

Transportation Improvement Program 2026-2031 Public Comment List		
Interactive Map - Project-specific Comments		
ID	Comment	Project Name
1	Now that plans are moving ahead to double-track Fronrunner, we need to be honest about what that means for downtown Salt Lake City. Running more trains through a busy surface-level corridor where they already clash with streets, pedestrians, bikes, and cars is not just inefficient. It is dangerous. The best and most common-sense way to handle this is to separate the trains from everything else. That is exactly what the Rio Grande Plan does. It gives us a grade-separated rail corridor through the heart of the city, and it is something people have been asking for again and again.	FrontRunner 2X Project (Double Tracking)
2	Would love to see this happen! I keep seeing it referenced in plans, but no word on actual implementation. There's no good, safe route to bike here currently.	Bicycle Lanes up Capitol Hill
3	I live on this block and am excited to see that the location of the transit hub would be here. I hope that the hub has facilities, public gathering space, and the integration of some businesses and cafes. This area has sat undeveloped and could use help. It's a great location to spur development, along with the redevelopment of the public safety building across the street.	East Downtown 200 So Transit Hub (400 E to 300 E)
4	Please continue to provide funding for the Green Loop! Central City doesn't have a great north/South bike connection and we have a severe lack of green space and park amenities. It would be great to have a safe and comfortable public space in this area.	STATE STREET (GREEN LOOP) SHARED USE PATH
5	Direct, fast, long range transit options will be perfect here with the connection to the U and the improved bus lanes.	Davis-SLC Connector - Corridor Based BRT
6	Glad the north section is being built. The existing section has been a game changer to help me get around by bike in this area. There are so many services and businesses that I can access. I wish the path had continued to 300 South to connect to the bike lanes there and Pioneer Park	300 W; 400 S to 2100 S - Separated Bike Lanes
7	Safe biking connections are greatly needed between Salt Lake City and South Salt Lake!	Main Street / West Temple Bike Lane
8	Love to see it! 900 West is a dangerous road. I hope to see protected or fully separated bike lanes and full fledged bus platforms like on 200 South. And landscaping/shade trees.	900 West; North Temple to 600 North
9	Glad to see Green Bike expansion outside of downtown. This will provide more mobility options throughout the city and make use of the brand new trails.	Salt Lake Green Bike Share Expansion
10	An enhanced bus system is exactly what we need! I'd love to see it run outside of ski season more too. There's a lot of demand in the summer and you're putting outdoor recreation out of reach for those who don't own a car. Plus parking is always an issue, bus is the solution!	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
11	Please make the bike lane more consistent here or put in traffic calming where there's not space. People walking also have to share the road in spots near residences, so safety is very important.	5655 Emigration Cyn to 9698 Emigration Cyn
12	This intersection has a lot of bike traffic on both streets. Definitely take that into account as this is being designed.	Sunnyside Ave at Crestview Drive Roundabout
13	Improve signage to show trail maps and how to get to other nearby trails.	Kay's Creek Trail: Main Street to Hawthorne Drive
14	Pedestrian access to Lagoon. Right now there are no sidewalks on Lagoon Drive and there is no pedestrian access at the north entrance to Lagoon.	Davis/ Salt Lake Connector Design
15	Also review needs around 2700 North and 2000 West as there is limited space between here at the freeway for turning movements.	ROW; 400 N Bridge/ N Str Expansion & Rail Facility
16	I want to commend WFRC and UTA for selecting 400 West as the alignment for the future TechLink Orange Line. That decision makes a lot of sense and positions the project for successful integration with the Rio Grande Plan down the road. Having regional rail and future high-capacity transit running just a block apart opens the door for real connectivity. With thoughtful planning, we could eventually shift or extend the Orange Line to Rio Grande Street itself, creating an easy and intuitive connection between the restored Depot and the TRAX system. It is encouraging to see choices being made today that support the kind of integrated, future-ready system the public wants.	TechLink TRAX; SL International Airport - U of U
17	Review existing bus bays and possible mid platform entrance. Allow for the ability to have busses exit left or right at new traffic light.	Kay's Creek Trail Overpass @ Layton FrontRunner
18	The S-Line should be continued across Highland Drive!	S-Line Extension from McClelland Stn to Highland
19	Dead ending the S-line into the shopping center after crossing Highland Drive doesn't make any sense. Having it continue forward rather than swerve makes sense then stopping it until UTA can decide if it goes south to Milcreek/Holladay, or north back toward the University of Utah.	S-Line Extension from McClelland Stn to Highland
20	It is a mistake to stop this short or making it completely into the city. UDOT needs to extend it to the delta center!	300 W; 400 S to 2100 S - Separated Bike Lanes
21	Right now, the active railroad corridor through Salt Lake City divides communities and creates serious safety risks. People are routinely seen crossing the tracks where they shouldn't, simply because they need to get to work, school, or the store. In some tragic cases, those crossings have ended in injury or death. This is not just a transportation issue. It is a human one. The Rio Grande Plan solves this by burying the rails through the urban core, eliminating dangerous at-grade crossings and finally reconnecting neighborhoods that have been split apart for decades. That means safer streets, fewer delays, and the chance to knit our city back together. The federal Reconnecting Communities program exists for exactly this kind of project. One that addresses historic transportation barriers, improves safety, and delivers long-term public benefit. WFRC, UDOT, and UTA should be actively working to align the Rio Grande Plan with this funding opportunity.	Salt Lake City's Reconnecting Communities Study
22	Skip BRT and put in Trax and watch ridership rise faster	Davis-SLC Connector - Corridor Based BRT
23	Trax extension please	Point of the Mountain Transit
24	Hopefully this will include protected and separated lanes, trail, and intersections as necessary and not just blinking lights and stripes of paint	14600 South; Railroad Bridge to Redwood Bike/ Ped
25	Strong support this project and encourage this type of separation on ALL state highways instead of the default unprotected painted bike lanes there are currently	Shields Lane Multi-use Path (Phase I)
26	Hopefully these trails can better integrate road crossings along with better signage and trail markings	Utah Lake Distribution Canal Trail So. Segment
27	Better than nothing, but any bike lane along a road with speeds over 25MPH should be protected or separated physically from car traffic. Additionally as most commercial and residential is on the west side of the road, a multi-use path may be the best option for the area on the west side(preferably on both sides however)	Main Street and Holden Street Buffered Bike Lanes

28	That's a lot of money for what, 15 yards? Not to mention adding another intersection to an arterial slows traffic and increases car collisions.	Tuscany View Rd Extension; 800 W to Holden
29	Yes, please more protected bike lanes	Midvale Center Street Protected Bike Lane
30	With the short multi-use trail coming down from Murray Central Trax station, it would be better if Murray and Midvale continued that trail rather than mix and match different options	MIDVALE COTTONWOOD ST. BUFFERED BIKE LANE
31	This road could use some protected bike lanes considering the high speed traffic down it	SR-71; Lyndy Dr to Van Winkle Bike Lanes
32	Considering the recent person on bicycle killed down this street, I hope the plan is for a minimum of reducing the speed limit and adding some level of bike lanes.	5600 South; 900 East to 1300 East
33	This street could benefit from adding light rail and bike lanes considering it's comically oversized roadway that it doesn't need.	TSP/ Preemption Equipment for Transit Vehicles
34	Hopefully this will include many traffic calming elements and road blocks to make it a safe passage for bikes	Kensington East-West Neighborhood Byway
35	Hopefully there are plans to dedicate more roadway to the BRT instead of sharing lanes for much of the route. Protected bike lanes connecting to and along this route would also be hugely beneficial	Midvalley Connector BRT; Atherton Dr.to 2700 W.
36	A lot of money for no improvement to road congestion. Wonder how many homes and businesses are soon to be torn down for all of this	I-15 NB; I-215 to 600 South
37	48th South needs a lowered speed limit and bike lanes all along it	I-15 & 4800 South Bike Lanes; Galleria Dr to 325 W
38	More double track. Movement towards electrification. Build Rio Grande Plan please	FrontRunner 2X Project (Double Tracking)
39	40th West could use bike lanes, as well as a protected intersection here and other major intersections like Daybreak Pkwy	4000 W & South Jordan Parkway Intersection
40	Hopefully this will be protected bike lanes considering the speed limit is above 25MPH, as well as a useable design for cyclists to turn left from Anthem Park Blvd to Freedom Park Dr	Anthem Park Blvd - Bike Lanes; 11800 S to 13400 S
41	This area would benefit from protected bike lanes so as cars would not cross into and especially not park in the bike lanes	Rosecrest Bike Lane; 13400 So to MVC
42	That will be nice, especially once protected bike lanes are built on the east-west roads it intersects with	Phase I Welby Jacob Canal Ped/ Bike Trail
43	I assume this road will have multi-use trails on both sides of the road for bike and pedestrian use?	U-111; Herriman Blvd to South Jordan Pkwy
44	Bike lanes as well?	6400 West; Herriman Blvd. - 12100 South
45	Protected bike lanes as part of the scope?	Herriman Blvd; U-111 to 6400 W
46	Hopefully the MVC Trail will not be at grade except for on and off ramps of their own?	MVC; Old Bingham Highway to 7800 S (Interchanges)
47	That could be nice if it runs early and late enough to be used for traveling to the airport	5600 West
48	Improvements to the bike infrastructure to be fully separated and protected from cars along this route is hopefully part of the plan	9000 South; Mountain View to 6205 West
49	A multi-use trail is always welcome. Hopefully Jordan Landing can be made more pedestrian and bike friendly as well	Center Park Drive Shared Use Trail (West Jordan)
50	A multi-use path along Canal Road would be nice	1300 W; 6400 S to 4800 S - Active Transportation
51	Adding protected bike lanes or multi-use paths and a bus route would serve things better than another road widening project	1300 West; 7800 South to 6600 South
52	This would benefit from a protected bike intersection	9000 South and 450 W & Parkland Dr Intersection
53	This intersection would benefit from a protected bike intersection	9000 South & 700 West Southbound Dual Left Lanes
54	Protected bike lanes?	1300 West; 9000 South to 7800 South
55	Protected bike lanes or multi-use trails should be the standard at this point for a state highway	SR-209 (9000 S); Redwood Rd to State St.
56	Please continue expanding the shared use path down State Street. The road is a mess to walk and bike on currently	STATE STREET (GREEN LOOP) SHARED USE PATH
57	We do not need to widen the freeway again, we can find better ways to invest billions of dollars like the Rio Grande Plan or more Trax lines	I-15 NB; I-215 to 600 South
58	The proposed \$4 billion I-15 expansion is not a responsible investment, especially when the estimated time savings are only around 3 minutes. Highway widening is a short-term fix that has consistently failed to reduce congestion in the long run. It encourages more driving, increases emissions, and further divides communities along the corridor. This funding would be far better spent on projects that offer long-term, multi-benefit returns. The Rio Grande Plan, which would relocate and trench the rail corridor through Salt Lake City, offers improved safety, restored urban connectivity, redevelopment opportunities, and a more efficient regional transportation system. Additionally, expanding state-supported intercity passenger rail across Utah would give people real travel options while reducing pressure on I-15. Investments in modern rail infrastructure would better serve future growth, economic development, and environmental goals. Highways alone will not solve our transportation chal	I-15 Reconstruction; Farmington to Salt Lake City
59	Big fan, lets extend it further west and east!	Kensington East-West Neighborhood Byway

60	I want to commend WFRC and UTA for selecting 400 West as the alignment for the future TechLink Orange Line. This decision not only strengthens east-west transit connections, but also sets the stage for seamless integration with the Rio Grande Plan in the future. With regional rail and high-capacity transit running just one block apart, there is a real opportunity to create a unified, accessible, and intuitive hub in the heart of Salt Lake City. When the Rio Grande Plan moves forward and Salt Lake Central Station is closed, it opens new possibilities for rethinking TRAX service patterns. The Green Line, for example, could be extended to serve the west side directly, or even reconfigured into a downtown loop that travels through the Granary District and connects to West Valley. These kinds of options are only possible with coordinated planning, and it's encouraging to see the groundwork being laid now.	Orange Line Implementation/ Red Line Realignment
61	The 200 East Green Loop is a fantastic example of how active transportation can transform urban space. It adds vibrancy, improves safety, and makes downtown more accessible for people walking, biking, and rolling. Projects like this show real leadership in rethinking how we use our streets. At the same time, I encourage WFRC, Salt Lake City, and UTA to hold off on any major permanent changes to 500 West until the Rio Grande Plan is underway. That corridor plays a central role in the plan's vision for a buried rail line, and premature reconstruction could create conflicts or lead to costly rework. Let's make sure that any investment along 500 West supports long-term goals for regional rail, safety, and connectivity outlined by the Salt Lake City Council Member Policy Manual and the Gateway Specific Plan.	STATE STREET (GREEN LOOP) SHARED USE PATH
62	I oppose the construction of the Little Cottonwood Canyon gondola. Spending over a billion dollars on a fixed, invasive structure that only serves a narrow purpose is not the best use of public resources. The gondola would primarily benefit a small number of ski resort users, while leaving everyday canyon visitors, hikers, climbers, and residents with fewer practical options. Enhanced bus service, on the other hand, is flexible, far less expensive, and can be implemented much more quickly. A well-designed bus system with priority lanes, frequent service, and improved park-and-ride options would benefit a broader range of users, reduce congestion, and preserve the natural character of the canyon. Public transportation solutions should serve everyone — not just a select few. Let's invest in smart, scalable, and inclusive transit, not a billion-dollar gondola that solves the wrong problem.	Little Cottonwood Canyon (EIS)
63	This extension needs to go through, but it needs to have a good end point in Utah County, preferably a Frontrunner station.	Point of the Mountain Transit
64	This express bus is a good start but it should be a Trax line to allow for another connection to the SLC airport and the west side of salt lake county as was originally intended for the Mountain View Corridor.	5600 West Express Bus and Park & Ride at 6200 S
65	Great project in the near term to have better connections between the east and west sides of SLC, but this is another bandaid solution to the barrier the railroad crossings cause. The only long term solution to this is the citizen proposed Rio Grande Plan.	400 S Viaduct Multi-use Trail
66	I oppose the proposed burial of 300 West as part of a publicly funded effort to support a private entertainment district. Using hundreds of millions in public dollars to bury a road primarily for the benefit of a billionaire's development plan is not an appropriate transportation priority. 300 West is a critical corridor everyday drivers. Altering or burying this roadway to create a pedestrian plaza for a privately controlled zone prioritizes private profits over public need. These kinds of major infrastructure changes should only be made when they clearly benefit the broader community, not just a single landowner or investor. SLC and the region have far more pressing transportation needs. Projects like the Rio Grande Plan, east-west transit access, air quality improvements, and safer pedestrian infrastructure on the west side all deserve funding and attention before we subsidize luxury developments. Public dollars should benefit the people who live in the area not billionaires.	US-89 (300 W); Pedestrian Crossing
67	I like that this is a trail but this was once a railroad line, wouldnt this be a good opportunity for UTA to build rails up north to expand frontrunner and eventually regional rail?	Utha Idaho Central Railroad - Trail Design
68	We should be looking at implementing the Rio Grande Plan before expanding i15. It wouldn't require tearing down housing and provides alternative transport from the freeway. Also, a recent economic impact analysis found that it could produce upwards of \$12 billion in economic output, while freeing up valuable and underutilized land in the downtown core!	I-15 NB; I-215 to 600 South
69	The Rio Grande Plan would be a fantastic solution to the east-west divide. By placing all freight and passenger train traffic below grade, all train crossings downtown are removed and 75 acres of unused land can be made available. Furthermore, an economic impact analysis was completed by USU, which found that, on completion, the Rio Grande Plan would add more than \$12 billion in economic output and create 13,000 permanent jobs - all of which would be of great benefit to the people impacted by the east-west divide.	Salt Lake City's Reconnecting Communities Study
70	Continuing to invest in biking lanes for this area is absolutely essential! The area is constantly growing and allowing biking to be a viable form of transportation is a game changer. I often bike this area and am always wanting more safe paths to get where I need to.	Main Street / West Temple Bike Lane
71	Double track is essential for Utah. I love using Frontrunner and would be able to rely on its services more heavily with an increase in train times. I would urge implementing the Rio Grande Plan as part of frontrunner expansion.	FrontRunner 2X Project (Double Tracking)
72	Hopefully this project comes with improved access to the existing transit station (ped crossing on the west end of the platform?) and better sidewalks on South Campus Drive.	University of Utah Intermodal Center
73	The Rio Grande Plan would really make this project much more valuable. Let's make it better with the Rio Grande Plan.	FrontRunner 2X Project (Double Tracking)
74	Double Tracking Front Runner is a huge step towards a better public transit system. Frequency of the trains is an issue that keeps a lot of Utahns from taking front runner increasing the frequency will be enormous in helping alleviate congestion. And with the help of the Rio Grande Plan Congestion will be significantly reduced. The Plan will also be a huge step towards a better transportation system.	FrontRunner 2X Project (Double Tracking)
75	Adding more lanes to the freeway does nothing to reduce congestion. The only way to effectively do this is through a robust public transportation system which the Rio Grande plan will help kick off. Moving tracks underground will reduce traffic at at-grade crossings, improving flow and safety. It will open new land for development instead of tearing down existing buildings to make space for more freeway. It will help bring the east and west side back together. Furthermore, bringing the tracks to the Rio Grande will bring people closer to the heart of downtown bringing more people downtown increasing economic output. Studies have shown how significant the Rio Grande Plan would be to our economy and infrastructure. This will be the most effective use of infrastructure spending	I-15 NB; I-215 to 600 South
76	Really looking forward to safer crossings at 700e and State Street! These large intersections with high speed cars are what make me hesitate to bike as my commute method.	Kensington East-West Neighborhood Byway
77	Would really love some trees or native plants planted in the medians and roadside along this road!	TSP/ Preemption Equipment for Transit Vehicles
78	The bike path has been really great! I wish the road crossings had red bricks like the 900s trail as some cars miss that it is a more used path than it used to be. Also some more trees along the path would really help add shade and make it easier to tolerate the blacktop and take the car noise down a bit.	700 East (SR-71); 2100 South to 1300 South
79	The highway is really overwhelming and unsafe to me. The high speeds and SO many lanes make it not worth the stress. It seems I-15 has a fatality everyday, so we should not further invest into increasing its use. Lets prioritize safety over efficiency :)	I-15 NB; I-215 to 600 South

