



2018 PUBLIC MEETING SUMMARY

PREPARED BY

Horrocks Engineers
Kim Hazlewood

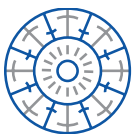
CONTACT

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Pleasant Grove, Utah 84602



I-15 MP 11 Interchange Environmental Study Public Scoping, Purpose & Need, and Alternatives Meeting Report

August 28, 2018



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY



SUMMARY REPORT

The following information is a summary of the preparation and execution of the Public Scoping, Purpose & Need, and Alternatives Meeting for the I-15 MP 11 Interchange Environmental Study in Washington, Utah (Project No. F-I15-1(116)11).

Meeting Type

The Utah Department of Transportation (UDOT) held Public Meeting (Open House format) to have the public review and provide input on the environmental process, identified transportation needs, and proposed alternatives to solve existing and future traffic issues at I-15 Exit 10 and the surrounding roadway system in Washington City, Utah.

When/Where

The Public Scoping Meeting was held on Tuesday August 28, 2018 from 4:30 to 7:30 p.m. at the Washington City Community Center in Washington, Utah.

Advertisement

A variety of methods were employed to advertise the Public Scoping Meeting

- Approximately 7,731 mailers were sent to Washington City residents
- Members of the Community Coordination Team (CCT) were given fliers to distribute to their respective neighborhoods (Downtown, Green Spring, Washington Fields, etc.)
- Washington City mailed an announcement to all City residents in a newsletter that was sent out with utility bills
- Washington City posted an announcement on its social media outlets
- The City's reverse 911 system was used to contact residents to inform them of the meeting
- Fliers were hand-delivered to businesses at the Green Spring Interchange and on Telegraph Street from Green Spring Drive to 300 East
- UDOT sent a press release to the media which resulted in a news article and radio announcement

Attendance

451 attendees signed in at the front entrance. There were a few attendees who did not sign in and a few who signed in as a household with more than one attendee. It is estimated that approximately 500 people attended the Open House.

At sign-in, each attendee was asked to put a sticker on a map to represent where they currently live. The majority of the attendees were from the downtown area with another large portion coming from the Green Spring area. There was a noticeable increase in attendance from the Public Meeting held in August 2017 of residents outside of downtown in areas such as Washington Fields, Coral Canyon and the areas southeast of Telegraph St.

Information Presented at the Meeting

The meeting room was divided into eleven stations - Study Process, Purpose & Need and Traffic, Alternative Stations (seven), Summary of the Alternatives Screening, and Public Comment Area. Attendees received a "Tour Guide" at check-in to help guide them through the meeting room, and were free to roam and visit each station at will.

Study Process - included information about the EIS development and study process.

Purpose & Need and Traffic - provided information on the transportation needs in the study area, with current and projected traffic data, population projections, land use, and planned economic development.

Alternative Stations - seven alternative stations were set up to show the preliminary layout of the alternative with the supporting traffic data. These included:

- Concept Common to all Alternatives
- Alternative 1 - Northbound Green Spring Drive Widening
- Alternative 2 - One-Way Frontage Road



- Alternative 3 - Grade Separate Green Spring Dr/Telegraph St
- Alternative 4 - Main Street Interchange
- Alternative 5 - 300 East Interchange
- Alternative 6 - Thru-turns at Green Spring Dr/Telegraph St

Summary of the Alternatives Screening - included 2040 projected traffic volumes of each of the alternatives, including the No-Action; alternatives screened based on purpose & need; and alternatives screened based on key environmental resources.

Public Comment Area - information presented included comment cards and pens for attendees to leave written comments, information about the CCT members and who they represented, and information on what makes effective comments.

Comments

Commenting for the public was available in a variety of ways:

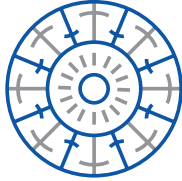
- Four tables were available for attendees to sit and write their specific comments for each of the areas as well as general comments
- Information on how to provide comments to the study team electronically were given to attendees (www.mp11.org, info@mp11.org, or hotline 435-477-6211)

Approximately 195 comments were received via comment cards, emails, and through the interactive website. Many of the comments included more than one theme. The topics that received the most comments were:

- Concern for safety of children if new interchange is an option
- Recognize traffic congestion at Exit 10 is an issue
- New interchange will bring negative impacts (e.g. decreased safety and property values, increased traffic volumes, noise, pollution, and growth, etc.)
- Maintain community heritage, cohesiveness and residences
- Support a new interchange
- Truck traffic needs to be addressed
- Concerns that Exit 13 is being underutilized
- Expanding existing facilities should be the priority
- Need for greater connectivity to Washington Fields

APPENDIX

Meeting Materials
Comments



I-15 MP 11 INTERCHANGE

ENVIRONMENTAL STUDY

PUBLIC MEETING

August 28, 2018 | 4:30 - 7:30 p.m.

Washington City Community Center (gymnasium)
350 Community Center Drive, Washington, UT

The MP 11 Interchange Environmental Study is evaluating transportation needs in Washington City. You are invited to a public meeting to review and provide input on the environmental process, identified transportation needs, and proposed alternatives to solve existing and future traffic issues at I-15 Exit 10 and the surrounding roadway system in Washington City, Utah. Members of the public are welcome to attend the open house anytime between 4:30 – 7:30 p.m.

 www.mp11.org  info@mp11.org  435.477.6211



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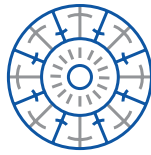
- Review progress made within the study to this point
- Learn about the alternatives development and screening process
- Review and comment on the proposed alternatives

In accordance with SAFETEA-LU Section 6002, comments on the study's purpose and need, and the range of alternatives considered will be accepted until September 27, 2018. Comments can be made online at www.mp11.org, via email at info@mp11.org, or via mail at MP 11 Interchange Environmental Study, 555 S Bluff Street, Suite 101, St. George, Utah, 84770.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations should notify the team five days in advance of the meeting.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this study are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

**I-15 MP 11 Interchange Environmental Study
555 South Bluff Street, Suite 101
St. George, UT 84770**



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

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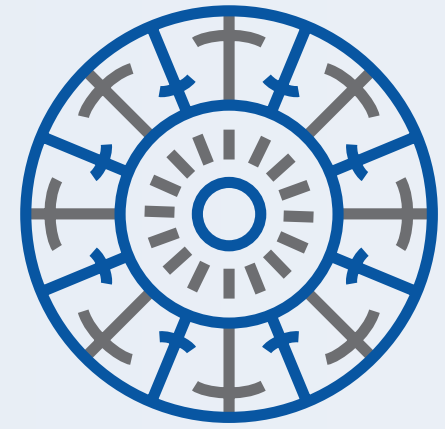


