep making more roads and widening existing roads because "traffic has grown XX percent over YY years, is projected to continue, and congestion will ensue if we don't expand the roads". I have two comments about this mentality. First, it only addresses one approach to solving the problem (providing more capacity) and ignores the other approach (reducing demand). Encouraging communities to change zoning laws to allow people to have daily needs like a grocery store within walking distance would decrease traffic demand and would use much less taxpayer money than spending millions to add another lane. In my opinion, we should be approaching the problem by doing everything we can to *avoid* building new roads and widening existing ones. To this end, I would encourage MAG to elevate transit projects – particularly commuter rail and the Provo/Orem Bus Rapid Transit line – above roadway projects. This would also benefit air quality, which is dismal outside right now as I type this letter.

I also want to say a word about the community and environmental impacts that some of the proposed projects would have. I wish to speak of only one project in particular because it's very close to where I live and it is probably representative of impacts that other projects would have elsewhere. The project I am alluding to is the expansion of University Avenue throughout Provo to six lanes. If this project ever goes through, it will be despite every attempt that I and others who love Provo have made to stop it. It really comes down to a simple choice: do we want the heart of Provo to look like the ugly, chain-stored, strip-malled, car-dominated, fast-food joint atmosphere found in the East Bay area (where the road is already six lanes) or do we want it to retain the charm and beauty of the downtown neighborhood, constructed in an era when buildings were built to the scale of people rather than the scale of the car? Adding another lane to University would bring traffic closer to pedestrians on the sidewalks and closer to the front doors of the shops. It would potentially add another lane of traffic for pedestrians to cross at intersections. Noise would increase. In general, living or working in the buildings along University Avenue would not be as appealing with a wider road. Further north by BYU and Provo High School, thousands of students that walk to school on a daily basis would have to cross more traffic lanes. The time has come to stop continually letting our communities be dominated by the needs of the car. We need to determine what we want our communities to be like, *then* figure out how to make the transportation system work around that, rather than the other way around. Transit is much friendlier to urban form than big roads, as is evidenced by looking at TRAX in downtown Salt Lake City. Main Street there is a much more welcoming atmosphere for pedestrians with TRAX and two lanes of slow vehicular traffic than it would be if the street was full of speeding cars spread out over six lanes.

As far as the environmental aspects of this discussion go, focusing on transit (as well as bicycling and walking) would pay big dividends. Transit tends to concentrate land uses, thereby reducing the amount of valuable land that we will consume in the future. A good transit system would improve air quality. The LRTP as it stands would continue our overdependence on oil, leaving residents vulnerable to future price shocks, and would also give our politicians more ammunition when advocating things like the opening of the Arctic National Wildlife Refuge and other valuable federal lands to oil drilling. Roughly half of our carbon dioxide emissions come from transportation uses. It seems that every day there is increased evidence of global warming as a result of these emissions. The day may come sooner than we think that we are faced with the necessity of reducing these emissions; in fact, many people including myself believe that this day has already come. I encourage you to change the LRTP to prioritize investments that will help reduce vehicle-miles traveled and the emissions that come with them. I do not want our transportation system to contribute to environmental problems and believe that a transit-first LRTP would help.

In summary, rather than focusing on more roadway capacity, we need to apply some good old-fashioned Pioneer advice to our transportation planning: "Use it up, wear it out, make it do, or do without". The solution to obesity is not to buy a bigger belt. It's to lose weight. Let's help our roads shed a few pounds.

Thank you,

Travis Jensen

## **MOUNTAINLAND'S REPLY**

*Travis,*

*Thank you for your recent comments on the need for an expanded transit investment and placing a greater emphasis on transit in the Long Range Plan. Your comments will be included and documented in the public comment portion of the final approved plan.*

*Please call me if I can be of any assistance in the future.*

*Sincerely,*

*Chad Eccles, AICP*

**COMMENT THIRTEEN (WEB SITE)**

Comments: I would love to see more money go to the bettering of public transportation and bike and walking paths.

No name or return address was given.

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**COMMENT FOURTEEN (TELEPHONE CALL)**

*Rick Melville*

*Lives on Sandhill Road. He is in favor of Collector Distributor. He is on South West Orem Transportation Alliance board. Doesn't want Independence Ave to connect to Sandhill Road without Collector Distributor.*

*Also wants noise walls with I-15 Reconstruction. He is concerned that UDOT is cutting down trees along freeway before wall is installed. Trees act as only sound barrier currently.*

*Also he is concerned that billboards in area have flashing lights.*

*Shawn Eliot, AICP*

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# ANNOUNCEMENTS

The Public Comment Period was held from January 9, 2005 through February 8, 2005. An Open House for the Utah Valley 2030 Long Range Transportation Plan and Conformity Determination was held on Thursday, January 13, 2005.

## OPEN HOUSE ANNOUNCEMENT & INVITATION - JANUARY 13, 2005

**TRANSPORTATION &  
COMMUNITY PLANNING  
OPEN HOUSE**

**SHAPING  
UTAH VALLEY'S  
FUTURE**

**Wednesday, October 13, 2004**

**Orem Senior Friendship Center  
93 North 400 East, Orem**

**4:30 - 7:00 p.m.**

**Join Mountainland Association of Governments,  
Valley communities, Utah Department of  
Transportation, and Utah Transit Authority  
planners and engineers to discuss the future vision  
for Utah Valley.**