80	I think this is a wonderful project. Growing up in West Valley it was not uncommon to have recess inside due to pollution. If we can decrease our emissions we give our children more time to be kids and play outside. Worth it!	Purchase of Natural Gas Buses
81	The most effective way to reconnect these communities is by implementing the Rio Grande Plan. This would free up a huge area for development bringing these communities closer together physically. Implementing the Rio Grande Plan will also make public Transit more accessibly to commuters traveling downtown which will in turn reduce traffic, getting rid of the need to expand I-15 further which would further divide these communities. The ONLY way to effectively reconnect the east and west side is the Rio Grande Plan.	Salt Lake City's Reconnecting Communities Study
82	It is such a mistake for UDOT to not allow this project to go the SINGLE EXTRA BLOCK to connect at 3rd south.	300 W; 400 S to 2100 S - Separated Bike Lanes
83	Time to electrify frontrunner! Would love to see Stadler KISS locomotives with UTA livery. Cal Train proved that it increases ridership. Shouldnt we also be aiming high?	UTA Locomotive Rebuild
84	Now that OGG is in place when will we start talking about replacing it with a light rail trax system? We have always been told that BRT is the first step followed by a light rail system, so isnt it time for that discussion and environmental review to start? Who wouldn't want trax from Weber State to Ogden Union Station then out to the Airport? That is the type of building we must do! Connect our frontrunner to other destinations people want to go to in order to make the system efficient and enjoyable. Plus beautiful central stations along the way like the Rio Grande Plan will allow.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
85	Would this future transportation project be focused on roads or actual transportation projects like a trax line up to Snow Basin? We need something better if the Olympics are going to be up there. Enhanced bus service? Anything but more lanes for cars because that wont work and we all know this 'VTOL' taxis are just a tech bro fantasy.	Mtn. Green Interchange Corridor Preservation
86	Still dont know why this isnt just an extension of the Green line.	Midvalley Connector BRT; Atherton Dr.to 2700 W.
87	Passenger rail to Morgan and Cheyenne when???	I-84; Over Weber River and UPRR Bridge Repl, C-476
88	Will we add in commuter rail with this project? Tooele needs a connection to SLC by rail. Also can we use this as leverage with Union Pacific to build the Rio Grande Plan?	Northwest Quadrant West Rail Project
89	Double tracking this line is going to be a huge improvement. More frequent, and Sunday services are what the corridor needs. Adding in the Rio Grande Plan would make this project one of the greatest improvements to the Wasatch front.	FrontRunner 2X Project (Double Tracking)
90	This cannot happen soon enough! This is one of the few areas of the city that are truly frightening outside of a car. There is ample space to do this, and the latent demand is there. Connecting the walkability and active transport spaces in the downtown area, Avenues and Mamalade will make the city safer, and cleaner. The number of people walking, biking, rolling around the capital and temple square/downtown demonstrate the demand. Please connect these spaces for them.	Bicycle Lanes up Capitol Hill
91	This and other East / West connections for active transportation and safety are long overdue. The design speeds of many of the north/south automotive infrastructure can never be safe for people outside of cars. The traffic signal is a welcome sight on Kensignton and 700 east is a welcome sight that shows great engineering judgement.	Kensington East-West Neighborhood Byway
92	I am hoping that lessons will have been learned from other Interchange / Pedestrian overpasses. The amount of cars and the design speeds of the slip lanes require seperation for active transportation modes. 600 north in SLC is a great example of how dangerous and uncomfortable combining Freeway interchanges and active transporation modes can be. There are no safe or comfortable ways to cross this interchange outside of a car.	I-15; Shepard Ln Intchg & Ped Overpass
93	Enhanced bus access with tolling for private vehicles to the canyons is the most common sense solution. Bus stations throughout the valley will reduce vehicle miles traveled increase air quality while making access to the greatest snow on earth possible for actual carrying capacity of the resorts. Additional bus stops with park and ride capacity throughout the valley is key to making this work. Allowing cars to come to the mouth of the canyon increases the conjection and slows down busses.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
94	I cannot think of a single automobile related project that stops 1 block short of any connections it needs to be functional. Why the different "standard" for this and other active transporation projects. Please use better engineering judgment on this project. I'm betting that the planners, community and most everyone agrees that this needs to actually connect to the rest of the bike routes in the city to be useful and that doing so will be a big improvement to the city. Please work with the community,city planners and engineers to make this happen.	300 W; 400 S to 2100 S - Separated Bike Lanes
95	This is the perfect opportunity to take advantage of he very wide right of way, and add ammenties that make the community safer. Protected bike lanes woudl serve Taylor Elementary, Centerville Jr, and make this a safe and comfortable commuting option for active transporation. Add in the bonus for improved property values and this would be a win for the community.	400 East - 100 South to Pages Lane
96	Please serve the community and the students of Orchard Elementary with this. Students need a safe way to get to and from school.	Center Street sidewalk (Orchard to 340 East)
97	This project can't be completed soon enough! The SW Salt Lake Valley really lacks in all ages and abilities connections that go east to west. The current transportation system disincentivizes walking and biking by not providing all ages and abilities routes for people to use along with the many high-speed arterial corridors that create danger for all. 9800 S should be of a high priority to complete, and I hope future phases of this project come quickly. This would be game changer for students in this area and for future phases to more safely access the Jordan River Trail or Frontrunner by bike. Additional east-west all ages and abilities routes are needed in this valley as well, but 9800 S is a great place to start!	Shields Lane Multi-use Path (Phase I)
98	Anything that helps improve transit service is a welcome change! I have used the new 126 bus route, and though it is a bit circuitous in Herriman, it is great to have in the area. 12600 S really could benefit from having protected bike lanes and better access management/ beautification/safety with a center planted median for the length of the roadway.	TSP/ Preemption Equipment for Transit Vehicles
99	Protected bike lanes are a must on this road if we are to encourage people of all ages and abilities to get around without a car. Planning for more vehicle capacity ultimately further disincentivizes other travel modes and ultimately will lead to more driving and more congestion. This intersection already makes me nervous as a grown man to cross, and adding more lanes creates less safe crossings and situations for people.	4000 W & South Jordan Parkway Intersection
100	Making a connection from the Jordan River Trail to the Frontrunner station would be a welcome improvement. The more routes and connectivity that avoid major roads creates safe and comfortable options that encourage more use. Currently I use SoJo Parkway and Jordan Gateway to access Frontrunner, and it is not comfortable; especially when riding a bike in the existing exposed bike lanes with high speed traffic flying right next to you where one driver mistake could cost your life.	Jordan River Trail Connector to FrontRunner
101	This will be a nice connection! It would be great to get it to connect where the trail currently ends at 11800 S. Safe road crossings need to be addressed though, in South Jordan the trail gets clunky and doesn't have good road crossings at major east-west routes. Grade separation for multi-lane roads is ideal and a combination of center refuge islands and raised crosswalks at collector and local streets would be safer.	Phase I Welby Jacob Canal Ped/ Bike Trail

102	Is this project necessary? I guess I don't travel this road much, though I did see it under construction already the other day. Widening here seems it isn't busy enough to necessitate such a wide road. Widening this road creates greater safety issues. This seems problematic as there is a park and people's driveways fronting and accessing this. The context and intended function don't align and the road now creates a larger barrier between the neighborhood and park. It seems there are more meaningful improvements that could have been made with these funds, we always have to look at the opportunity costs.	Riverfront Parkway; 11050 S to 11400 S, Widen
103	This is a good idea to make the intersections safer. Also, the presence of many cyclists needs to be considered. Perhaps separated bike lanes should be included around the roundabout	Sunnyside Ave at Crestview Drive Roundabout
104	This is a good project. There's significant need for better transit access to the U of Utah Research Park. That can help reduce congestion on nearby streets, including Foothill Drive	TechLink TRAX; SL International Airport - U of U
105	A roundabout would be helpful to make traffic smoother and reduce crash risk	2100 South & 1700 East Intersection
106	Yes please! We need many more east-west connections in SLC. Please extend this to the east and west. Connecting the Jordan River to the foothills could be a priority for both utilitarian and recreational purposes	Kensington East-West Neighborhood Byway
107	This is important because sidewalks and bike infrastructure are spotty in this area. I've observed many people having to walk on the street	2000 East; 3300 South to Atkin Ave
108	This is good, but please consider extending the S Line either to the south (Millcreek, Holladay) or north to the U of Utah	S-Line Extension from McClelland Stn to Highland
109	The U needs better transit connections to the suburbs for the many commuting students. I applaud this and hope to see further investment to make transit fast and convenient for the growing student and staff population	Davis-SLC Connector - Corridor Based BRT
110	This would be a good LRT or BRT line. Maybe even take it down to Heriman and connect it to the Redline for transfers downtown.	5600 West
111	This would be great for rail implementation rather than a gondola. A one seat ride from the canyons to frontrunner or even downtown. We can call it the White Line.	Cottonwood Canyons Transit & Roadway Corridor
112	The gondola project is not something that locals want built here, nor is it a good transit solution. The gondola will just push the crowds and cars to the base of the canyon. I support putting more money and planning toward improved bus services, facilities (snow sheds, stops, etc), and pay increases for drivers. I 100% oppose it and I think it is scandalous if the state government forces it through as a tourist attraction. If we decide to make a large capital investment, the cog rail option deserves a more thorough assessment due to its potential for direct integration with TRAX.	Little Cottonwood Canyon (EIS)
113	Double track and electrify the whole line! Put it underground downtown with the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
114	The east-west divide is a huge issue for everyone and grade separation is the only real solution! Rio Grande Plan!	Salt Lake City's Reconnecting Communities Study
115	Lipstick on a pig. Grade separation is the real deal: Rio Grande Plan!	400 S Viaduct Multi-use Trail
116	The 400W alignment for the Orange Line is the right move. Right now, there's no need for an additional stop at SL Central, which would just add substantial time to the airport ride. Put it on 400W, put a station blocking 300S (half block west of Rio Grande Depot). Eventually, with the Rio Grande Plan, that will be a half-block pedestrian promenade to the FrontRunner and Amtrak at the Depot.	Orange Line Implementation/ Red Line Realignment
117	This line makes very little sense on its own. It's a train between two train stations with (currently) nothing in between. Even when The Point is built up, who is going to be riding this line? Extend the TRAX Blue Line to Lehi first, so people living in Draper and Sandy can actually ride it, then add a spur to The Point later.	Point of the Mountain Transit
118	Do not build grade separation here. I cross this road twice a day on my commute to/from work at 200S—it is always a miserable experience with long signal intervals, aggressive speeding drivers, and turning vehicles threading three oncoming lanes and ignoring me in the N/S crosswalk. The road is way too wide, it is never close to being at capacity even at the times I'm commuting, morning and afternoon rush hours. Despite the "hwy" moniker and general design, this is a city street. Nobody uses this as a through highway, they use I-15 for that. This is an access road to and from the downtown core. UDOT should instead build pedestrian friendly infrastructure/streetscapes here by losing some vehicle lanes, slowing down traffic, and making this a friendly and livable street for all road users. Or better yet, return it to SLC. There is no need to exacerbate the horrible existing design with grade separation. And for \$300 mil? You could improve the entirety of the 300W corridor for that.	US-89 (300 W); Pedestrian Crossing
119	This is great to see! We have been advocating for something like this for a while. The Jordan River Commission would love to be involved and support in any way to see this project be successful. Please let me know.	7800 So Jordan River Pedestrian Bridge at 1100 W
120	An important element of this project will be to add a Jordan River Trail connection under the new bridge to improve safety and connectivity for Jordan River trail users. This will require that the new bridge be raised higher than the current one. This will also help to prevent safety concerns around the river when the water levels are high. The current bridge is too low and during spring runoff season, there is not enough clearance between the river and the bridge, causing a safety hazard.	3900 South; Redwood Rd to Jordan River Bridge
121	Monroe is shown wrong on the Wasatch Choice Map. It is currently under construction between 9000 S and 9400 S. Also, the alignment between 9400 S and Towne Ridge Pkwy needs to be corrected.	SR-209 (9000 S); Redwood Rd to State St.
122	This project isn't shown on the Wasatch Choice Map	11000 South 1000 East Roundabout
123	This project is not shown on the Wasatch Choice Map.	11400 South & 1300 East Intersection
124	Adding sidewalk where there are gaps is ALWAYS needed. The west side deserves this.	Redwood Road Missing Sidewalks; 75 No to 965 No
125	If this project is for preemption, can this project be extended west to 3000 West. Our fire department is located on 3000 West just south of Antelope. Our fire department is looking into equipping vehicles with preemption due to delayed response time with the new WDC interchange at Antelope.	TSP/ Preemption for Transit, Freight, & Snow Plows
126	Can this project be extended east to 3385 West Street? The City has awarded a construction contract to install the trail between 3385 West Street and 3300 West Street (At the City's sole expense). Development will be installing the trail from 3300 West Street to 3000 West Street. That only leaves a small portion from 3385 West Street to Doral not complete. That would complete the entire project if added.	Antelope Drive Shared Use Trail- Phase I