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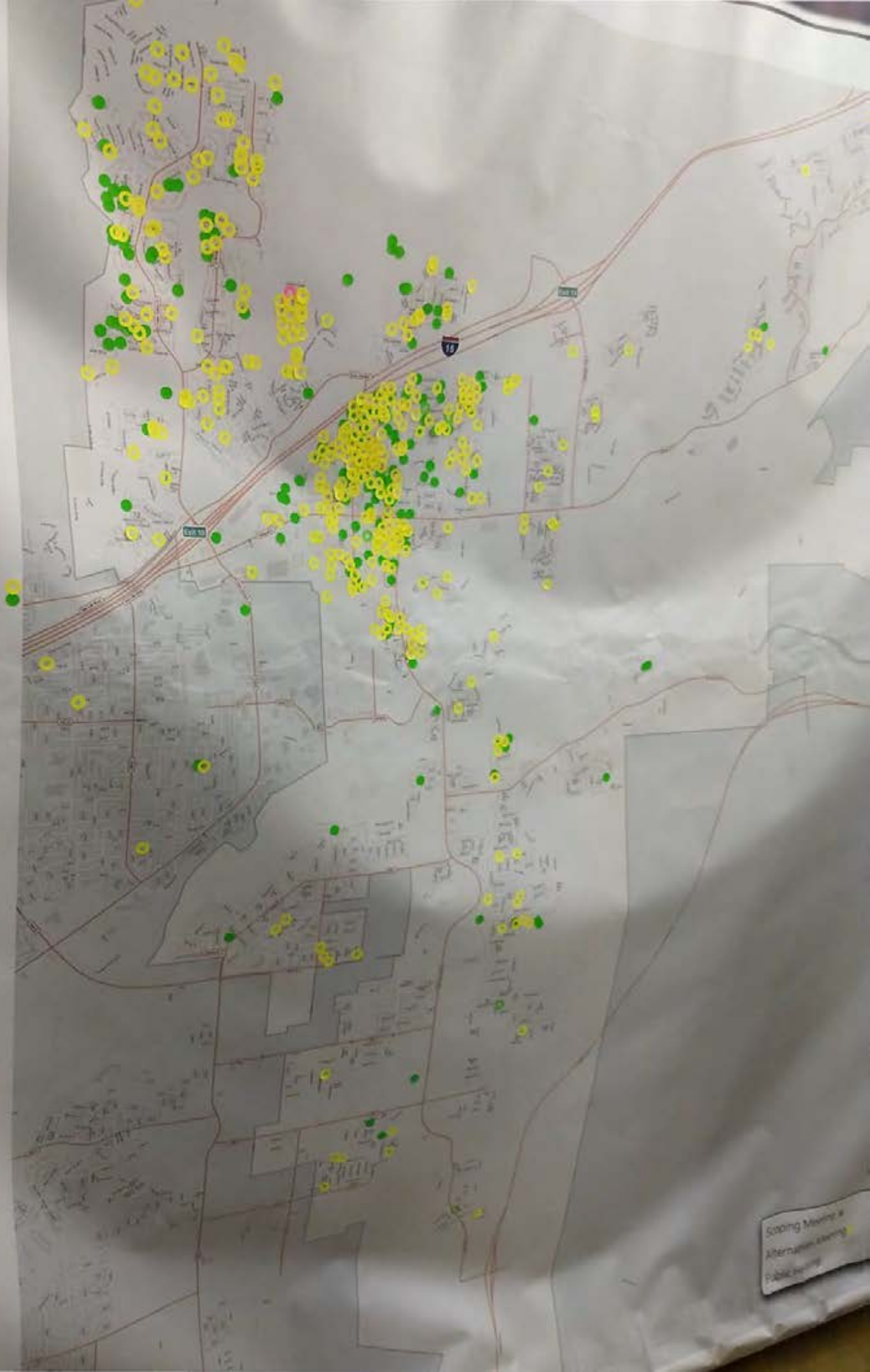




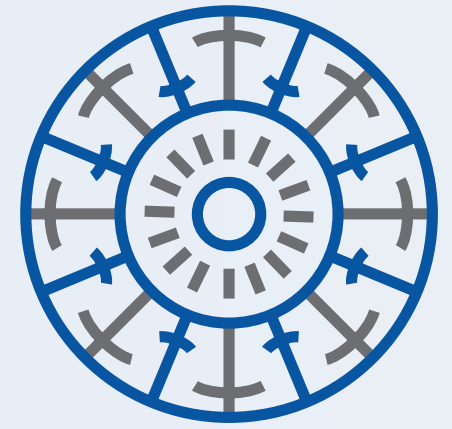
WELCOME

THE PURPOSE OF THIS MEETING IS TO GATHER PUBLIC INPUT ON:

- Environmental Impact Statement (EIS) process
- Purpose and Need for the project
- Range of alternatives



Scoping Meeting
Alternative Planning
Public Hearing



WHY IS UDOT PREPARING AN EIS?

An informational meeting was held August 29, 2017 to gather public input related to the transportation needs within the study area and inform the community of the environmental process.

Based on community concerns regarding potential outcomes of this study, UDOT decided the appropriate level of environmental review needed would be best provided by preparing an Environmental Impact Statement (EIS).



WHAT IS AN EIS?

An EIS is intended to be a full-disclosure document, providing an open evaluation of environmental issues and alternatives. It also informs decision-makers and the public of reasonable alternatives that could meet the project purpose, avoid or minimize adverse impacts, and enhance the quality of the environment.

ENVIRONMENTAL IMPACT STATEMENT PROCESS

CURRENT PROGRESS

FALL 2018

WINTER 2019

SPRING 2019

SCOPING

PURPOSE & NEED

ALTERNATIVES DEVELOPMENT & SCREENING

ENVIRONMENTAL RESOURCE ANALYSES

PREPARE AND PUBLISH DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING & 45-DAY COMMENT PERIOD

PREPARE FINAL ENVIRONMENTAL IMPACT STATEMENT

APPROVE/ISSUE RECORD OF DECISION

Gather initial data and input from agencies and the public regarding issues that should be addressed during the EIS. A Public Scoping Open House was held in August 2017 where formal comments were received.

Help define transportation needs in the study area by using public input together with current and projected traffic data, population projections, land use, and planned economic development.

Consider a wide range of alternatives (including the No-action Alternative) that meet the transportation needs. Members of the public will have an opportunity to review and provide feedback at a Public Open House. Screen alternatives based on their ability to meet the Purpose and Need and potential impacts to the natural and built environment.

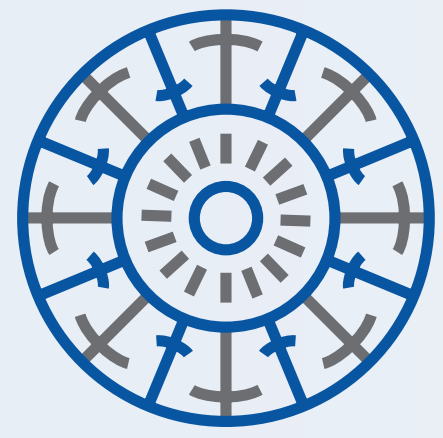
Examine in detail the potential social, economic, and environmental impacts for each alternative selected for further analysis (including the No-action Alternative).

The document will summarize the Purpose and Need, present the alternatives development and screening process, describe the potential impacts for each alternative selected for detailed study, and **identify the one Preferred Alternative** recommended as the proposed solution.

Members of the public have the opportunity to learn, review, and provide formal comments on the draft EIS alternatives, the Preferred Alternative and anticipated environmental impacts at a Public Hearing or any time during the comment period.

Respond to all comments received during the comment period and finalize the study.

UDOT will make a final determination on the EIS which is documented in a Record of Decision.



PURPOSE & NEED

PURPOSE

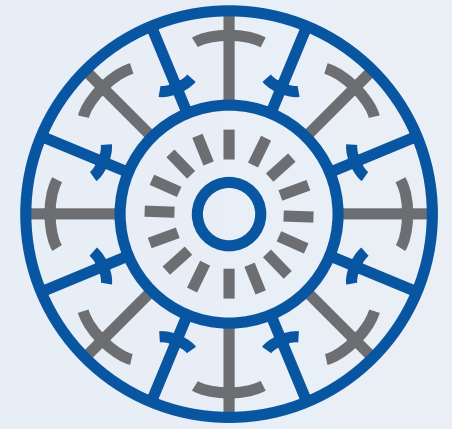
Maintain the operation and safety of I-15 between Exit 10 and Exit 13

Enhance the mobility and safety of the transportation system in Washington City's primary business district

SUPPORTING NEED

Traffic queuing onto mainline I-15 from the ramps

Traffic congestion, queuing, and travel delay on surface streets

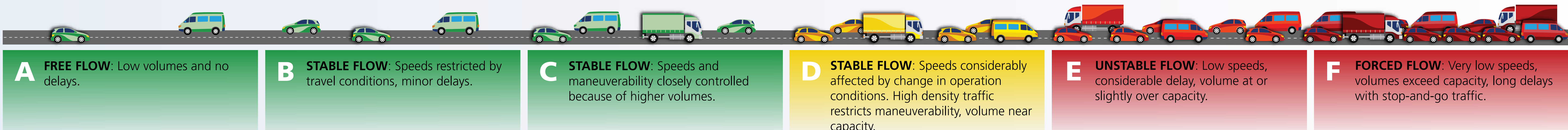


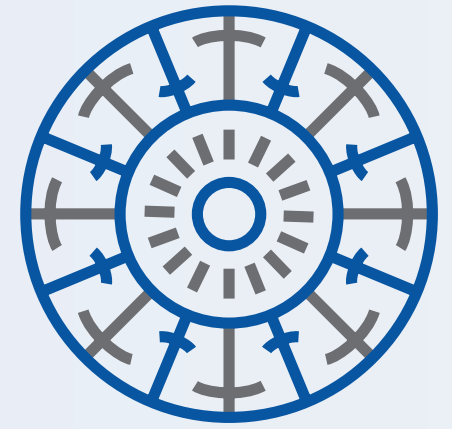
WHAT IS LEVEL-OF-SERVICE (LOS)?

Level of Service (LOS) measures the quality of the traffic flow rate in terms of:

- Speed
- Average travel delay
- Travel times
- Freedom to maneuver

LOS ranges from A to F, with LOS A representing the best operating conditions (little or no congestion or delay) and LOS F representing the worst operating conditions (extreme congestion and delay with long traffic queues and stop-and-go traffic).



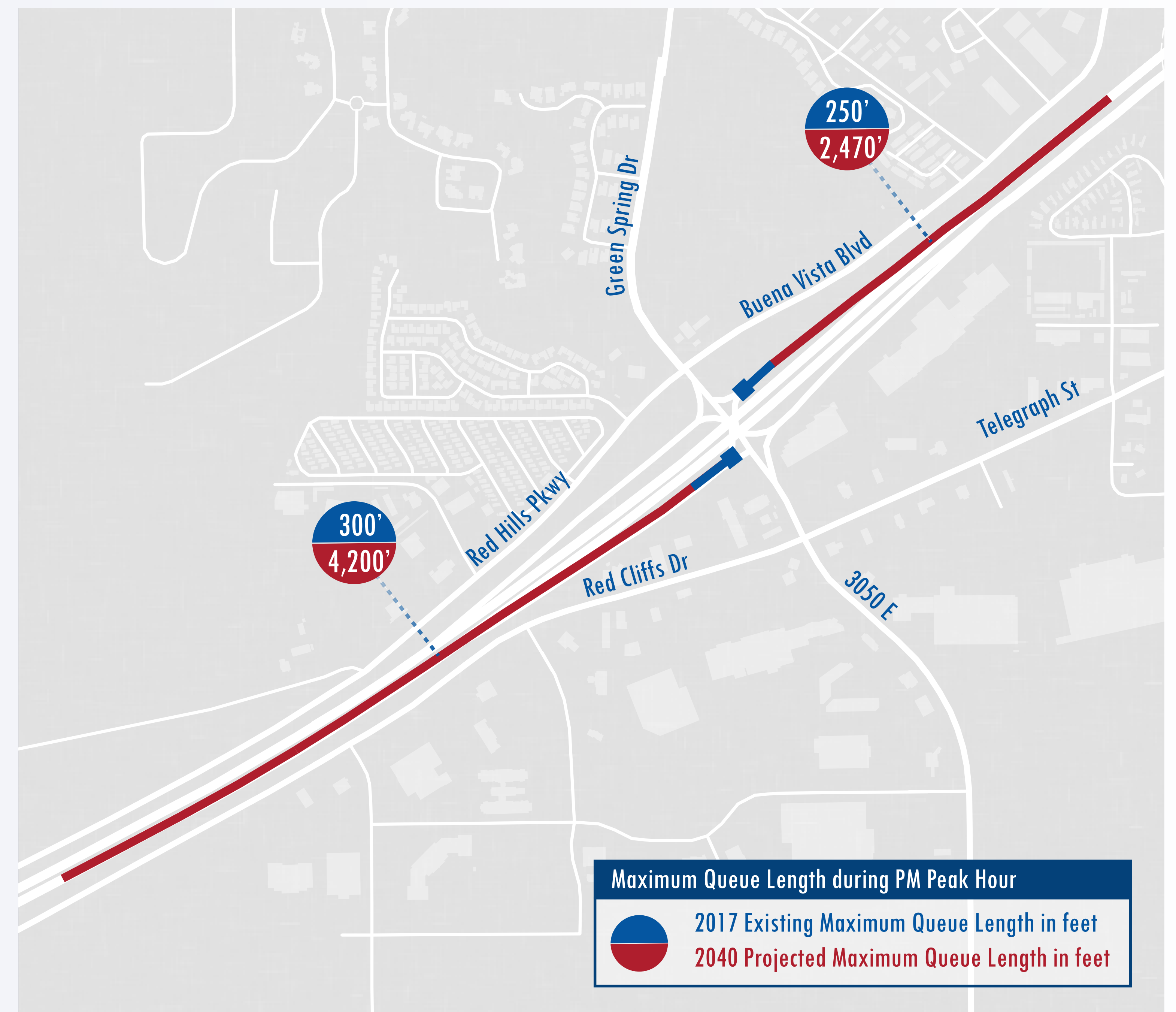


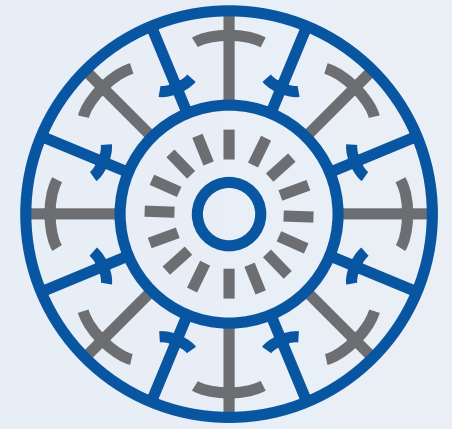
I-15 TRAFFIC QUEUING

Traffic queuing beyond the ramp into the I-15 mainline travel lanes results in unsafe travel conditions. Stopped and/or substantially slowed vehicles in the high-speed travel lanes result in reckless driving maneuvers, sudden and unanticipated lane changes, and increased rear-end collisions.