127	Agree with pushing to make this project connect to Syracuse City's efforts to make this project a complete trail. This will make a trail that connects the West Davis Highway Trail system to the Antelope Island Causeway. This will be a great way to connect a State Park to our Wasatch front trail system.	Antelope Drive Shared Use Trail- Phase I
128	The double tracking is such a majorly important part of Utah's future, but it's going to fall short and the benefits of double tracking minimized if you don't build the rio grande plan. At grade crossings with double the train traffic introduces new barriers to the city's east west traffic, and safety hazards increase exponentially. Not to mention salt lake central just isn't equipped to handle that kind of train traffic efficiently and safely. We need a station that is custom made for passengers and is something our city can be proud to welcome visitors to. Not to mention double tracking frontrunner to salt lake central motivates far fewer people to take the train rather than driving than double tracking to rio grande station. More people are inclined to ride the train when the infrastructure they're utilizing is beautiful, iconic, safe, and closer to where they're actually trying to go. I've had my tax dollars spent recently on billionaire projects. I want them used for this!	FrontRunner 2X Project (Double Tracking)
129	"Just one more lane, bro!" Come on! When are we going to learn this lesson? We need better transit infrastructure, not wider freeways! Build the Rio grande plan. It's a much better investment in our future, and does more to motivate people to make the lifestyle changes that we need them to make if Utah is going to have a long and prosperous future.	I-15 Reconstruction; Farmington to Salt Lake City
130	Build the Rio grande plan. You know it and I know it that it's the best solution for the area. I give you permission to use my tax dollars to fund it. Enough said.	Salt Lake City's Reconnecting Communities Study
131	Long overdue. I hope you're also making sure to design for the future and design the research park end of this line to eventually be extended further along foothill blvd toward the canyons and south end of the valley. A direct line from the airport, to the city center, the university, and to the ski areas would be a MASSIVE showpiece for the Olympics and for visitors to Utah. Utah voters are overwhelmingly in support of using tax dollars to directly fund the expansion of the regional rail network. Please put something on the ballot similar to the frontlines 2015 ballot initiative that would be a frontlines 2034 plan or similar. Let's allow voters to approve a massive amount of money dedicated SPECIFICALLY to directly fund building new TRAX line extensions.	TechLink TRAX; SL International Airport - U of U
132	Shameful that the special interest groups have diverted the states attention to building this boondoggle line rather than extending the original blue line, which has been promised to Utah residents for decades now. The line through the point should NOT be build at the expense of the blue line extension. Who cares about the Draper NINBYS. We have an obligation to society as a whole, not their selfish selves, and the blue line expansion along the existing ride of way NEEDS to be built, in addition to a line through the point. It's frankly insulting that anything else is being considered, and that the blue line on existing right of way isn't even on this planning map.	Point of the Mountain Transit
133	This needs to be TRUE BRT at minimum, but really should be straight to LRT and connect to the airport. It's long overdue and would see so much ridership. Put a ballot initiative up and let the voters vote to fund it. I guarantee you they will.	5600 West
134	The interchange with 201 needs to be a true flyover and not a light controlled intersection.	Bangerter Highway Corridor - Environmental
135	This should have already been done. This intersection is horrible already.	MVC; 3500 South Interchange
136	Stadler made vehicles are the only option!	Replace UTA Light Rail Vehicles
137	Need to see detailed plans here, but this off ramp has long needed adjustments. It's unsafe with how much merging traffic is happening and how short the exit lane is to merge before state street exit.	I-80 and State Street Interchange R/W
138	It's great to see the frequency on the Fronrunner improving, but this project could be much better if the line were electrified and grade crossings were removed downtown. The Rio Grande Plan offers an excellent solution to improving traffic and safety through the removal of grade crossings. This plan also opens up many acres of land for redevelopment, and would create an amazing central station in SLC.	FrontRunner 2X Project (Double Tracking)
139	The west side does need a good intermodal station that will allow for more bus lines to arrive and depart from it. I am aware that this is to support MLB eventually but we need to also consider this could be a good stop for a Redwood Road trax line	SLC West Intermodal Center
140	Make this light rail, it will have more ridership that way. People who live in the suburbs dont like buses. Have this go from Herriman to the airport. This will make things so much better for the west side of the county. Anything less than Light rail would be a mistake. You can even have it connect to the redline in Daybreak for trips downtown.	5600 West
141	Lets also get them a street car to connect into Salt Lake City/airport! It can also go by stadler's factory and I bet they would be willing to help some of the cost...	Magna Downtown Revitalization
142	instead of expanding the road again give the people of Tooele what they need, a rail connection into SLC! Fronrunner from west to east	I-80; EB Auxiliary Lane and SR-36 NB Lane
143	People riding bikes have no safe, convenient, or comfortable path to take between Davis and Salt Lake County adjacent to Beck Street. Considering growth and vehicle traffic projections, as well as the distance and other barriers to any alternative routes, this needs to be a high priority.	Davis/ Salt Lake Connector Design
144	To be honest why would we rip up the road for induction charging when we could just rip up the road and put the rails down with overhead catenary for a streetcar. Imagine a 200 South streetcar or one that goes to the westside to the Power District	On Route Electric Bus Charging Infrastructure
145	As a person who bikes down this route having signal priority for the buses will help this route. Additionally, we need to extend this up toward the U of U.	200 South Transit Priority Signal System
146	Lets just make it a light rail connection rather than a BRT. It will have more ridership and use!	Davis/ Salt Lake Connector Design
147	Make sure there is a good connection to the Jordan River Trail	1300 W; 6400 S to 4800 S - Active Transportation
148	Lets make sure this has a great connection to the Jordan River Trail which is our most robust north/south trail	TRAX Rail Trail Design
149	After learning more about this I want to change my comment, this needs to be a blue line extension not its own line. We need to make our transit connections make sense! This doesnt make any sense.	Point of the Mountain Transit
150	Glad to see loads of doubletracking happening with fronrunner. Lets make sure that we get this through.	FrontRunner Point of Mountain (FrontRunner Forward
151	This looks great!	Traffic Signal Priority/Preemption
152	We need to push the double tracking forward as fast as possible. On top of that we need the Rio Grande Plan! The congestion and unsafe conditions between the east and west sides of SLC are abysmal, the Rio Grande Plan will fix those unsafe crossings by removing them.	FrontRunner 2X Project (Double Tracking)

153	We need an extension of the Blue Line first, and then this line can be built as a spur, or as a line that goes up into South Jordan, make a bit of a light rail loop around the southern end of the valley.	Point of the Mountain Transit
154	Definitely turn this street into a transit priority corridors. Add some bike lanes too. Transit signal priority is a major step in improving speed and reliability	TSP/ Preemption Equipment for Transit Vehicles
155	Like a previous comment, construct the end of the Orange Line in such a manner that it can be extended south among one of the major arterials there. That Eastern bench area would benefit immensely from an East-West connection	TechLink TRAX; SL International Airport - U of U
156	PLEASE make sure this line enjoys bus lanes and transit signal priority for a vast majority of its route. The buses need to run every 10 minutes or better too to be a useful service.	Davis-SLC Connector - Corridor Based BRT
157	Extend this all the way to the U of U. Add more bus lanes too	200 South Transit Priority Signal System
158	Please implement the Rio Grande Plan to take advantage of the additional connections to the Orange Line	Orange Line Implementation/ Red Line Realignment
159	Please make State Street a multimodal boulevard. It should be improved for pedestrians, cyclists, and pedestrians instead of a high speed highway through the middle of multiple cities. Wider sidewalks, street trees, protected bike lanes, bus lanes, transit signal priority, and improved crosswalks. State Street has so much potential that is just going to waste	Davis/ Salt Lake Connector Design
160	Please give this line more bus lanes and more transit signal priority to make it as efficient as possible	Midvalley Connector BRT; Atherton Dr.to 2700 W.
161	Put transit signal priority on every corridor that sees buses or trains come every 15 minutes or more. Transit is the future	TSP/ Preemption Equipment for Transit Vehicles
162	The idea of widening I-15 is horrifying to me. It's not going to have a meaningful impact on transportation in the region, it'll lead to more pollution and worst traffic across multiple cities. We need more transit, and improve the quality of what we have to stay ahead of the growth. Also a good time to do the Rio Grande Plan because it improves rail operations.	I-15 Reconstruction; Farmington to Salt Lake City
163	Improve the OGX with more bus lanes and more transit signal priority.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
164	Let's get those bike lanes :) At least buffered, but ideally, raised bike lanes.	SR-71; Lyndy Dr to Van Winkle Bike Lanes
165	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	MVC; Old Bing Hwy to Porter Rockwell
166	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	I-15 NB; Bangeter Hwy to 9000 S
167	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	7800 S. Widening
168	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	I-15 NB; I-215 to 600 South
169	Please do not consider a roadway widening. Data has shown time after time that it does not help with congestion; it actually makes it worse. It would be a much better investment to provide more alternative transportation options, such as increased public transit service and safe, convenient multimodal travel options (e.g., walking, biking, rolling, etc.)	SR-108; SR-37 to 4275 South
170	With double the amount of Frontrunner trains running through down, that is going to mean even grade crossing blockages on top of the already existent ones caused by Frontrunner and freight trains. This not only effects cars but also pedestrians and cyclists on intersection sidewalks or multiuse trails, but also bus riders who will miss their connection due to the gate being down. The Rio Grande Plan will remove most if not all of these conflict points to make the Frontrunner and the areas around it service even more accessible.	FrontRunner 2X Project (Double Tracking)
171	While the I-15 is a major factor in the East/West divide, it is at least grade separated. The same cannot be said for the numerous train tracks that parallel the interstate where there are few ways to cross if there is a train blocking the crossing. The Rio Grande Plan will remove most if not all of these conflict points making it much easier for residents of both sides to cross over into each other's communities.	Salt Lake City's Reconnecting Communities Study
172	While the Orange Line will have a direct transfer to Frontrunner services at North Temple, it will still lack one to Amtrak service. The nearest station to Salt Lake Central will be the 300 S Station which will still put riders at least two blocks away from the station and require walking around the historic Rio Grande Station. Instead, riders should only have to walk a single block to access trains at the Rio Grande Station as part of the Rio Grande Plan.	TechLink TRAX; SL International Airport - U of U
173	The Red Line's new nearest station to Salt Lake Central at Pioneer Park will still be at least 3 blocks away and requires riders walk past the historic Rio Grande Station. Instead, riders should only have to walk a 2 block to access trains at the Rio Grande Station as part of the Rio Grande Plan.	Orange Line Implementation/ Red Line Realignment
174	The Orange Line will create a much needed one seat ride between the airport and the University of Utah, removing the need for traveling students to transfer between the Red and Green Lines. It will also double the amount of service on both branches halving wait times for riders trying to get from downtown to both the airport or the university. The Orange Line will also bring a much need service upgrade to Research Park which currently sees more campus shuttle buses than UTA buses. Service on the line can also run later as the entire line wouldn't have to deal with overnight freight service and will always have access to the new Rail Yard and Maintenance Facility.	TechLink TRAX; SL International Airport - U of U
175	Moving the Red Line to 400 W will bring rail service to an area that is quickly densifying but currently sees little in the way of frequent transit service. This will also greatly reduce delays on the currently congested main line along Main St, 700 S and 200 W and provide a detour route if either line went down.	Orange Line Implementation/ Red Line Realignment
176	It would make more sense to use trolley buses that are actual proven technology that can make use of the existing light rail overhead wires. Having streetcars and trolleybuses along the same road is nothing new as it is done in San Francisco, who also use dual mode trolleybuses so that they can run off wire if needed and the battery doesn't need to be huge to have a range long enough for the route.	On Route Electric Bus Charging Infrastructure
177	A proper rapid transit connection is greatly needed for North Salt Lake City as no TRAX service goes north of North Temple. While I would prefer it to be LRT, I understand that other LRT projects are already in the pipeline and it being BRT will have it in operation much sooner. That being said, it needs to be a true BRT with as many priority lanes as possible. The more the bus is stuck in traffic due to sharing lanes with cars, the more likely riders are to just use a route like the 473 that runs express on I-15 or just drive instead.	Davis-SLC Connector - Corridor Based BRT

178	Bus lanes and transit signal priority should extend all the way to University St. This will not only turn the 2 into a pseudo-BRT but allocate more priority lanes and signaling for the Davis-SLXC Community Connector BRT that will also run on 200 S to the University.	200 South Transit Priority Signal System
179	While tolling will reduce the number of cars that enter the canyon and get more people taking the bus, it will still have buses stuck behind those that still choose to drive. Adding a third travel lane and using it as a bi-direction bus priority lane would solve this issue by allowing buses to go past the traffic into the canyon in the morning and out of the canyon in the evening.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
180	Bike lanes similar to those along 1100 E will make it much safer for both cyclists to ride along West Temple and for pedestrians to cross it. This route, along with the Parleys Trail, would still lack a connection to the 300 West Protect Bike Lanes and the Central Pointe TRAX station. I understand the non-direct routing would have to stay due private property concerns, so instead traffic calming to Haven Ave, extended the 300 W Bike lanes between Haven Ave and Hartwell Ave, and add protected bike lanes between 300 W and the Central Point TRAX Station. This will at least entice cyclists to use this route for its safety, despite being the same distance a car would have to drive to access it.	Main Street / West Temple Bike Lane
181	What infrastructure was installed is genuinely great from the protected bike lanes and raised crosswalks. Still the project feels unfinished stopping a couple blocks away from the 200 S and 300 S bike lanes to the north and the Central Pointe TRAX station and Parley Trail to the south. The protected bike lanes are supposed to help those who are afraid to bike along traffic but will conversely need to bike along traffic to access them.	300 W; 400 S to 2100 S - Separated Bike Lanes
182	I love this plan, I love it so much that I would like to see the future phases of frontrunner forward come sooner. I think we should change our frontrunner train sets to Stadler Kisses, the same trains that Caltrain is now using. I also think we need to build the Rio Grande Plan to account for future needs, as well as we will boast our economy with the plan.	FrontRunner 2X Project (Double Tracking)
183	Living without a car means doubled frequencies would be a world-changer for me, but please - build the Rio Grande Plan so that trains don't continue to divide our downtown	FrontRunner 2X Project (Double Tracking)
184	Higher-efficiency homemade Stadler vehicles like FLIRTs or KISSes would be amazing!	UTA Locomotive Over Haul
185	I'm all for extending the S-line, I hope some day we get to see it go either north to the University or south to the areas that don't have rail service yet	S-Line Extension from McClelland Stn to Highland
186	I'm happy to get TRAX into Utah County regardless, but it really would be nice if this could at least be built so that it could easily turn into a Blue Line extension at a later date.	Point of the Mountain Transit
187	Please include bus stops at Spruces (both ways) and other trailheads. I use the trails year round and would ride the bus if there were additional stops (other than resorts).	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
188	This is a good project that appears to be shown in the wrong location. Based on the description, it also seems like it should be represented by a line instead of a dot.	Jordan River Trail Connector to FrontRunner
189	It would be nice if these lined up better with their actual locations and project limits.	Salt Lake and East Jordan Canals
190	Is this in addition to the new traffic signals and intersection work that was completed in 2024?	800 West & 1500 South Intersection
191	In our tour of the route Bountiful City representatives voice strong concerns with the route conflicting with city plans for the development of Main Street in Bountiful. I would recommend that this be addressed with Bountiful City leadership if these conversations have not already been had.	Davis-SLC Connector - Corridor Based BRT
192	Do the section between 1800 North and 5600 South along with current projects so it can all be done. Avoid the problems of the express lanes that were added a few years ago that took forever.	I-15; SR-232 to I-84, Ogden
193	A gondola is a terrible environmental insult to a beautiful, largely natural, canyon. At the same time it is socially unjust costing the people of Utah an average of more than \$1000/household for the benefit of less than 10% of the population. At the same time, those who are involuntarily paying for it are foregoing needed road repairs and other transportation investments in their communities. But the real objection is that it doesn't solve the traffic problem. Stop trying to pave paradise.	Little Cottonwood Canyon (EIS)
194	This project stops at Gordon Ave and does not extend to the south as drawn on the map.	500 West Phase II; 2010 South to 2800 South
195	This project was for sidewalk from 650 N to West Hill Field Road. This project has been canceled due to the funds being made federal and the amount funded was not sufficient to proceed. Layton City is in the process of proceeding with this project with Layton City Funds.	3200 West Safe Route to School
196	Plesae get the buses out of the ski areas and keep the bus stops on the main highway 210 in LLC. Alternate buses so that every other bus or every third bus goes straight to Alta and returns to snowbird.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
197	This is a project with strong support from the community and will help improve multimodal transportation in the southwest valley.	Phase I Welby Jacob Canal Ped/ Bike Trail
198	MVC is a critical piece of the southwest valley's transportation system. As this project unfolds, please be mindful of dust and surrounding neighborhoods.	MVC; Old Bing Hwy to Porter Rockwell
199	I'm happy to see one more gap filled. I'm happy that this has physical barriers from vehicle traffic. I'm also happy to see the lanes get narrowed for cars which will hopefully reduce the freeway design speed of the overpass. I'm much less happy about the lack of connection to other bike ways. 300 south etc. Without solid connections this is an ok project. With the connections 300 west to 300 south, this is a good project.	400 S Viaduct Multi-use Trail
200	So excited for this east west connection and better bike/ped crossings at 700 e especially. Please have decent signal priority across 700e	Kensington East-West Neighborhood Byway
201	The s-line should continue past highline drive and an extension should have a plan for continuing east.	S-Line Extension from McClelland Stn to Highland
202	Main st should be a central bike corridor extending through South Salt Lake - why bump over to west temple?	Main Street / West Temple Bike Lane
203	Love the 300 w bikelane. Please continue to improve signing at driveways so cars know to yield to bikes when entering and exiting. Needs a better connection to parley's trail/s-line on the south end (why end at Home Depot?) And should keep separated path to north end of pioneer park (no parking needed there).	300 W; 400 S to 2100 S - Separated Bike Lanes
204	long-time vanpool user and support any expansion to this program. Truly lifechanging and saves me so much money and stress.	Vanpool Expansion Vans
205	Improve bike/ped connections to Central Pointe station. Absolutely terrible to bike or walk to that station from the s-line.	Main Street / West Temple Bike Lane
206	Isn't this project supposed to show the shared use path for the entire Ogden Canyon?	Ogden Canyon Shared use Path
207	The line doesn't follow the BRT Route to Dee Event Center Station and down fieldhouse way to McKay Dee Hospital.	Ogden-WSU Bus Rapid Transit (BRT) - Construction
208	I think this project has already been completed.	Chimes View from Riverdale Rd to Country Club Dr.