WHAT IS QUEUING?

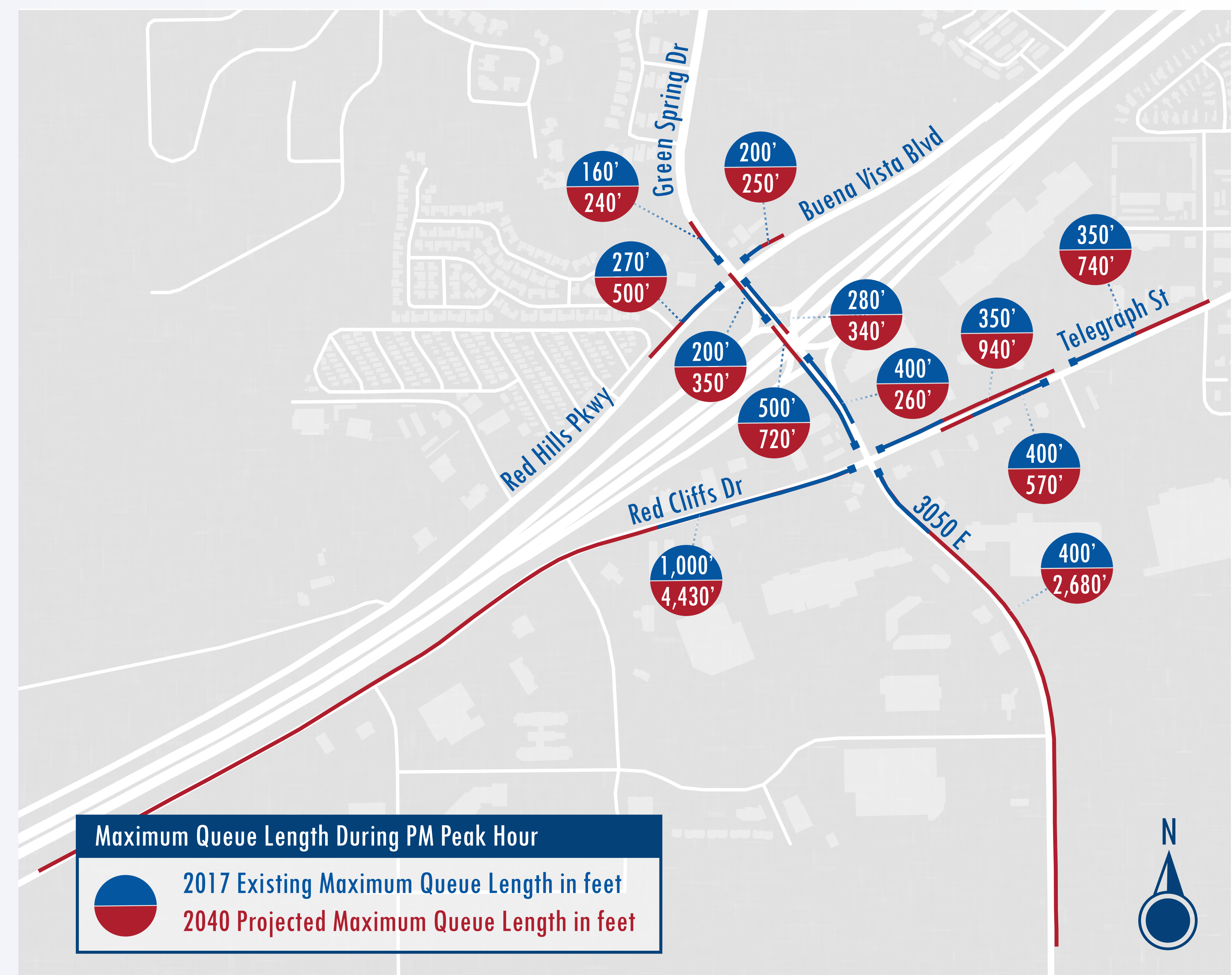
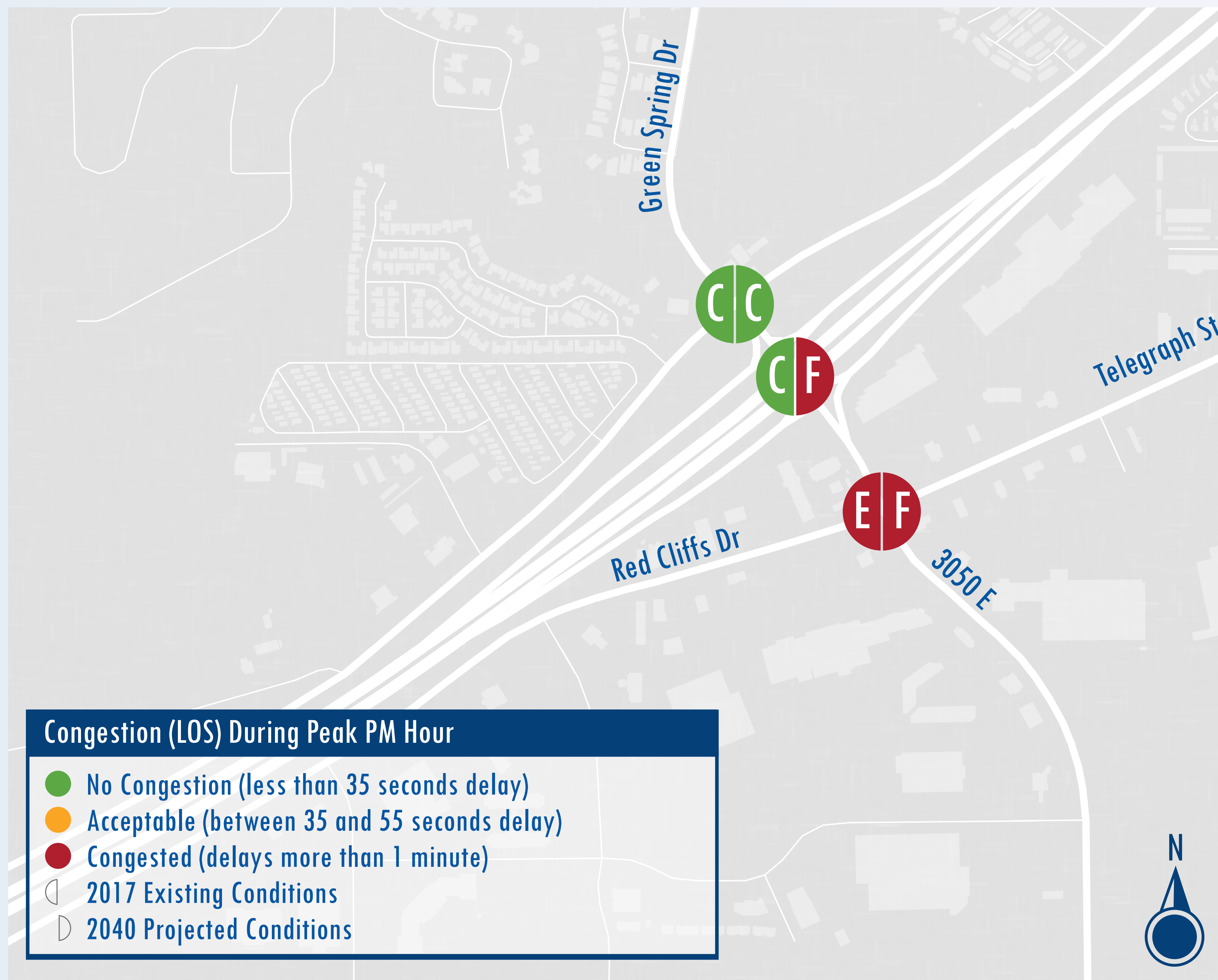
A traffic condition experienced when the amount of vehicles waiting at an intersection exceeds the available area to store these vehicles. Queuing is a result of a variety of causes such as, traffic signals and stops signs, accidents, lane drops and merges, hills, and inclement weather. When not addressed, queues can result in severe network congestion and safety issues.

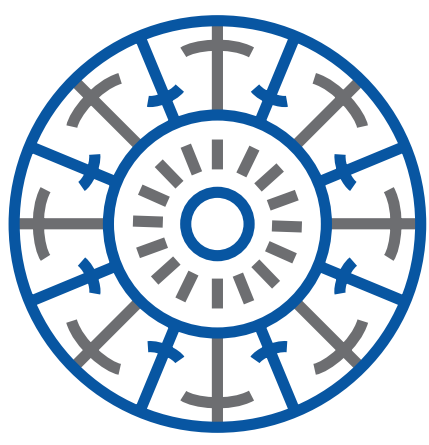




I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

SURFACE STREET QUEUING AND TRAFFIC CONGESTION





ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

1

DEVELOP TRANSPORTATION CONCEPTS (47 TOTAL CONCEPTS DEVELOPED)

EXPAND EXISTING CAPACITY

- Roadway Widening
- Intersection/Interchange Improvements
- Alternative Intersection Designs
- Roadway Relocations/Reconfigurations

ADD CAPACITY

- New Roadways
- New Interchanges
- Frontage Roads
- Grade Separations

INCREASE EFFICIENCY

- Access Control Improvements
- Bike and Pedestrian Improvements
- Transit Improvements
- Traffic Signal Timing Improvements

2

EVALUATE CONCEPTS

- Is the concept a new idea? (not on an existing transportation plan)
- Can the concept be designed and constructed to reasonable and current engineering standards?
- Does the concept provide a measurable transportation benefit?

13 CONCEPTS CARRIED FORWARD

3

DEVELOP ALTERNATIVES

Combine 13 Concepts into Multiple Alternatives

6 BUILD ALTERNATIVES DEVELOPED



1 – NORTHBOUND GREEN SPRING DR WIDENING

Widen Northbound Green Spring Dr/3050 E to 4 lanes



2 – FRONTAGE ROADS

One-Way Frontage Road System between Exit 10 & Exit 13 interchanges



3 – GRADE SEPARATION

Grade separate Green Spring Dr/Telegraph St (Telegraph St over)



4 – MAIN ST INTERCHANGE

New interchange at Main St



5 – 300 E INTERCHANGE

New interchange at 300 E



6 – THRU-TURNS

Thru-turns at Green Spring Dr/Telegraph St intersection (eliminate lefts)

CONCEPTS COMMON TO ALL ALTERNATIVES:

- Add dedicated Right Turn Lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen the intersection of Telegraph St/Green Spring Dr
- Widen Telegraph St to 7 lanes
- Widen Green Spring Dr/3050 E to 7 lanes
- Widen/improve Telegraph St/Walmart intersection
- 400 South extension from 100 W to 3050 E
- Raised medians along Telegraph St & Green Spring Dr

4

EVALUATE AND SCREEN ALTERNATIVES BASED ON PURPOSE & NEED

- Does the alternative provide overall intersection level-of-service D at study intersections?
- Does the alternative have queuing that extends into mainline I-15 or adjacent intersections?

5

EVALUATE AND SCREEN ALTERNATIVES BASED ON KEY ENVIRONMENTAL RESOURCES

- Right-of-Way and relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS



NO-ACTION



1 – NB GREEN SPRING DR WIDENING



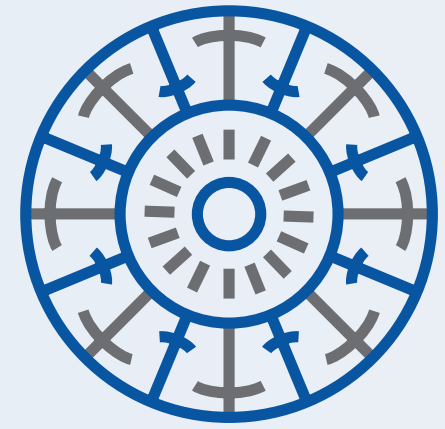
4 – MAIN ST INTERCHANGE



5 – 300 E INTERCHANGE



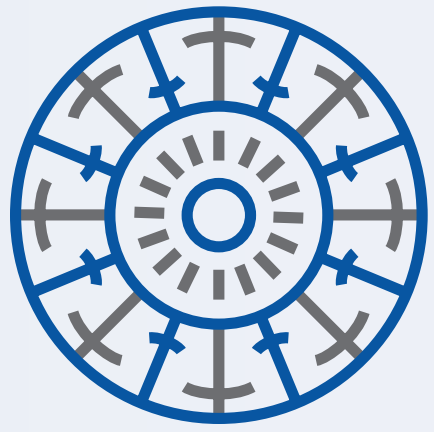
6 – THRU-TURNS



1 DEVELOP TRANSPORTATION CONCEPTS

THE STUDY TEAM USED INPUT FROM SEVERAL SOURCES TO DEVELOP 47 DIFFERENT TRANSPORTATION CONCEPTS:

- Local and regional master plans
- Past transportation studies
- Washington City, St. George City, UDOT and Dixie Metropolitan Planning Organization
- Community Coordination Team (CCT)
- Alternatives brainstorming sessions by engineering team
- Public input to date



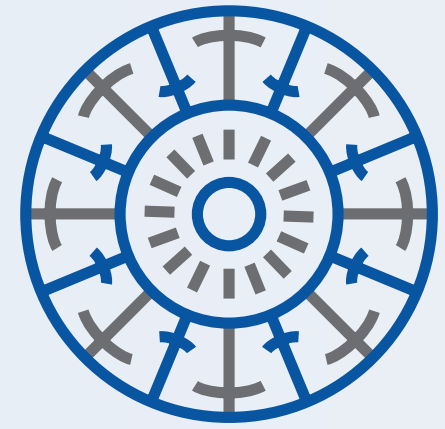
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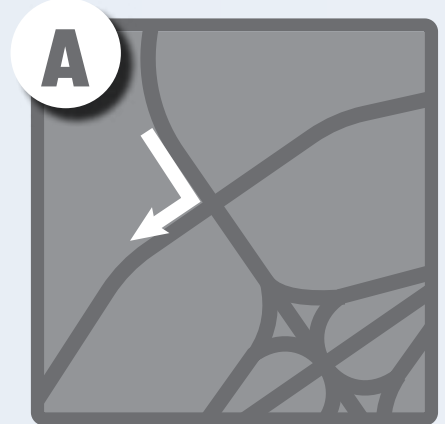
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EVALUATE CONCEPTS