209	This signal timing and optimization should be coordinated with the changes that are planned on the downtown section (22nd to 27th)of Wall Avenue.	Ogden/ Layton Area Signal Timing & Optimization
210	The bus-rapid transit station at the Dee Event Center station has electric bus charging infrastructure. Is this supposed to be proposed at the Dee Event Center Station?	On Route Electric Bus Charging Infrastructure
211	Should this project also show the new arterial street from 1900 West to the new I-15/24th Street Interchange and realignment of 24th Street?	I-15; 24th Street Interchange
212	Identify options to fix the cloverleaf design of SR-201. Too many merge points close to each other. Possibly add NB I-215 exit at Parkway Blvd for this movement to get to Redwood Rd instead of using SR-201.	I-215; SR-201 to North Temple
213	This project is mapped incorrectly. The State Street portion of the Green Loop is ON State Street (currently mapped on 200 East). Please refer to UDOT RAISE grant application for correct mapping. If you need a copy, you can get it from Jared Bowling.	STATE STREET (GREEN LOOP) SHARED USE PATH
214	This project start date is likely now 2028.	STATE STREET (GREEN LOOP) SHARED USE PATH
215	Please ensure that the design of I-80 connections to Main Street uses urban intersection turn radius and design standards to keep Main Street as a good walking/biking corridor. Adding slip lanes or merge lanes for vehicles will significantly decrease safety for people walking or bicycling on Main Street. With many additional apartments and residential uses in this part of South Salt Lake, the context has considerably changed from designs considered 10 years ago or more.	I-80 and State Street Interchange R/W
216	I am very excited for double tracking! This is long overdue, and it will genuinely transformative to have 15 min FrontRunner service. However, another essential (NOT optional) goal of the greater Wasatch Front transit network must be the grade separation of the FR corridor. Coupled with double tracking and electrification, grade separation will elevate FR from an alternative mode for a minority of people to the region's primary provider of north-south transit. To that end, WFRC and its constituent members *must* support the Rio Grande Plan as the only concrete proposal to date, of any worth or merit, that offers a solution to the at-grade problem present in downtown SLC. This is something that must be done to stop systemwide delays, prevent tragic pedestrian/cyclist deaths, and save auto commuters from both sides of the east-west divide (an issue that now has federal scrutiny) thousands of hours of their lives. For everyone along the Wasatch Front, build the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
217	I am very excited for this project, it is very overdue. A one-seat Airport-University line has been discussed for so long that I remember when the concept was called the Black Line. I'm hoping that this project will somehow be expedited, I would like to use this line at some point, instead of permanently look forward to it. I am also thrilled with the selected route! 1) It better services a more efficient corridor next to Pioneer Park. Having a park station will skyrocket park utilization. 2) It much better aligns with providing access to the Rio Grande Depot as part of the Rio Grande Plan. The Plan will revolutionize rail transit in SLC and Utah by reactivating a historic state property, closer to central downtown, and give commuters from far away much easier and more desirable access to the city's amenities. Lastly, I am fervently praying that UTA/UDOT will implement the Orange Line in a way that allows for a future extension beyond Research Park and south along Foothill Drive.	TechLink TRAX; SL International Airport - U of U
218	With 300 West no longer expected to go underground, the \$300 million allocated in SB-195 for a sky bridge likely won't be fully needed. That gives the State Legislature a chance to reallocate a portion of those funds where they're truly needed—toward the Rio Grande Plan. We're calling on the state to dedicate part of that \$300 million to a full engineering analysis of the Rio Grande Plan. That means geotechnical boring along 500 West, completing detailed design work for the train box and station, and conducting a comprehensive cost estimate. This planning work is critical if we want the project ready to deliver by the 2034 Olympics. Utahns support the Rio Grande Plan. And with yet another freight operator entering the Inland Port, grade separation is no longer optional—it's necessary. Just like the Alameda Corridor in the 1990s, this investment will improve freight efficiency, reduce car emissions, and reconnect communities by closing dangerous rail crossings.	US-89 (300 W); Pedestrian Crossing
219	I love the new bus lanes on 200 South! Signal priority along this corridor is a great idea!	200 South Transit Priority Signal System
220	I appreciate this project adding more pedestrian space to Salt Lake City. Please be aware of cycling needs so that the new 300 West bike path can continue through this 'below ground' portion. Also, if we can lower a road in downtown, why can't we lower the train tracks? Please consider the Rio Grande Plan!	US-89 (300 W); Pedestrian Crossing
221	I love the goals of the FrontRunner 2X project! More frequency will make the train a more attractive option for many of my friends and coworkers who don't currently take the train. However... As a resident of SLC who frequently goes from west to east in the city, I am VERY concerned about the increased number of trains crossing through the city at-grade. Please consider the Rio Grande Plan, as a way to increase safety and reliability of the FrontRunner 2X investment. Added frequency means nothing if the trains are shut down for emergencies at the at-grade crossings downtown.	FrontRunner 2X Project (Double Tracking)
222	Thank you for choosing Stadler! The boost to the local economy will be beneficial to more than only the transit riders in Utah.	Replace UTA Light Rail Vehicles
223	I am very excited for the connection from the University to the Airport through downtown. I hope this connection is built in a way that trains can move quickly through downtown - aka, not detouring to Salt Lake Central Station. Please consider that the Rio Grande Plan would move the central station to be much closer to the 400 West corridor, which will be extremely beneficial to all rail transit riders.	TechLink TRAX; SL International Airport - U of U
224	I am very happy that Salt Lake City and its partners are studying this important issue. The only real solution to connecting east and west is to move the railroad tracks. Please consider the Rio Grande Plan as the best and only way to have a complete solution that meets all the study goals.	Salt Lake City's Reconnecting Communities Study
225	Please provide better walking/biking infrastructure for this section of road! It's very unsafe/scary, people deserve to be able to move without fear and with dignity.	1300 East: 3300 South to 3600 South
226	Improve Trax station access for the 1000E to 1300E segment, ideally with a new station at 1100 E or 1200 E. The hill to/from the stadium or 900E stations inhibits walkable/accessible commuting for this densely populated region with strong ties to downtown and the University. A station at this area's elevation/grade would drastically increase access in this highly residential and diverse area by significantly increasing walkability and transit ridership in the entire region between 300S and 700S. It would be a significant step towards improving Trax's coverage and getting people where they need to go.	Orange Line Implementation/ Red Line Realignment

227	I officially oppose this project, as it is currently presented. \$300M of public funding was allocated for this effort with minimal oversight, to serve the demands of a small selection of private stakeholders and their capital investments. 300 W should not be buried, it should be narrowed. Narrowing this section of street will 1) increase usable public space, 2) make it easier/safer for people to cross the road, and 3) make drivers go slower (and thus safer). If one of the goals of this project is to increase the throughput of people into and out this area (presumably for the Delta Center), the WFRC should instead study more and better public transit options for the Rio Grande District area. FrontRunner can be a better regional collector for this purpose, and with the implementation of the Rio Grande Plan, thousands of people can transit through this area quickly and efficiently. Some of the funding for this project should be allocated towards an official study of the Rio Grande Plan.	US-89 (300 W); Pedestrian Crossing
228	This line should be extended to Sunnyside. This minor extension will increase ridership. Having a rail line go to the zoo would help traffic and increase ridership. By putting a strong destination along the line, it will improve ridership and also provide additional redevelopment possibilities along the line.	TechLink TRAX; SL International Airport - U of U
229	This connection should also improve Trax station access for the 1000E to 1300E segment, ideally with a new station at 1100 E or 1200 E. The hill to/from the stadium or 900E stations inhibits walkable/accessible commuting for this densely populated region with strong ties to downtown and the University. An additional station at this area's elevation/grade would drastically increase access in this highly residential and diverse area. Increasing walkability in this area would improve Trax's coverage—likely in the entire region between 300S and 700S—and make it significantly easier for people to get where they need to go, including the airport.	TechLink TRAX; SL International Airport - U of U
230	Very excited for the Red Line realignment, it will be great for the overall Trax network to untangle the stress areas in the downtown core and accommodate for future system growth. I am very much looking forward to having a station at Pioneer Park, this will make it silly easy for people from all over the valley to use this wonderful greenspace! I am also very happy with how the Orange Line implementation will integrate quite well with the Rio Grande Plan. I hope that ultimately, a station is built at the intersection of 400 W 300 S, to make moving between the Rio Grande Depot and Trax easy and efficient.	Orange Line Implementation/ Red Line Realignment
231	I'm curious to see what the final implementation of this project looks like. The University of Utah needs more welcoming transit infrastructure, in order to capture and retain more riders. Campus is spread out enough that it requires a robust shuttle system and integration into the greater UTA network. Having more stations that better integrate into their surroundings is going to go a long way towards making moving around the U a better experience. An Intermodal Hub that serves to partially center the campus shuttle network around Trax would be very useful.	University of Utah Intermodal Center
232	Would really like to see the s-line make it all the way at least to millcreek commons. Big loss on potential visitors and ease of public transport for the thousands of units of housing either built, planned, or under construction.	S-Line Extension from McClelland Stn to Highland
233	Really hoping we see some greenery between the lanes of the road. It's really dilapidated and some greenery, like we see on 7th east, would be great.	1300 East; 2100 South to Southern City Boundary
234	200 S is so cool, a genuine triumph in better transit and good urbanism! Please give buses maximum single priority along this corridor... Giving the buses pseudo-BRT status will attract and capture a bigger rider base, and if the bus lanes are extended all the way to the U, it will open the door for thousands of students to use this as their primary mode of transit to and from downtown.	200 South Transit Priority Signal System
235	Please continue funding for the green loop! We need the space and also traffic calming that will be experienced by having it in place.	STATE STREET (GREEN LOOP) SHARED USE PATH
236	Excited to see this come to life. The extra number of trains crossing does concern me as someone who goes back and forth substantially to see family and work. Seems like a missed opportunity to bury the frontrunner and other tracks as proposed in the Rio Grande Plan.	FrontRunner 2X Project (Double Tracking)
237	This would be a game changer, possibly helping to eliminate the need for future I-15 expansions.	FrontRunner 2X Project (Double Tracking)
238	Please implement this as quickly as possible! There currently isn't really an easy or safe way to bike up to the Capitol, the State Street route is very steep, and the rest of the possible routes wind through neighborhoods with blind turns that make it scary to worry about cars. This stretch of Main Street is extremely wide and not very well trafficked by cars, and also has a more forgiving grade, making it a perfect opportunity for a separated, fully protected set of bike paths.	Bicycle Lanes up Capitol Hill
239	Please implement this as quickly as possible! There currently isn't really an easy or safe way to bike up to the Capitol, the State Street route is very steep, and the rest of the possible routes wind through neighborhoods with blind turns that make it scary to worry about cars. This stretch of Main Street is extremely wide and not very well trafficked by cars, and also has a more forgiving grade, making it a perfect opportunity for a separated, fully protected set of bike paths.	Bicycle Lanes up Capitol Hill
240	It is essential to build the RGP in order to grade separate the Frontrunner corridor.	FrontRunner 2X Project (Double Tracking)
241	I am very excited about the current selected alternative will integrate with the RGP.	TechLink TRAX; SL International Airport - U of U
242	This will help move people more quickly and safely than driving and help lower I-15 traffic, and an important aspect of getting people in and out of SLC is the RGP.	I-15 Reconstruction; Farmington to Salt Lake City
243	Some of the \$300M allocated for this project should be used to study transportation in the Rio Grande District, specifically by investigating the RGP on a state level.	US-89 (300 W); Pedestrian Crossing
244	I really like this idea but think that the TRAX should go up into the student housing more and should terminate at the zoo.	TechLink TRAX; SL International Airport - U of U
245	I'm a FrontRunner commuter. I would love to see the 2x project implemented ASAP for accessibility. In addition, the RGP should be implemented in order for the FrontRunner corridor to have grade separation.	FrontRunner 2X Project (Double Tracking)
246	This seems like a no brainer to do. Most of this area already has a wide, unused shoulder, sees plenty of bike traffic, and could then connect to bike lanes at 900S and van winkle.	SR-71; Lyndy Dr to Van Winkle Bike Lanes
247	Thrilled to see this happening. I'm also looking forward to seeing this line (and all lines applicable) integrated with the Rio Grande Plan, which I understand the current selected alternative is slated to do.	TechLink TRAX; SL International Airport - U of U
248	Really hope that at some point we see this extend further south - at least to This is the Place and the Hogle Zoo would be huge. I also really think the line should run north on 400 W - the original jog out to SL Central was weird and added a bunch of unnecessary time and turns. Hopefully we get to see the Rio Grande Plan soon, then it will be close to the Depot!	TechLink TRAX; SL International Airport - U of U

249	Honestly not a big fan of this one. As a FrontRunner commuter, seeing huge amounts of money poured into I-15 is not my favorite. Investing in the FrontRunner will allow more people to move quicker and safer than in individual cars. Better public transit is essential to the Wasatch Front's congestion problem. And not to harp on this too much, but the keystone of improving FrontRunner operations on I-15 would be implementing the Rio Grande plan.	I-15 Reconstruction; Farmington to Salt Lake City
250	The Red Line realignment down 400 is desperately needed, I hope we get to see it soon! And hopefully integrated with the Rio Grande Plan!	Orange Line Implementation/ Red Line Realignment
251	Not really the biggest fan of another highway widening - running more trains is so much more efficient, and doing the Rio Grande Plan would mean that we wouldn't have to disrupt east-west commuters or take people's homes and businesses!	I-15 Reconstruction; Farmington to Salt Lake City
252	I know I keep commenting this but I'm saying it because I earnestly believe it: seems to me like the best concrete solution for improving mobility in downtown would be implementing the Rio Grande Plan. I'm not sure why that's not the priority right now.	US-89 (300 W); Pedestrian Crossing
253	I understand the infeasibility of making this TRAX, but please at least make sure that this is a good BRT - UVX is a great experience, and I'd be happy with more busses like that with dedicated lanes.	Davis-SLC Connector - Corridor Based BRT
254	If this is that \$300 million that got snuck into that budget meeting, that sure seems like a lot of money for sinking a single road. Now that UDOT's said they'll do a hybrid plaza (which I think sounds better), can we please put some of that money to work making the Rio Grande Plan happen?	US-89 (300 W); Pedestrian Crossing
255	This study has a \$3.7 million budget; surely, SURELY, some of that money could be spent studying transportation in the Rio Grande district. Investigating the upsides of the Rio Grande Plan, and publicizing those study results, will generate the public support the project needs.	Salt Lake City's Reconnecting Communities Study
256	Request safety improvements include cyclists and pedestrians access	Highland Drive; SL Boundary to 3300 South
257	Request better cycling and pedestrian access and safety features. 3300 should also have bike infrastructure to allow better pedestrian and bike connectivity to Millcreek commons	1300 East: 3300 South to 3600 South
258	Please look into expediting electrification of the FrontRunner corridor, as this would allow for much faster trains and better schedules. When procuring new vehicles, please keep into consideration a potential conversion of the FrontRunner fleet to electric, to take advantage of the benefits of electric passenger rail. We're all very excited to have new trains, and it would be very even more exciting if they were electric!	UTA Locomotive Over Haul
259	The 215 & 15 interchange is the largest contributor to congestion--for both routes--during commuting hours. Please consider alleviating the congested traffic negotiating both 215 east & westbound with 15 southbound via a single lane commuter bridge (east & westbound to merge) for southbound vehicles not want for a 72nd nor a 90th exit. To merge with 15 before the 106th exit. Similar to what was implented for the northbound 15 & 215 interchange (love it) but smaller in scope.	I-15 NB; I-215 to 600 South
260	Install a roundabout: better traffic flow, more visually appealing, reduced City maintenance needs, quieter. Then do the same at Parley's Way & 2300 East!	2100 South & 1700 East Intersection
261	WFRC, UTA, and Magna should look into through-running Trax through the airport and extending it out west, to terminate as a street-running tram in Downtown Magna. This would be a huge shot in the arm for the city and its economy	Magna Downtown Revitalization
262	WFRC, UTA, and Magna should look into through-running Trax through the airport and extending it out west, to terminate as a street-running tram in Downtown Magna. This would be a huge shot in the arm for the city and its economy	Magna Downtown Revitalization
263	I don't understand how the northern terminus of the Mountain View Corridor at I-80 will be possible, with the new BNSF Intermodal Hub adjacent to the interstate. UDOT will have to build a huge interchange suspended in the air over the new rail yard. Good luck! Also, I want it on the record that UDOT is legally obligated to provide a transit option down the median of the Mountain View Corridor. There is a ton of space in the median of the roadway, PLENTY of room for a rail option without having to take any property or remove any roadway capacity. UDOT should be intelligent and innovative and futureproof for future growth by building a Trax extension down this median, connecting Saratoga Springs to Salt International, and all the communities in-between.	MVC; Salt Lake County PM
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266	A pedestrian bridge over Mountain View is needed to provide a safe link for the West side of Daybreak to Trax.	Lake Avenue TRAX Station
267	Multi use paths should be built on both sides of U-111. This was not done along Mountain View and is now forcing pedestrians and cyclists into unsafe interactions with vehicles. A trail on both sides is a necessity to provide safe travel for those not in a car.	U-111; Herriman Blvd to South Jordan Pkwy
268	A multi use trail would be excellent. It should be expanded to circumnavigate the entire airport.	Center Park Drive Shared Use Trail (West Jordan)
269	Pleas stop making it hard for people to get around downtown SL.This should be our city, not only a city for people living in downtown.	STATE STREET (GREEN LOOP) SHARED USE PATH
270	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	Salt Lake Green Bike Share Expansion
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272	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	SLC Bike Share (GREENbike) Expansion