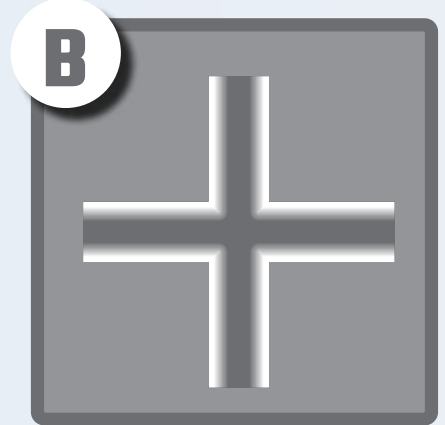




CONCEPTS COMMON TO ALL ALTERNATIVES



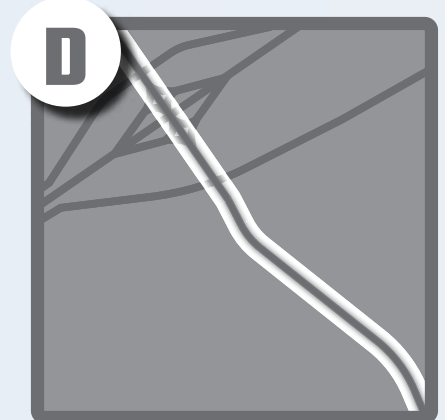
Add dedicated Right Turn Lane for SB Green Spring Dr at Buena Vista Blvd



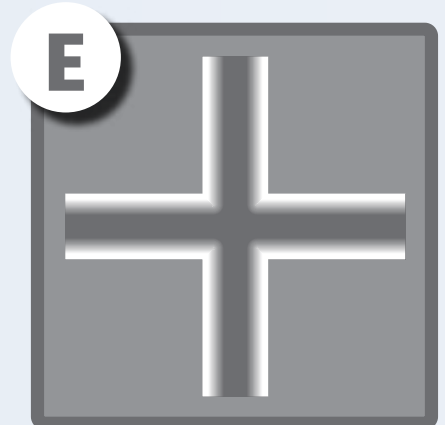
Widen the intersection of Telegraph St/Green Spring Dr



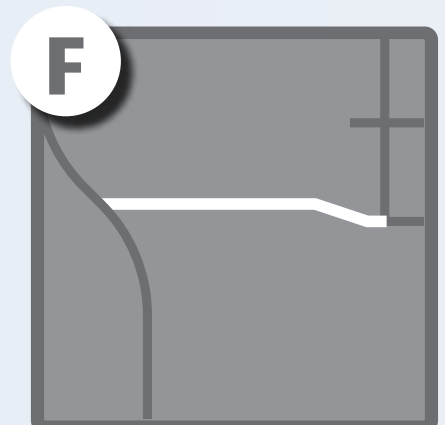
Widen Telegraph St to 7 lanes



Widen Green Spring Dr/3050 E to 7 lanes



Widen/improve Telegraph St/Walmart intersection



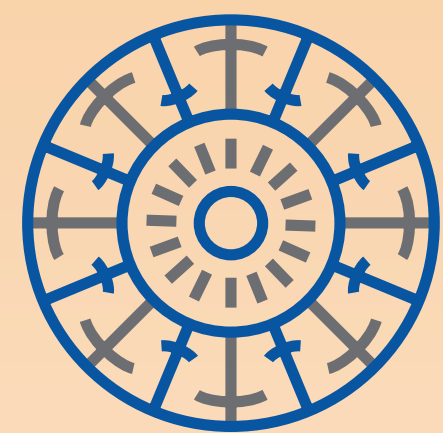
Extend 400 S from 100 W to 3050 E behind Home Depot/Walmart



Raised medians along Telegraph St & Green Spring Dr/3050 E



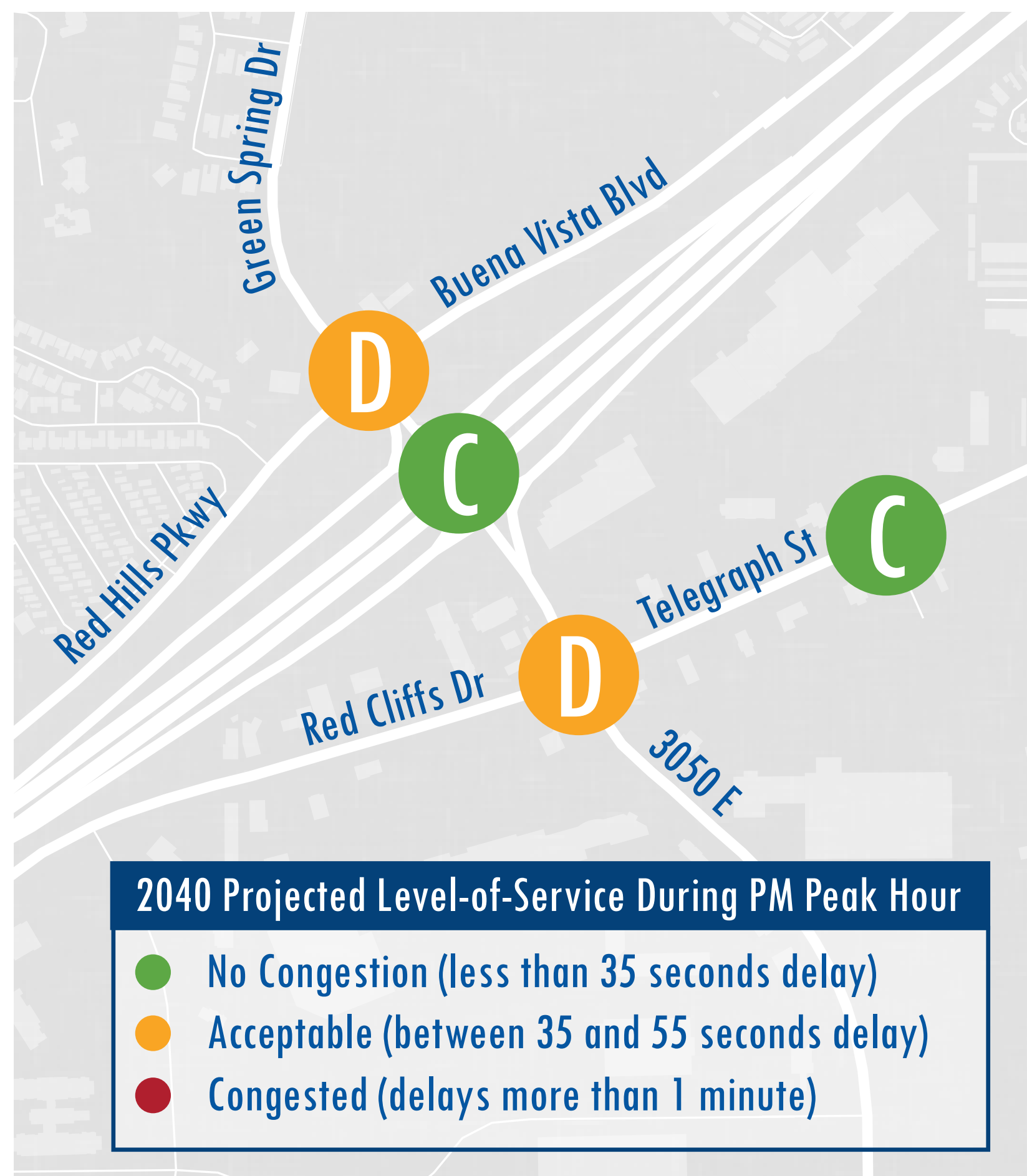
Concepts common to all alternatives would solve many of the traffic problems in 2040; however, it does not meet the Purpose & Need on its own.