273	Very excited for more transit hubs outside the downtown core! 200 S is rapidly becoming a transportation mecca, and this hub will go a long way to facilitating movement in and out of the area.	East Downtown 200 So Transit Hub (400 E to 300 E)
274	Greenbike is an incredible service and organization, and we should be allocating far more funding towards. I'm always excited to see the network grow, and I'm hoping that more stations are added this year.	Bike Share (GREENbike) Capital Care Improvements
275	The existing 300 W cycle path infrastructure from South Salt Lake to 900 S is incredible, and I have been looking forward to the extension from 900 S to 300 S for a very long time. I live at 9th and 9th and go to the Greek church at 300 E 300 S a lot for cultural and religious activities, so I was so excited that I would be able to bike that entire way on a fully separated, protected bike lane, without having to interact with cars in the road AT ALL. SO I was very disappointed and frustrated when UDOT forced the project to drop the portion from 400 S to 300 S, and in general I fear for the future of safe streets in SLC, if the legislature can crack down on projects at a whim. However, I'm relieved and grateful that the majority of the project is still being built. The corridor from 900 S to 400 S was very unsafe for cycling, and at least I feel safe biking through Pioneer Park to reach my final destination. I'm holding that someday we can go to 300 S, and maybe even 200 S!	300 W; 400 S to 2100 S - Separated Bike Lanes
276	It's kind of absurd how much South Salt Lake has been dropping the ball on implementing safe, usable active transit infrastructure and connecting with the greater networks of Salt Lake City and surrounding suburbs. South Salt Lake needs to create better access to Central Pointe Station, build better and safer cycling infrastructure, and for God's sake finish off the missing portion of Parleys Trail once and for all. This doesn't have to be hard, please. Also, keep Main Street a cycling thoroughfare, why are we veering off to West Temple?	Main Street / West Temple Bike Lane
277	The 700 E multi-use path is a good start! I really wish that the existing bike lane had simply been separated from the rest of the road with a concrete barrier, which would have helped road diet 700 E as well. However, the multi-use path beats a painted line, and I've enjoyed using it. The intersections still need some work, they should use red brick and possibly even raise the crosswalks, to force drivers to slow down and be careful. Looking forward to improvements!	700 East (SR-71); 2100 South to 1300 South
278	Install a roundabout! This is how placemaking starts. The intersection at 1100 E 900 S was gross and boring before the installation of the roundabout, and now it's one of the most beloved intersections in the entire city (due in no small part to Out of the Blue, aka the Whale, which was only possible because of the roundabout). With a roundabout and a few more tweaks, 21 & 17 could be a cute public space beloved by neighbors and everyone else passing through.	2100 South & 1700 East Intersection
279	Why not allocate the money this project costs to the Rio Grande Plan. Overtime this reconstruction will only save three minutes and have a minimal impact on the economy compared to the 12 Billion dollar impact the Rio Grande Plan will have. Lets get it done.	I-15; Farmington to Salt Lake City EIS
280	The execution of the Kensington Byway has been wonderful, it's been such a pleasure to navigate through here safely and quickly, and I already can't imagine not having this route. This byway should be extended further, and the concept should be copied throughout the city, we need more east-west connections that are easy for pedestrians and cyclists. I'm really looking forward to traffic signal at 700 E coming online!	Kensington East-West Neighborhood Byway
281	Man, thank God, this wide street is pretty scary and unsafe to cross on foot and by bike, and a roundabout will definitely help. Please include separate, protected bike lanes, there are TONS of cyclists that pass through here because of the BST, Emigration Canyon, and Research Park.	Sunnyside Ave at Crestview Drive Roundabout
282	Good job on deciding to start Green Loop construction on 200 E! This section of downtown is a greenspace desert and desperately needs more trees, greenery, and public space. I'm also very excited for better walking and cycling options as well. It's so easy to get around downtown by car, it's time that we extended that same courtesy to pedestrians and cyclists as well. Starting at 200 E is also synergistic with the Rio Grande Plan, by not investing in surface infrastructure on 500 W that would need to be excavated during construction of the train box. Keep up the good work!	STATE STREET (GREEN LOOP) SHARED USE PATH
283	Every time I would drive along this section of 1300 E, I would daydream about adding a mixed-use path to the west side of the street, where all that weird extra asphalt exists separated from the main road. Building a path on the much narrower east side isn't exactly what I expected, but I suppose it's better than no mixed-use path. Honestly, I'm glad that we're getting something fully separated from the road, and I'm looking forward to using this route.	1300 East; 2100 South to Southern City Boundary
284	This is such a scary and unsafe corridor to navigate via bike. Please please please implement improvements for cycling and pedestrian infrastructure, I would love bike from SLC to Millcreek Common. That currently isn't feasible for less confident cyclists, when this corridor should be inviting to people of all comfort and skill levels. Also, I'm not giving up on a southern extension of the S-Line. Please account for that future eventuality when making changes on this corridor.	Highland Drive; SL Boundary to 3300 South
285	Better infrastructure for pedestrians and cyclists is sorely needed here. Please give us separate, protected bike lanes and fully built out sidewalks, with bulbouts and better intersections.	2000 East; 3300 South to Atkin Ave
286	I refuse to believe that the S-Line will not someday extend north to downtown (400 S) and south to Murray-Holladay Blvd. Highland Drive is a wide road with plenty of space in the corridor, there is no reason that we can't do this. Having the streetcar connect this corridor will take hundreds of cars off the road and make it easier for residents and visitors to access all the destinations on or adjacent to this area. Please please don't give up on this. And doing axe the double tracking that was slated for the 500 E to 700 section of the S-Line, it is sorely needed in order to increase frequency.	S-Line Extension from McClelland Stn to Highland
287	The Rio Grande Plan is the ONLY current proposal, in any capacity, that provides a real concrete fix to any part of the east-west divide. This isn't an art project at a westside intersection, or a new bus route that will just get stuck waiting for a freight train, or a community outreach effort where everyone talks about their feelings and experiences. The Rio Grande Plan will actually eliminate a huge physical barrier that has gone on to create economic, social, and cultural barriers. The westside has felt neglected and ignored for decades; the Plan is a solid investment that clearly signals that the city and the state legitimately care about restitching the west back into the core of downtown SLC. At least I-15 can be crossed by underpasses. When a freight train blocks the entirety of downtown, there is no recourse. This is THE solution to the east-west divide. If you want to support the idea and implementation of Reconnecting Communities, you MUST support the Rio Grande Plan!	Salt Lake City's Reconnecting Communities Study
288	The fact that the amount of traffic that 5400S gets is so high that UDOT implemented Flex Lanes is physical proof that this corridor is BEGGING for a more permanent mass transit solution. Be bold... with the Olympics coming up, this area needs a way to get thousands of people to and from the Olympic Oval in Kearns. UTA and UDOT need to look into building a new east-west Trax line that starts at Murray Central Station and terminates at USANA Amphitheater, with stations at important destinations throughout. This is a corridor RIFE for transit potential. A Trax line along this road would service two major high schools, two city halls, several middle/elementary schools, several churches, a library, the Olympic Oval, USANA, several shopping centers, and several parks. Allowing people to get up and down this busy road without a car will not only give people flexibility in their transportation choices, it will also take cars off the road and make commuting more pleasant for existing drivers.	TSP Project ; SR-266, 5400 So., SR-48
289	This project should 100% be a light rail option. There is plenty of room within the corridor for it, and UDOT actually has a legal obligation to provide public transit here. Let's be smart and futureproof for the growth that is continuing to come to this region of the Salt Lake Valley. A one seat airport ride from anywhere in the west side of valley to the airport would be incredible.	5600 West

290	Please prioritize construction of the Beck Street shared-use path ahead of the I-15 widening. Right now, there is no safe or practical pedestrian or bike route between Salt Lake & Davis counties. Beck Street is effectively unwalkable: pedestrians are forced onto a narrow shoulder as cars fly past at 60+ mph. We've known for years that adding lanes does not solve congestion in the long term. This is not controversial, it's transportation planning 101. In contrast, the SUP creates new infrastructure that expands mobility options & connects communities- should be treated as a core part of the project, not delayed until the end.	I-15; Farmington to Salt Lake City EIS
291	"I can't wait for my 32-minute commute to become a 29-minute commute!" said no one ever. Highway widening projects like this offer marginal time savings at enormous financial, environmental and social cost. We should be investing in alternatives that actually reduce car dependence, not doubling down on a model that has failed for decades.	I-15 Reconstruction; Farmington to Salt Lake City
292	I don't understand why we're not doing a Blue Line extension first. UTA already owns the entire Right Of Way, it's the reason that the Porter Rockwell Trail exists (NIMBYs shouldn't have any say in opposing a Trax extension on the grounds that it would "ruin the trail," the trail exists BECAUSE of Trax). If the legislature and the Point developers want to have a light rail connection to the Point and the new Bluffdale FrontRunner station, that's great! We should still do that! But that should be a spur line that connects to a Blue Line Extension, and then continues to run down that Right Of Way deeper into Utah County. I will repeat, we NEED to do the Blue Line Extension, and there is no reason not to do this	Point of the Mountain Transit
293	The Point developers have gone out of their to repeatedly claim that they want to implement "innovative transportation solutions" to this be district. Now is their opportunity to put their money where their mouths are... Please create a holistic, protected, comprehensive network of cycling and pedestrian paths so that people can navigate around the point without needing a car, and connect this network to FrontRunner and Trax. This is your chance, don't blow it.	First/ Last Mile POM Active Transportation Study
294	BRT without dedicated lanes and signal preemption is worse than no BRT at all. It costs millions of dollars for something that is functionally no different from the existing bus routes. I may ride BRT if it gets me downtown faster and cheaper than driving (hard to outweigh the convenience). Otherwise, I'll just drive in the comfort of my own car and contribute to downtown/rush hour traffic. I think many people feel the same way	Davis-SLC Connector - Corridor Based BRT
295	Very glad to see that double tracking of FrontRunner has become a priority! If it takes the implementation of a new infill station to appease the Point developers, then so be it. At least double tracking means that we'll have 15 min service, to make up for the extra dwell time at another station.	FrontRunner Point of Mountain (FrontRunner Forward
296	This project is great! It will open up a whole new swathe of the valley to FrontRunner access. The citizens of Bluffdale deserve to ability to navigate around the valley without needing a car.	14600 South; Railroad Bridge to Redwood Bike/ Ped
297	Vehicular traffic is already pretty scant along this road. Is an SUP really necessary, or could we make do with standard painted bike lanes?	Center St Shared Use Trail; Foxboro Dr to Jordan R
298	Instead of building an expensive and obtrusive gondola through Little Cottonwood Canyon that will service only the two ski resorts, have no throughput flexibility, be vulnerable to wind holds, and be a nightmare to evacuate in an emergency, please focus on enhanced bus service as an alternative. People LIKE the ski buses and they WANT to take them, the demand during the winter is through the roof. By turning the shoulder into a bus only lane, we can get many more buses up the canyon and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops, they can much better integrate into the greater transit network of the Salt Lake Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. A gondola wouldn't ease traffic, it would just move it out of the canyon, along Wasatch Blvd. Buses actually get cars off the roads.	Little Cottonwood Canyon (EIS)
299	I am heartened that WFRC and other stakeholders are taking seriously the idea of implementing transit alternatives along Wasatch Blvd, and hopefully up both Big and Little Cottonwood Canyons. A Trax extension to the mouths of the canyons would be wonderful, but I would also be happy about enhanced bus routes as well.	Cottonwood Canyons Transit & Roadway Corridor
300	Please ensure strong pedestrian infrastructure around the Parkin Overpass project area, especially given the proximity of WXHS. Students walking to and from school need safe, direct routes with proper sidewalks, crossings, and signals. Do not waste money on bike lanes along 50 West. It's a high-speed, high-volume corridor where cycling would be dangerous and impractical. A better investment would be to identify and improve lower-traffic side streets as designated bike routes, with signage and traffic calming where appropriate.	Parkin Overpass/ Bamberger Railroad Bridge; 500 W
301	Stakeholders have been talking about doing a Cottonwoods mobility hub at the base of BCC for a long time, and I'll be very glad to see this implemented in the near future. I am also glad that stakeholders are also taking seriously the idea of enhanced bus routes servicing both canyons. By turning the shoulders of the canyon roads into bus only lanes, we can get many more buses up the canyons and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops, they can much better integrate into the greater transit network of the Salt Lake Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. Buses, especially coupled with tolling, will actually get cars off the roads.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
302	I am really hoping that stakeholders have learned their lesson from the LCC EIS and won't get trapped pushing a gondola as the transit solution for BCC. The obvious solution here is an enhanced bus route. By turning the shoulders of the canyon road into bus only lanes, we can get many more buses up the canyon and ease the overcrowding at our existing bus stops. Buses can be added or removed from circulation to adjust for demand, they can stop at trailheads, campgrounds, and whistle stops (there are far more of these in BCC than LCC), they can much better integrate into the greater transit network of the SL Valley and service collection points far flung from the canyon, and they can easily be evacuated in a pinch. Buses, especially coupled with tolling, will actually get cars off the roads. Let's get better buses up BCC!	Big Cottonwood Canyon Environmental Study
303	Please try to build this before the Olympics come to town! Would hate to see half of our infrastructure still under construction when the world's gaze comes to SLC.	Orange Line Implementation/ Red Line Realignment
304	Seconding the call for electrification. The top priority should be procuring locomotives with fast acceleration. Along much of the current FrontRunner route, the trains barely reach full speed before needing to brake for the next station. Faster acceleration, not just higher top speed, would meaningfully reduce trip times and make service more competitive.	UTA Locomotive Over Haul
305	Double tracking is necessary, but sending all those extra trains through Salt Lake Central is a mistake. Let's be honest: Salt Lake Central is neither central nor a station. It's a glorified parking lot next to a freeway. No one is proud to arrive there, and no one wants to transfer there. There's no place to shelter from the elements while waiting for the 3am Amtrak. UTA needs a win. Public perception of transit in Utah is fragile, and this is a once-in-a-generation chance to get it right. If you double/quadruple train frequency without solving the downtown choke point, people will notice: when gates are down, traffic backs up, buses miss their transfers, and emergency vehicles sit idling. Frustration will build, and when voters see half a billion dollars spent only to make their lives harder, they won't just complain. They'll bring out the pitchforks and guillotines. The train box is your lifeline. Take it.	FrontRunner 2X Project (Double Tracking)
306	Agree with all the other comments about extending eastward.	S-Line Extension from McClelland Stn to Highland

307	UDOT needs to get this project going... Crazy to have so much good infrastructure in place, then dead end on getting through this canal path. Get out the equipment and get working on this SUP so we can all enjoy it.	Utah and Salt Lake Canal SUP; 8000 W to 2600 S
308	Cut and cover a light rail line on Orchard Blvd. There is plenty of space to resurrect the old LRT that used to be on that road.	Davis-SLC Connector - Corridor Based BRT
309	What are we doing here? Are we EVER going to get that FrontRunner extension to Brigham City? UTA has been slowly working on the Right of Way for years... Instead of messing around with trails, can we be serious for a minute and just finish this corridor once and for all? The longer we wait, the more expensive it's going to get. Let's just do this thing, PLEASE.	Utha Idaho Central Railroad - Trail Design
310	If the NIMBYs in Draper don't want more trax through their city, fine by me. Just connect the extension to Sandy Civic Center instead and split the Blue Line into two southbound branches. It's more important to reach Point of the Mountain than to placate Draper, and frankly, it's worth proving we can build effective transit without their cooperation. Please connect the south end to FrontRunner.	Point of the Mountain Transit
311	We absolutely need more bike cars on FrontRunner. During rush hours, they are completely full to the point where it's hard to physically move through the space, and then at other times of the day, it's often hard to find an open bike rack. This is a good problem to have! People WANT to take their bikes on transit and navigate around the Wasatch Front without cars. Help make it easier for them to do that!	Update Bike Cars on Fronrunner - UTA
312	There are circulating rumors that Josh Van Jura, UDOT's project lead for the Little Cottonwood Canyon EIS, is romantically involved with a senior employee at Doppelmayr USA (the company most likely to receive the gondola contract). If true, that's a clear conflict of interest. You don't get to steer a billion dollar, no-bid project toward your girlfriend's company and expect the public to stay quiet. Has UDOT investigated this? Or are we just pretending this is normal?	Little Cottonwood Canyon (EIS)
313	I absolutely cannot wait for a gondola in Big Cottonwood Canyon. In fact, why stop there? Let's run one right over Guardsman Pass and all the way to Heber City. Just string up towers across the entire Wasatch: scenic views, after all, are much better when seen from inside a slowly swinging glass pod. Nothing says "solving transportation" like spending hundreds of millions on infrastructure that bypasses trailheads, displaces wildlife, and benefits a handful of skiers for a few months out of the year. Please give me more cables, more concrete, and more excuses to ignore buses, tolling, and actual traffic management. Go big or go home, right? Let's gondola everything, just like La Paz.	Big Cottonwood Canyon Environmental Study
314	The Rio Grande Plan would be the best way to complete double tracking in Salt Lake City. Not only would it save Utah from having to rebuild the 1-15 above it (costing 100s of millions), but it would also grade-separate the entire section without needing to add unsightly over/underpasses. A simplified, phased version of the RGP would cost \$1-2 billion to accomplish all the double-tracking and grade-separation for FrontRunner in SLC. I'd much rather the 100s of millions that will need to be spent for double tracking that section be put towards the more forward-thinking purposes of the Rio Grande Plan	FrontRunner 2X Project (Double Tracking)
315	I'm so glad this is being studied! I believe the RGP is the most complete and future-proof solution. Please fully study it as a possible solution (including an engineering study to refine the cost estimate).	Salt Lake City's Reconnecting Communities Study
316	I love how seamlessly this would integrate with the Rio Grande Plan!	TechLink TRAX; SL International Airport - U of U
317	I'm disappointed that this got \$300 million of state funds before it was even studied to see if it was feasible. That tax money could be used for so many good things and should be treated more carefully. Since it is already allocated, I'd love to see it used for the public good as much as possible, starting with an engineering study on the perimeter of this project to refine the cost estimate of the Rio Grande Plan. That plan offers incredible benefits to the public and is what I'd rather my tax dollars be going to.	US-89 (300 W); Pedestrian Crossing
318	It's an established fact that freeway-widening projects only have about a 10-year benefits. And this project is going to damage the area around it as well. Please invest in public transit instead. If it got half the budget of freeways we'd be the envy of the nation and people would be able to move much more efficiently. The Rio Grande Plan would be a great place to start and give much more noticeable results than spending billions just to add another lane.	I-15 Reconstruction; Farmington to Salt Lake City
319	While I'd love to ride a train up the canyon someday, enhanced bus service seems like such a common-sense solution here. The best way to avoid more giant parking lots and more traffic taking over this beautiful space.	Big Cottonwood Canyon Environmental Study
320	I wish that Big and Little Cottonwood canyon were considered together for a joint, cohesive solution. I'm grateful that a solution is in the works though before private companies take over and "pave paradise" to serve themselves. I'd love to see something run during the summer as well. It's such a beautiful place year round!	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
321	Double tracking is a fantastic plan to support the growth of the Salt Lake valley. And I hope plans to extend Fronrunner south to Payson are accelerated as well. However, with a doubling of passenger trains through downtown at a time when the population of Salt Lake is also growing exponentially, stakeholders must accept the fact that something must be done about at grade crossings in the downtown area. Whether that's the Rio Grande Plan or any other plan, grade separation needs to be just as much of a priority as double tracking.	FrontRunner 2X Project (Double Tracking)
322	Why does UDOT needs more Money for EIS studies? Did they already burn through the budget and line their pockets from the last EIS studies? UDOT is corrupt!	Little Cottonwood Canyon (EIS)
323	Doesn't UTA provide the public bus services? Why give more money to UDOT? If we give all the money to UDOT there won't be money for UTA.	Enhanced Bus, Tolling, Mobility Hub and Bus Stops
324	More frequent Fronrunner service by double tracking will be a huge improvement! Sunday Service is also very much needed! With increased rail traffic from Fronrunner and the growing Inland Port, Grade Separation through downtown SLC is essential. We also need a proper central station with shelter, water and restrooms for our rapidly growing State and for the 2034 Olympics. There is no better way to accomplish this than through the Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
325	The Techlink Trax Orange Line from SLC International Airport to University will be a great addition to the Trax network. With all that's been done to revamp SLCs airport we need a proper central station to serve as a gateway welcoming travelers to and from Salt Lake City. The Rio Grande Plan will integrate very well with the new Orange Line and Red Line realignment, providing smooth transfers to Fronrunner and providing what a Central Station should. With the returning 2034 Olympics its an opportune time to move forward with this.	TechLink TRAX; SL International Airport - U of U
326	The Techlink Trax Orange Line from SLC International Airport to University will be a great addition to the Trax network. With all that's been done to revamp SLCs airport we need a proper central station to serve as a gateway welcoming travelers to and from Salt Lake City. The Rio Grande Plan will integrate very well with the new Orange Line and Red Line realignment, providing smooth transfers to Fronrunner and providing what a Central Station should. With the returning 2034 Olympics its an opportune time to move forward with this.	Orange Line Implementation/ Red Line Realignment
327	If the state of Utah can subsidize the pet projects of Billionaires like Ryan Smith by robbing taxpayer funds to the tune of \$1 BILLION, certainly some of the \$300 Million allocated for this project can be repurposed to study public transportation in the Rio Grande Distric specifically by investigating The Rio Grande Plan on a State level! Let's build something that is truly for the People!	US-89 (300 W); Pedestrian Crossing

328	Double Tracking is a huge improvement for Frontrunner to realize its potential! Recently during a press conference at Salt Lake Central Station, WFRC Executive Director Andrew Gruber spoke of the Wasatch Choice Vision. He emphasized the importance of building Transit Oriented Developments in a network of cities in Utah for a better future and to highlight the recent UTA Economic Value Impact Study of a 5:1- ROI to Utahs economy. There is no other proposal for SL Central that meets these objectives so well and is as transformative as The Rio Grande Plan. The recent USU Economic Impact Analysis of the RGP projects an initial economic output of \$12 BILLION and \$3.6 BILLION annually thereafter, creating Tens of Thousands of new jobs and Thousands of new housing units. Its clear that current SL Central does not and will not meet the needs of our rapidly growing state. Yesterday's solutions are not adequate for tomorrow's needs. Its time to move forward with The Rio Grande Plan!	FrontRunner 2X Project (Double Tracking)
329	Investing in and improving our rail system, more specifically Frontrunner service will have a greater impact than saving 3 min in 1-15 commuter time. It will move people more quickly and safely than driving and will help relieve I-15 traffic congestion while improving air quality and public health for everyone by reducing emissions. A crucial aspect of getting people in and out of SLC is the asset of an adequate central station. Let's build the Rio Grande Plan!	I-15 Reconstruction; Farmington to Salt Lake City
330	Investing in and improving our rail system specifically Frontrunner service will have a greater impact than saving 3 min in 1-15 commuter time. It will move people more quickly and safely than driving and will help relieve I-15 traffic congestion while improving air quality and public health for everyone by reducing emissions. A crucial aspect of getting people in and out of SLC is the asset of an adequate central station. Let's build the Rio Grande Plan!	I-15; Farmington to Salt Lake City EIS
331	As a Box Elder native, I know many who would benefit from Brigham City Frontrunner service. When are we expecting to move forward with that and what are we waiting for? I also support The Rio Grande Plan and Ogdens Union Station Neighborhood plans. City center stations like what the RGP will help create are the missing keystone for driving up system ridership so we can go beyond the Wasatch Front to connect rural Utahans. Look up the Link Utah Proposal!	Utha Idaho Central Railroad - Trail Design
332	Yes, let's build more trails and pathways!	Historic Orchard Parkway Shared Use Path

ID	Interactive Map - General Form Comments
1	<p>My concern isn't just with what's in the current plan, but with what's missing. Last year, more than 300 public comments on the 2025–2030 TIP map called for the inclusion of the Rio Grande Plan in the 2026–2031 TIP. In response, WFRC stated: "WFRC will continue working with transportation agencies and stakeholders to appropriately consider the Rio Grande Plan in the regional transportation planning process." And yet, a year later, there has been no meaningful movement from UDOT, UTA, WFRC, or the State toward advancing this project. It's time for our regional and state transportation agencies to move beyond consideration and make a formal commitment to the Rio Grande Plan, especially after the release of the Economic Impact Analysis Utah State completed that shows the project will generate billions of dollars in economic impact. To get this project ready for serious federal investment and public accountability, an engineering study must be initiated—including geotechnical drilling, stakeholder engagement, 65% design drawings, and updated public-facing graphics. This cannot remain a citizen-driven idea forever. The community has shown up. Now it's time for our leaders and agencies to do the same. Salt Lake City's 1999 agreement to remove the rails from 500 West included a promise: that one day, passenger rail would return via an underground corridor. That time is now. Let's get to work on a 500 West Underground Rail Transportation Corridor, the backbone of the Rio Grande Plan, because this is what the public continues to ask for.</p>
2	<p>I have emailed WFRC directly about ensuring the Rio Grande Plan would make it on to this program. I had been assured it would be looked into. This must be added otherwise government agencies will continue to use WFRC's lack of support as an excuse to not consider the proposal. Utah deserves better transportation and the Rio Grande Plan fits the mission of WFRC. Please add this</p>
3	<p>Hoping,hoping,HOPING for year- round bus service on SR190, Big Cottonwood Canyon! I and many others who live in Brighton would be so happy to switch to public transit for trips up and down the canyon....we MUST do this!</p>
4	<p>I would like to see the Rio Grande Plan added to the short term transit plan. The Rio Grande Plan is a proposal to change the rail infrastructure within Salt Lake City limits by moving the tracks into a "train box" along 500 West, and reinstating the Rio Grande Depot as the central SLC station. This would eliminate rail crossings downtown, among many other benefits. The project has had a screening analysis done by the Kimley-Horn engineering group and has been endorsed by the SLC Council. In fact, Union Pacific has also shown support for the plan! An economic impact analysis for the project was recently completed at USU: https://dropbox.riograndeplansaltlakecity.org/RGP%20EBA/20250414-RioGrandePlanEconomicImpactAnalysis.pdf Here are the numbers! On completion, the plan will generate over \$12.33 billion in economic output, create 13,000 new jobs, and contribute \$3.17 billion per year in increased commercial output (as well as a 15% increase in the tourism economy). All in all, this project would actually produce money and free up valuable land downtown for commercial and housing purposes. Salt lake already sees 500 signal activations every day for rail crossings. With the Inland port coming along and Frontrunner planned double tracking, the amount of at grade crossings will skyrocket. This will undoubtedly lead to an inordinate amount of extra congestion in the area - causing even more traffic buildups and idling for people in cars and on foot. Furthermore, this is exceedingly dangerous, and unfortunately deadly - as emergency services can be delayed and people have and will continue to get hit at the crossings. The best way to completely erase this issue in the area is by separating the heavy rail traffic from the roads. This project would also open up 75 acres of undeveloped land for use in the planned Rio Grande district! If this were paired with the development of the sports and entertainment district, the potential for downtown development would be quite significant - especially in regard to potential housing. The Rio Grande Depot is much closer to shopping, entertainment, and business districts than the current station, as well. An important note is that this project would not demolish any housing, unlike the i15 expansion project. Furthermore, the Rio Grande Plan diminishes the need to expand i15 in the downtown region by providing some of the best multimodal transportation possibilities our state has ever seen. Because of the above potential development funds, the project could help pay for itself. Other sources of funding include: The Bipartisan Infrastructure bill and future Olympic funding. One of the great things about this project is that it benefits everyone. People taking the train (and Union Pacific) of course benefit, as do people commuting downtown via arterial roads or I-15 from reduced congestion, and fits very well with the green loop project. Perhaps most importantly, it bridges the East-West Divide. Thank you for your time and your consideration of The Rio Grande Project.</p>
5	<p>Why is nothing being done to improve I-80? Tooele is still one of the fastest growing counties in the state because that's the only affordable housing left, and with the increase in demand we are falling behind the curve of the needs of that area.</p>
6	<p>Please consider the Rio Grande Plan! I live in Springville, and am so excited for the FrontRunner extension, but I would be willing to wait if it meant completing the Rio Grande Plan first. My family is all over Davis and Salt Lake counties and it would be so much easier to convince them to visit if they had a better impression of the FrontRunner. I know it's amazing, but they won't try it because they don't think it's clean or safe. Restoring the Rio Grande Depot as the icon of Utah public transit would help them see public transit as something they'd like to try. There are a few low-stakes ways to get started, one of them being creating a committee to study potential funding sources. Another would be funding an engineering study to get a more accurate cost estimate (\$3-5 billion is a huge range). There are even options that would reactivate the Depot and open up 75+ acres of land for development for less than \$2 billion. It would be so incredible! Please at least look at the options!</p>
7	<p>I think the rio grande plan to restore the old train depot and bury the rail lines would greatly improve our city</p>
8	<p>Build Rio Grande Plan, it is better long term planning and would make the state and salt lake more money</p>