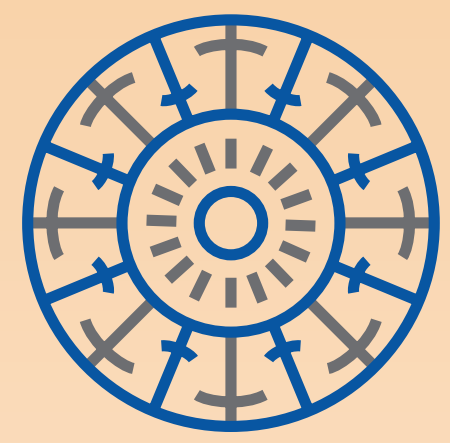


ALTERNATIVE 1

NORTHBOUND GREEN SPRING DRIVE WIDENING

Widen Northbound Green Spring
Dr/3050 E to 4 lanes



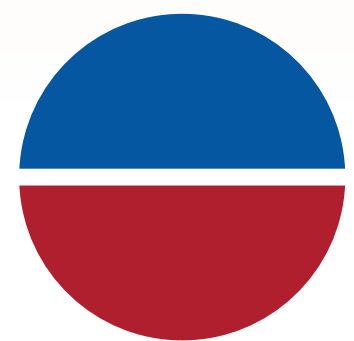


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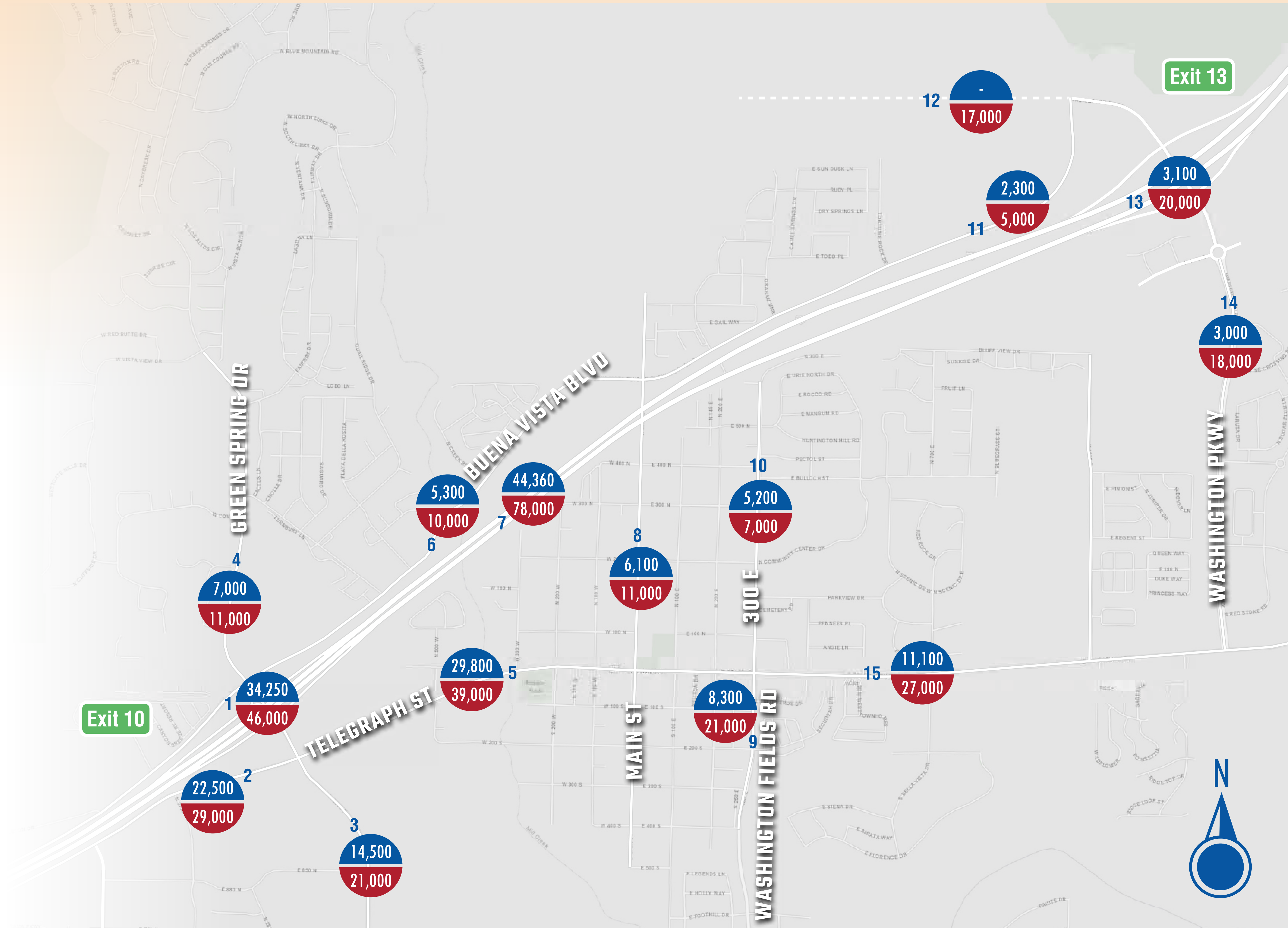
Traffic Volumes

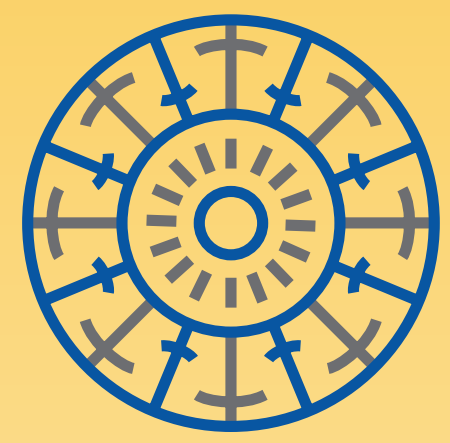


2017 Existing Conditions

2040 Projected Conditions

Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed.