9	Please improve our Frontrunner system! I'm a MASSIVE supporter of the Rio Grande Plan. More than once I have missed the train and had to wait an hour in the dark, utterly alone at that slab of concrete we call Salt Lake Central. Citizens would feel so much more comfortable in a station rather than out in a dimly lit open space. As a woman, this would mean so much for my personal safety and peace of mind. What's more, I feel this would open Utah to Amtrak or other companies and exponentially increase tourism. I for one, would love to eventually see a train that goes from SLC to LA. From what I understand, you have to backtrack to Illinois to currently make that trip. Trains are the future and every other country I've been to uses them with great success. I would LOVE to use the frontrunner and public transportation more often but buses can be unreliable. I know there has been some discussion in terms of bringing the front runner as far south as Springville or Payson and if I had easy access to that system, I absolutely would use it. The wasatch front is rapidly becoming one massive conglomeration of suburban and metropolitan and we need to be able to support that. I would love to see more information about whether subways would ever be possible, or an extension of the rail system in SLC. Thank you!
10	Support the Rio Grande Plan and put those train tracks underground!
11	Would love to see the implementation of the Rio Grande Plan!
12	Rio grande plan!!! This is one of the best plans and needs to be on your list!!
13	Rio grande plan
14	Rio grande plan
15	Would love to see the riogrande plan be considered for trax and frontrunner realignment to the historic riogrande station. Especially before the Olympics.
16	I would love for the rio grande plan to be implemented!
17	Please consider incorporating the Rio grande plan. Would love to see improved passenger rail with a focus on active transport and reconnecting SLC to itself and the region!
18	Please add the Rio Grande Plan to WFRC's short/long term plan's! Nothing achieves WFRC's goals better than the RGP. So it just makes sense to adopt it. Please and thank you!
19	I support the Rio Grande plan and want to see our state and local agencies focusing our resources to make this happen. The evidence shows this would be a benefit both economically and environmentally for the state and region. The economic analysis found the project would add over \$12 billion in economic output to the region. Prioritize the Rio Grande plan!
20	I've been hoping to get a bike lane on 134th in Herriman/Riverton between 5200 W and Sentinel Ridge Blvd. Right now there's a bike lane between 5200 W and Rosecrest, but it's disconnected from other bike infrastructure. Adding a bike lane between 5200 W and Sentinel Ridge Blvd would connect existing bike lanes and provide routes to Mountain Ridge High, Mountain View Village, Herriman City Hall, and anything connected to MVC. Right now this section of road doesn't even have a shoulder to ride on.
21	light rail on 700 east please! it is so wide and there are no light rail options on the east side. honestly could do a line on foothill too
22	Rio Grande plan!!! Why isn't it included in the projects?!?!
23	The Rio Grande plan isn't on the map! We should be doing projects that will bring in BILLIONS of dollars for the local economy and create far better spaces for cars, pedestrians, and trains alike!
24	The Rio Grand Plan would improve my daily transportation greatly.
25	Transportation along the Wasatch Front is terrible - commute times are awful, roads are severely damaged and overcrowded, and there are no viable alternatives. Zoning is done in a way that requires driving. It's time to invest in something other than automobiles and streets. Please give us trains and walkable cities! This would be especially valuable to our aging population who is forced to drive with slow reflexes in order to maintain independence or give up their keys and become dependent on family members to assist with trips to doctors or shopping. Every major international city has invested in their transportation infrastructure. It's time for Utah to lead the way - especially when we have a study which shows long term gains like the Rio Grande plan.
26	Make an autonomous people mover that will connect North station park to the southern part of station park, then connect from the frontrunner to lagoon either going over or under the freeway. This way we make public transportation effective in the busy areas of central Farmington
27	Why is the Rio Grande Plan absent from the proposal despite being the most important transit project for Salt Lake?
28	Why wasn't the Rio Grande Plan added? It's a no-brainer: BILLIONS in economic growth (sustained economic benefit, not just one-and-done), massive improvement in safety for cars and pedestrians, it removes the divide between east and west SLC, and with the Olympics coming back to Utah, we need to show the world that we actually care about our city and the people that live here. Our current setup (wherein at-grade crossings cause major traffic issues and safety concerns, Salt Lake Central station is mediocre at best, and the city is divided by train tracks) shows that not only are we apathetic to the needs to the city and the people that live here, but we also don't care about the image that a rundown, dangerous, and divided downtown gives our state. The Olympics will only bring that image onto an international stage.
29	Please consider the Rio Grande project as a method of improving transit within the city, as well as the west to east divide project.
30	Is there a plan to widen the northbound lanes and complete Redwood Road starting at approximately 2425 S to 500 S in Woods Cross?

31	I'm a longtime Salt Lake City resident, raised here in Utah. I've watched this city grow over the years, and I truly believe Salt Lake has the potential to become a national example of a sustainable, connected, and vibrant urban future. I would like to speak in support of the Rio Grande Plan. With the help of the Wasatch Front Regional Council and the Transportation Improvement Program, this transformative project could become a reality. And it wouldn't just benefit downtown, it would benefit the entire Wasatch Front. The Rio Grande Plan directly aligns with multiple WFRC priorities: * Congestion Mitigation & Air Quality: by removing train crossings and traffic choke points * Carbon Reduction: through improved transit integration and walkability * Transportation Alternatives: with better bike and pedestrian access * Surface Transportation investments: reconnecting streets and unlocking mobility. It would be a missed opportunity, a true loss, if we didn't act on this now. This is more than just a transportation upgrade. It's a city-defining investment that reconnects east and west Salt Lake City, something we've been trying to fix for decades. It directly supports the new entertainment district, links Pioneer Park to the Rio Grande Depot, and unlocks over 75 acres of prime downtown land for new housing, businesses, and green space around the newly proposed Rio Grande District. It expands opportunity from Guadalupe to the Granary, and even benefits future developments like the Ballpark Next project. This is not just smart growth, it's smart equity for every neighborhood, every resident, and every taxpayer. The TIP manages billions in infrastructure investments. Some of those funds can and should support the Rio Grande Plan, a project that will pay for itself through long-term economic growth, tax revenue, and improved quality of life. Including myself, since I would like to use the Salt Lake City transportation system once it's better connected. Let's use this moment, before the 2034 Winter Olympics, to invest in a legacy we can all be proud of. Let's make Salt Lake City a leader in modern, sustainable, connected urban design. The Rio Grande Plan isn't just a good idea—it's the missing piece. The time is now. Thank you.
32	Woods Cross supports a grade separated crossing (bridge) over the tracks at 500 S in order to connect I-15 to Legacy Hwy without railcar interruptions. This would be very beneficial for safety and emergency response in the event that traffic needed to be diverted between these major transportation routes
33	Your map includes ski resorts in the canyons but not trailheads. You're not even thinking about human powered recreation users at all. Massive miss.
34	I would love it if you implemented the Rio Grand Plan.
35	I am disappointed that there is so little emphasis placed on the Rio Grande Plan. Grade separations in downtown Salt Lake City, as well as the poor placement of the stations in the most urban city in the state, are holding back transit potential along the entire Wasatch Front.
36	3300 south should have better bike and pedestrian features to allow non-car based connections to Millcreek Commons
37	Please no more road widening in Emigration Canyon. There is no "Active Transportation" happening to reduce car travel in Emigration Canyon because there is no town center in Emigration Canyon. Rather than reducing car travel, road widening uses public dollars to effectively build a recreation gym for cyclists while imposing the burden of construction, increased traffic, increased noise, and permanent loss of longtime residents' front yards and parking areas. This is unfair to Emigration Canyon residents. It is unwanted. It destroys the integrity of a residential community dating back (in the case of Maple Grove) to 1909. We do not want this work done. Please spend those dollars somewhere else.
38	Please for the love of God stop narrowing streets. I drive to work ever day from Yalecrest to downtown SLC. My commute has gotten so much longer because of street destruction I love on 1300 S and drive to 600 E S Temple. It take me up to 20 minutes in morning to get to work. If you truly want to improve air quality, you are failing...
39	Please consider evaluating the intersection of W 11400 S and S Jordan Gateway. Right now, there are two turn lanes in both the eastbound and westbound directions at this light that are rarely full. Meanwhile, in morning and evening traffic, the leftmost straight eastbound lane backs up all the way past the bridge over the fronrunner, due to demand to be in the lanes that feed onto I-15N. Turning one of the westbound left turn lanes into a eastbound I-15N feeder could provide a large improvement, but even a traffic study on this intersection would be a great start.
40	Herriman City needs more transit, it's a dense community with worsening traffic. Please do anything other than just widening roads
41	At this point, the WFRC is already well aware of the what the Rio Grande Plan and the benefits that it would getting to SLC, the Wasatch Front, and all of Utah. I don't need to write a long screed laying out what it is and what it would do, your organization already knows all this. I am commenting urging you to utilize your status as the coordinating association of regional stakeholders to bring said stakeholders to the table and begin serious discussion and study of the Rio Grande Plan. We are now less than a decade out from the 2034 Olympics. Getting the RGP done in this timeframe is possible, but it won't be easy. 2026 can be the year that this process finally begins, and we would love to be a part of it. Our organization (Friends of the Rio Grande Depot) has already had excellent dialogue with the WFRC in the past, and we would love to continue that dialogue. Can we set up a meeting in the near future to discuss recent developments and chart a path forward for the RGP?

42	<p>Re: Project PIN #21203 Emigration Canyon As a resident of Emigration Canyon I want to weigh in on the road widening project. While on the surface it seems like widening the road will make things safer for vehicles and cyclists, in reality we've witnessed bikers becoming more aggressive, acting with a false sense of security on the widened canyon road from Rotary Glen park to the fire station. I'm concerned that widening the road where possible will encourage faster, more reckless cyclists to continue their bad behavior through the whole canyon. Currently, where the road is narrow, it seems like many bikers, though not all, have the sense to slow a little, ride single-file and get through safely. Widening the road all the way is not a viable option. If you have driven the canyon you will know that in some sections the houses are right up to the road since the road has already been widened in the past. Using the threat of property easement one resident was told they could lose their garage in the widening project. If that is the precedent, several properties would have fences, buildings, and even their homes affected. This easement would take away the shoulder parking many residents need, and several mature trees would need to be taken out. If you haven't driven Emigration Canyon Road on a Saturday morning in summer, I encourage you to do so to get the full experience during peak biker season. I can see how widening the road benefits the cyclists but can only see a devaluation of resident property values. Not to mention taking away from the peace and beauty that the canyon embodies. I implore you to find ways to restrict the number of cyclists allowed in the canyon. Perhaps cycling and cross country ski teams can only ride very early and buy a permit. Do marathon and bike races organizers pay a fee to emigration township to host their races? If not, they should. Perhaps we can limit the marathons and bike races going through, canceling them altogether when one lane is closed during construction. We only have one way in and out of our neighborhood. For safety sake we need to be able to access our roads. If we can't rely on our government leaders to stand up for the residents, where else can we turn? Tensions are ramping up between rude entitled cyclists (not all bikers are a problem) and the residents, especially with the construction projects going on this summer. I, for one, would love to find a peaceful solution, but one that benefits OUR community, OUR residents, and OUR property...not just the cyclists who enjoy a road paid for by OUR tax dollars, as well as the police force tasked with monitoring biker traffic violations and unsafe cyclist behavior.</p>
43	<p>Need more traffic calming and bike lanes.</p>
44	<p>I live along the Emigration Canyon Road. I wanted to express my opposition to the proposed road widening effort. I believe that widening the road will lead to increased speeds and risks to residence pedestrians and ultimately cyclist as well. I also believe that the city council has not done appropriate due diligence and surveying work to understand if the existing roadway actually lies outside of Utah Department of Transportation right away along the stretch they plan to widen. The property lines and surveys in the canyon Bottom are notoriously, miss aligned and inaccurate. It is fair to assume that UDOT in the 1930s was equally careless about the precision of the roadway placement relative to the surveyed easement certain GPS applications also show several locations along the roadway where it is likely outside the UDOT easement if the roadway is outside the easement this complicates and add significant expense to roadway widening. There are over 80 homes near the roadway which Will be negatively impacted by a road widening in terms of quality of life and diminished property values as a result of widening. It is overall a bad idea to widen the road and I believe will be counterproductive to the goals around safety. I'm more targeted exploration of upgrading bridges in the zone might make sense, but there is no need to widen the entire stretch of Rohde as proposed.</p>
45	<p>I've lived in emigration since 1972 .We need to keep the cyn the way it is we don't need to have the road widened. Or under construction ever summer it's a total inconvenience. If we have to deal with these road bikes. The can deal with what they have. I shouldn't have to pay for them to have more room start taxing the bicycles. And we need to put up more signs that say single riding only. That what it used to be tell they started taking the signs down. And we don't need to waste more money on restrooms for them. It would be great to ban them from up here and the can go ride in the desert. AND STOP HAVING EVERY RACE AROUND FROM COMING UP ARE CYN. THAT'S A REAL INCONVENIENCE. THANKS FOR TAKING THE TIME TO READ THIS. Project pin# 21203</p>
46	<p>Re: PROJECT PIN #21203 Emigration Canyon Road Widening Project I am an Emigration Canyon Resident, and I am writing to ask that ALL attempts to widen and/or alter the Canyon Road be abandoned. This project (and others like it) places an undue burden on those who travel this road to get to work. These decisions have largely been made without input from those who use the road for its intended purpose and design (ie, Commuters and Residents). Outside interests (Cyclist Lobby) have sought to modify and distort the Canyon Road to fulfill their "Recreational Desires" without regard to those who actually live and commute on this road. In the 2015 ECRIC report (upon which this grant request was initiated), the committee was comprised of <50% Residents, and when accounting for those without a bias for cyclists' interests, was easily <35% Resident representation. We as taxpayers and property owners are paying for these modifications - not only monetarily - but with a marked decrease in our Quality of Life. One of the main State-Wide UDOT Transportation initiatives is improving our Quality of Life, however, we as Residents in Emigration Canyon have had a marked decrease in our Quality of Life due to the relentless influx of Cyclists on the Road - and this project will only serve to exacerbate this already tenuous situation. We, as Residents, have had to endure Cyclists virtually taking over the Canyon with complete disregard for those of us who live and commute in the Canyon on this road. PLEASE do not make this situation worse! Please use the funds for something better elsewhere in the State! Of notable concern is that these proposed road modifications have been made under the narrative of "Safety", yet they almost certainly will make the auto-cyclist situation worse as they will invite even more cyclist traffic in the Canyon, resulting in more auto-cyclist interactions. There are data showing that widening bicycle lanes increases bicycle traffic by up to 60-80%. Emigration Canyon simply cannot afford this type of cyclist volume increase. We are already overwhelmed by the current numbers! Lastly but not least, Emigration Canyon is a sacred Historic Pioneer Canyon which is unique to the State of Utah. Altering its contour and width would alter its original historic feel, design, and character - which would be irreversible damage to our Heritage. Please consider this unique circumstance with the weight it deserves in your decision-making. Thank you for your consideration of these very important issues concerning one of Utah's most treasured Canyons!</p>

47	<p>How about putting the efforts and funds toward letting bikers know the rules of the Canyon, and to obey them, or get fined. How about a beautiful, full color, year-round electric sign right at the first pullout by "Ted Bundy's" property....that can be made to flash ANY type of warning...but also has the "Rules of the Road" permanently printed on it, QR code or other. How about a FEE for bikers in the canyon...like Millcreek. You can buy an annual pass if desired...but it costs you to ride the canyon...to help pay for cleaning up our beautiful canyon. Bikers toss trash everywhere. All of the goo packets, all of their power bar wrappers. We find those in front of our house all the time. We need police to ensure the "biker gangs" do not take over the roads and cause issues. Pretty much once a day these days, the ambulance and fire trucks are called out due to a crash, or some bike related incident. You can't ride in a pack and take over the road....yet they do all the time.</p>
48	<p>My comment is in regards to project pin #21203. Safety is the primary concern in Emigration Canyon. The road is unsafe for everyone as it stands now and we all want cars and cyclists and runners to be safe. However, this project, while SEEMING to make it safer, will actually make it far more dangerous. If you widen a road, it is a FACT that more people will use the bike lane. More bikers and more runners will be attracted to Emigration Canyon. In addition to more users, a wider lane means cars will go faster. That is also a fact. More users+cars going faster=less safety. This is a project that is only serving cyclists out for their hobby ride. It's not for those commuting to and from work. This is a project that would lead to more accidents and potentially deaths, as there would be far more traffic on the road, and cars going faster. I am also morally opposed to this project because it would dramatically impact the lives of the residents along the main road. As a homeowner along the main canyon road, this project directly affects my home and property. It was built in the 1950s, long before I was alive. It was built according to the surveys at the time, and the garage was built right along the road. As it stands now, I am told my garage is three feet into the "right of way." I am told I could lose my garage. Not only that, but the only other parking we have is along the road, or what would become a bike lane, thereby eliminating ALL my parking. This project could potentially condemn my house and property. And for what? For more dangerous conditions for everyone. Even cyclists would suffer. I am adamantly opposed to this project.</p>
49	<p>This comment is for Project PIN #21203 Emigration Canyon. The concept of widening the road is NOT an option that makes any logical sense. We use the road like many in the canyon - we use road bikes, mountain bikes, motorcycles and our cars. We see it from all sides. Widening the road will simply create the "California Effect"....more lanes = more traffic = more bikes= more people = more accidents & incidents = more problems! The efforts must be put towards letting bikers (bicycles) know the rules of the Canyon, and to obey them, or get fined / ticketed. I would say 1/2 the bikes in the canyon these days are Electric Bikes...that far surpass the speed limit, creating huge issues when they are going faster than cars, and the accidents will be worse as e-bikes continue to grow in popularity. How about a beautiful, full color, year-round electric sign right at the first Canyon pullout that can be made to flash ANY type of warning (get rid of all the temp, old fashioned, construction dot matrix signs)...but also has the "Rules of the Road" permanently printed on it, or a QR code, actual printed pamphlet, or other with all information. How about a FEE for bikers in the canyon...similar to the Millcreek Canyon Fee station. You can buy an annual pass if desired...but it costs you to ride the canyon...to help pay for cleaning up & enforcing the rules in our beautiful canyon. Bikers toss trash everywhere. All of the gel packets, all of their power bar wrappers, all of their water bottles, trash...We find those in front of our house and along the road all the time. We also need police to ensure the "biker gangs" do not take over the roads and cause issues. We've been yelled at, spit at, kicked, as we pass these biker groups. They seem to think that THEY have right-of-way? Crazy for a public road. Also - seemingly once a day, the ambulance and fire trucks are called out due to a crash, or some bike related incident. You can't ride in a pack and take over the road....yet they do all the time. In over 26 years in the canyon, I've never seen the police pull bikers over for anything...crazy. Speaking about Police - they are not doing their job. They need to be in the Canyon in the middle of the night to see all the motorcycle racers, car racers...that fly up the canyon late evening / early mornings. They come by our house at 100mph+. We are now a "City" and have all had tax increases...yet we still only have ONE officer? We have 600+ residents in the Canyon with thousands traveling it every single day....with one officer? Crazy.</p>
50	<p>Please stop project pin #21203 canyon road widening. Residents moved to the canyon with the expectation that they could park on the road side. The disruption for residents is far more important than a bike lane for non-residents. Many are very unhappy. Why do non residents take a priority over the bikers?</p>
51	<p>I see the value of this project, however, I have major concerns around safety should the project take place at this time. Currently where Emigration Canyon road is wider from the mouth to the fire station, there is extensive cyclist traffic that has complete disregard for the safety of others. For the 7 years I have lived up here the aggressive nature of the bike traffic has gotten progressively worse and is a hazard. On particularly heavy days such as Saturday morning we have as many bikers as we do with an organized marathon. Walkers, Joggers and commuters are expected to know the cyclist every move and because those who live in the canyon do so far nobody has been hurt as the droves of cyclist weave in and out of traffic, faster cyclist pass on the right of cars slowed down by slower cyclist, it takes a police officer to follow the school bus nearly daily to get cyclist to follow the school bus flashers. This is a small list of cyclists lawless behavior in the canyon. I respectfully ask that there be greater police presence with an organized plan for enforcement prior to this project taking place.</p>
52	<p>Project pin #21203 emigration canyon Please consider the residents along emigration canyon road. How does MINOR widening help them? They already put up with noisy, racing motorcyclists AND bicyclists that ride 3+ abreast, which is illegal. Suggestion...Move the cyclists to a different canyon. Put in speed bumps for racing cars and motorcyclists.</p>
53	<p>Project pin 21203 - resident comment: please leave the canyon alone, stop destroying its habitat, the creek etc . Please. No more construction, instead a Change of speed limit from 40 to 30mi/h or even 35 would solve danger issue in the canyon. Could be only may-October, on only weekend. Most important would be to stop motorbikes speeding and loud. Use tax money wisely: weed protection program to start.</p>
54	<p>Regarding Project PIN #21203 Emigration Canyon...things in Emigration Canyon are already out of control. There are too many bikers who do not follow the law and make it dangerous for other bikers, motorists, and children (multiple kids exiting the bus have had near misses from bikers refusing to stop for the bus as required by law). A wider road will just bring more inexperienced bikers into the canyon and make the roads even more congested and dangerous. And besides the bike dangers, a road widening will disrupt property that has been used by homeowners for decades as parking and garage space...and in some cases primary residence space. The massive construction and demolition that will be required in the canyon to widen the road will also be a major disruption to all those who live and commute through the canyon to work everyday. Residents do NOT WANT THIS PROJECT TO MOVE FORWARD!</p>

55	I am a resident of Emigration Canyon. Project 21203 scope includes widening a significant portion of emigration canyon road. This will increase traffic volume and speed and make the road less safe. The project cost of \$ 6+ million is a waste of taxpayer money.
56	This comment is for Project PIN #21203 Emigration Canyon. Widening the road could cause cars to naturally go faster and bikers to widen the biker group because they have more room. This won't solve anything. It will make our property taxes go up at a time that the national economy is struggling with incredibility debt. The last thing we need is more debt with the cost of everything going up. It is to much of a burden.
57	For Project PIN #21203 Emigration Canyon I do NOT want Emigration Canyon Road to be widened. I believe a wider road will cause more problems and risk more lives, i.e. drivers, cyclists, pedestrians, animals. A wider road will invite more cyclists and drivers to the canyon, and embolden cyclists to take up more space in the road. Drivers and motorcyclists will feel that they can go even faster on a wider road. We want to keep Emigration Canyon feeling like a smaller community and not a city. It's one of the reasons we choose to live in this canyon. I would rather lower the speed limit to 35 mph from 40 mph than widen the road. Enforcing the rule for cyclists to ride single file is also a better idea.
58	Emigration Council has not provided safety studies (data) that show that the existing road and bike lanes are unsafe. There are very few reported accidents between vehicles, cyclists and/or pedestrians in Emigration Canyon. Residents have asked for studies that demonstrate the need for this widening project and have not received any. In fact a GRAMA request was submitted to Emigration City in April 2025 for copies of safety studies that prove the need for this multi-million dollar expenditure, and our request has been ignored for 3 months. Residents overwhelmingly oppose inviting more cyclists to our canyon. Cyclists regularly behave poorly on the road, crossing from bike lanes into traffic, and there is little enforcement of the cycling rules/laws. Residents suggested the Council conduct a simple written survey of Canyon residents and homeowners to FIND OUT our sentiments, but they don't want to know. There are NO KINGS! We don't want cyclists in our canyon. We also don't want more spending for cyclists on the backs of Emigration taxpayers. Cyclists contribute nothing to our canyon's coffers, yet our Council spends taxpayer money to prioritize cyclists over property owners and residents. Let's move cyclists to East Canyon where there is low traffic and no residential neighborhoods. East Canyon is a perfect canyon for recreation without impacting traffic and residential properties, and there is no spending required! Save taxpayers money and find common sense solutions in East Canyon.
59	The proposed changes to Emigration Canyon Road are frightening. This is a beautiful, natural, residential canyon and it is shocking to think that widening this road is even under consideration. The worst part is the forced confiscation of private property that appears to be part of this plan. It seems like the basic quality of life needs of the Emigration Canyon residents are the last priority. These changes will also encourage more cyclists who have become a nuisance to the residents of Emigration Canyon. A significant percentage of these cyclists pass our local school bus without ANY regard for the law when the flashing red stop sign is present during the loading and unloading of children and then yell obscenities at the school bus driver who is only trying to keep the kids safe. Funds should be used in other areas that are not residential and where there will be less of a negative environmental impact. Emigration Canyon's natural, historic beauty should be preserved and encouraging more traffic – whether it be commuters from Park City or cyclists will severely ruin the tranquility of this canyon and diminish the quality of life of its residents.
60	Re: PROJECT PIN #21203 Emigration Canyon Road Widening Project I was surprised to learn that Salt Lake County submitted a "Project Evaluation Concept Report Form (2024-2029 TIP)" grant request for "Widening" of 1.8 miles of Emigration Canyon Road. Emigration Canyon's Mayor submitted a letter of support, including for "expanded bike lanes" and "overall road widening," for "safety" reasons. Those of us who live on Emigration Canyon Road are the ones most impacted by this proposed activity. We are not in support. Emigration Canyon is unique among the canyons in the Salt Lake metro area. It was homesteaded and subdivided early on. This canyon has been lived in. By 1917, there were already eight subdivisions and 200 summer cabins in Emigration Canyon. By 1930, people were living in the canyon year-round. Most people lived along the road oiled by the state in 1934 over the route of a former railroad track: today's Emigration Canyon Road. Stated differently, Emigration Canyon Road is the heart and the guts of Emigration Canyon's residential history. For over 90 years, families have built their lives alongside this road. It may not seem to be a big deal to widen Emigration Canyon Road. But it is. In a Cottonwood canyon, widening would take a few feet away from the Forest Service. Who cares? For the sake of safety and efficiency, the Forest Service can sacrifice a few feet. But along Emigration Canyon Road, those few feet are literally ground that is now used residentially. It represents fences, driveways, front yards, flower gardens. For my property, if the road is widened and additional 3 feet on my side (the grant application proposes 6 additional feet, from 25' to 31'), I would need to remove a fence and a shed. Unlike other road construction projects, due to legal ownership of the Right of Way, Emigration Canyon Road residents receive zero compensation for takings and zero compensation for the inconvenience of construction easements. We get zero compensation, and we bear 100% of the loss and inconvenience. It's wrong. The Emigration Canyon General Plan (2022) recognized at Table 3.7 that "11-foot lanes a 5-foot bicycle lanes were installed where road with allowed." Stated differently, at this point in time, further improvements are not in locations where "road width allow[s]," i.e., this next round of work represents creating width that is simply not there right now... because there's a fence, a carport, a driveway, a front yard, a part of a family's life that needs to be moved. And in removing that "obstacle" to road width, the impacts of traffic simultaneously are thrust closer to residents' front doors.... cars with no mufflers seeing how fast they can go, intentional backfires, revving motorcycles, diesel pickup trucks discharging black smoke, radios cranked up, idling engines at the construction light, fumes, heat, cyclists yelling their conversations at 5AM.... All of this noise, speed, fumes, will be brought a few feet closer to living quarters, residents, their children, their pets. Under the guise of making the road safer, my government proposes to make my residential life less healthy and safe. Ironically, data in the General Plan does not show my portion of Emigration Canyon Road to be unsafe. Figure 3.6 of the General Plan shows the area between the Red Wall and Pioneer Ridge Road to be blue, i.e., Lower Accident Density, perhaps 4 accidents in the time period between 2010 and 2020. This is the area shown on the grant application Figure 1-C from 314+00 to 325+00. Yet for the "safety" of (whom?) road users, i.e., bicyclists, the TIP proposes another round of road widening. A round that is going to cut into residents' front yards. Please stop this madness. Spend the money where it is wanted. The residents of Emigration Canyon do not want this project.

61	Please no more road widening in Emigration Canyon. People say the cyclists are doing "Active Transportation", but this is just an excuse for them to argue that they need more for "safety" reasons (while they also ride the white line and double file in a single file zone). The truth is that Active Transportation is supposed to reduce the number of car vehicle trips. So commuting to work on a bike would be Active Transportation that serves community purposes and is worthy of community support. Here in Emigration Canyon, the cyclists are just exercising. It is a slap in the face to the residents of Emigration Canyon that we should put up with construction and road widening so that people who don't even live here can have a more convenient exercise experience. We do not want this work done.
62	comment is for Project PIN #21203 Emigration Canyon Please do not take "Grant money" for any reason! Please do not take on debt for the residents of Emigration Canyon, for any reason! Please do not increase our Property taxes for any reason! Please stop the road widening project immediately! It is NOT our responsibility to accommodate the "bikers", and pay for them to increase using our road! If they live in the canyon, fine. But, lets NOT encourage more "bikers" to come here. We want fiscally responsible people to represent us! --NO DEBT!
63	This comment is for Project PIN #21203 Emigration Canyon. I have heard that this project will cost somewhere around the figure of 6.5 million dollars. The economy since 2020 has been slow to recover. Housing is slowing, car companies are struggling and there have been many layoffs this summer. Inflation has also taken it's toll on everyone's budget. It hardly seems like a good time to be doing extra projects that would burden the residents with more taxes. The canyon council should stick to dealing with necessities and leave projects like this for better times.
64	Please do not widen the road. We know a narrower road is safer for everyone, which is why the council was recommending to narrow the lane with the re-striping project. If we widen the road, it's the opposite of narrowing - the opposite of what the council previously recommended - and will just make it more dangerous. It makes no sense. Maybe we should look at options of narrowing the road. Please listen to the majority on this. Please listen to the residents and focus on efforts to limit the bikers. Focus on enforcement.
65	I support keeping the driving lanes in Emigration Canyon as they are. I do not support widening the bike lanes.
66	Regarding project pin number 21203 Emigration Canyon Rd. widening project. To whom it may concern I wish to express my concerns about this road widening project in Emigration Canyon. I have been a resident here for eight years, however I also grew up in the state of Utah and in Salt Lake City area specifically the Canyon rim area and attended skyline high school. In my younger years, I traveled many of the trails throughout the Wasatch front. I bring up these personal details about myself, so you can understand that I have a genuine concern for the state of Utah and the canyons and all the mountains. I love them very deeply. In regards to the road, widening and emigration canyon I would like to point out Some of the reasons why I am not in favor of this project. Winding in the road in a cookie cutter fashion definitely takes away from the natural ambience of the original Emigration canyon and the residence that lived there and live there now. In widening the road, it would bring on a sense of commercialization which would bring in more bikers more walkers, more joggers. Which intern brings in more bathrooms, more sewage, more concrete jungle that is not needed in Emigration canyon. Beyond that there's not enough room in Emigration Canyon when you have the creek and all of the hundreds of year-old Trees that line it. There will never be enough room here. And they'll never be enough money to turn it into a cycling extravaganza. I believe there is a much more natural way in general for the bikers to enjoy biking, and that would be in a less populated area with a more natural design and more space. A project that wouldn't invade on an already natural creek with beautiful river trees along it. Specifically East Canyon could be accommodated in a more eco-friendly natural way while still providing a place for bikers to enjoy their activities. On top of this project in a general sense, Emigration Canyon is somewhat of an area of much congestion already as there is a minimum of five modes of traffic in either direction. Number one walkers Number two joggers Number three cyclist and Alpine skiers training Number four motorized vehicles Number five motorcycle motorcycles And even a number six of large semi truck, CDL Vehicle vehicles. I bring up this point because Emigration canyon is already too small, and there will never be an end of not having enough space in this canyon which will continue to infringe on the homeowners that live in this canyon and take away from the whole ambience of the sheep herding and rancher history of this canyon and the Pioneers that settled this Valley came through this canyon. How far will investment "s" ie plural go to "commercialize" biking in The only canyon that exist in the Salt Lake Valley that had residences that lived right on it, when it was an old dirt road. And they still live on it today. That's legacy. That's beauty to see the beautiful leaves in the canyon and the symbolic relationship between those that lived in the canyon and take care of it well and look after it as opposed to bikers that don't even come from this canyon, and sometimes not even From the state of Utah, because it is listed as one of the destinations to go cycling. I believe it's time for a complete U-turn change on cycling up Emigration canyon due to safety concerns with so much traffic, commercialization, destroying the legacy for what the canyon represents, and a bottomless pit of investment in the wrong area. I firmly support not funding this project for the Emigration Canyon widening project as it will be a perpetual uncomplete project. I would recommend another location that could be a Longer-term completed wise goal plan and would be a better investment for Wasatch Front Regional Council.

ID	Open House Comments
1	The Rio Grande Plan is a large project that needs WFRC's support to move it past the citizen advocacy stage. It's spinning its wheels because WFRC hasn't legitimately done anything with it at this point.
2	Does the TIP interact at all with Station Area Plans, or are they entirely separate?
3	Project #19854 for the I-15 project has the cost as about \$1.7 billion, but the most recent estimates that I have seen reported are \$3.7 billion. Can you please clarify the total project cost? Maybe the rest of the cost is reflected in a different PIN?
4	Is there a TIP for Utah County? Hoping to see TRAX in Provo!
5	Looking at 22072, Main st/West Temple Bike Lane planned for next year, can we anticipate better bike/ped connections to central point station? Any major reason the bike lane bumps to W Temple vs. staying on Main st?
6	Any hope for getting more transit to trails connections in the salt lake valley? Excited about the potential Millcreek shuttle facilitated by Central Wasatch Commission
7	Reading about the FrontRunner Forward project, there's a lot of different costs: ~500 M for 2x on the map, last year I remember it being 1-1.5 B, but now it's over 3B on the UTA fact sheet. Why the changes in costs?
8	Double tracking Frontrunner for increased frequency will be a great improvement. Will Sunday service result from this project? Are we expecting this to be completed by the 2034 Olympics?
9	I would like more investment in public transit so we would have no need for more lanes.
10	Would love to see more connected bike lanes in Herriman. Also, Mountainview needs a protected bike lane. Right now it's just painted.
11	I have connections in Logan, but would never take the Salt Lake Express bus due to the high fares and decentralized stop locations. It would be great to have a subsidized bus service between Ogden and Logan with timed transfers with the FrontRunner.
12	Would love more walkable and bikable options! (we have enough freeways.)