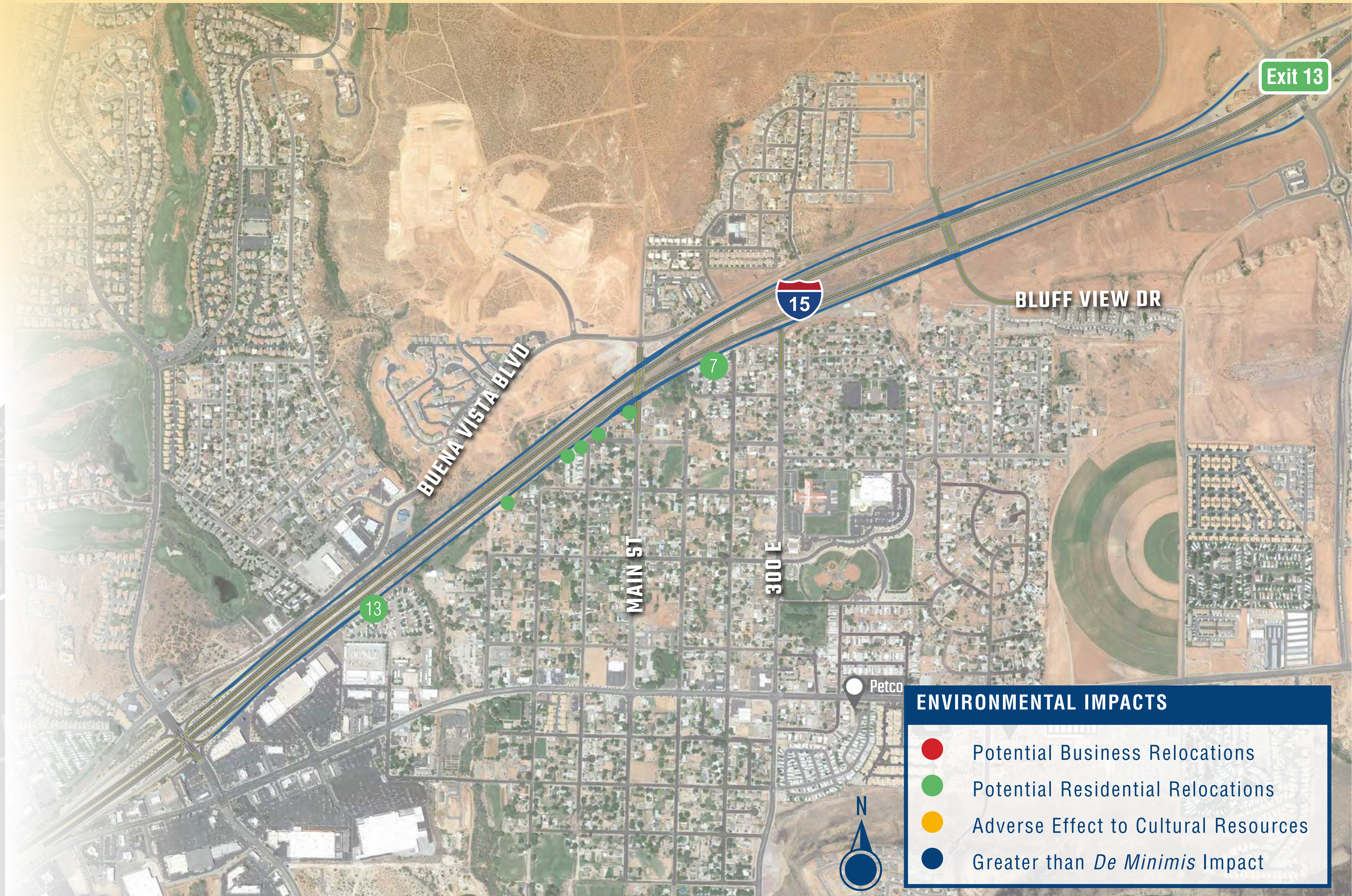
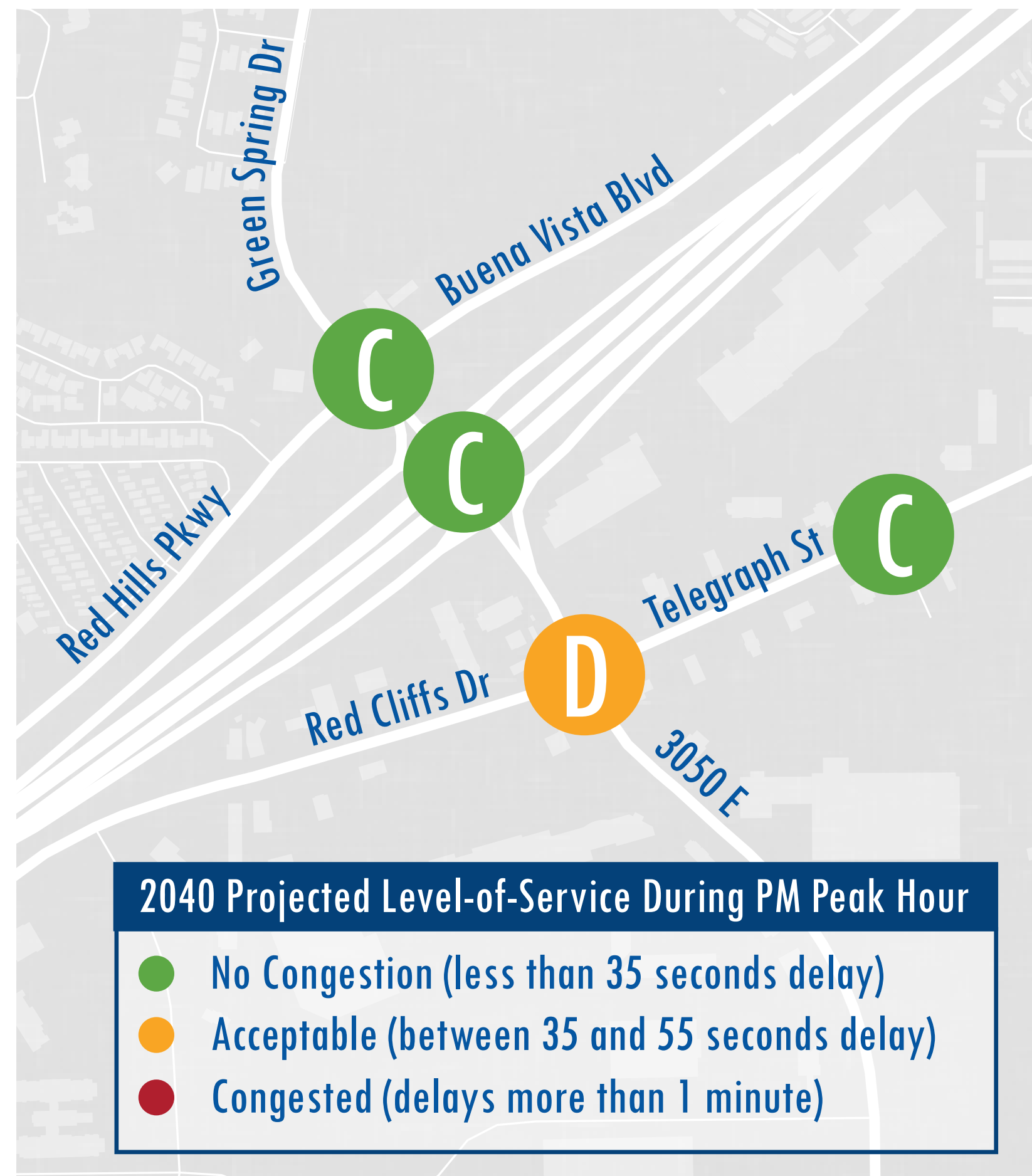


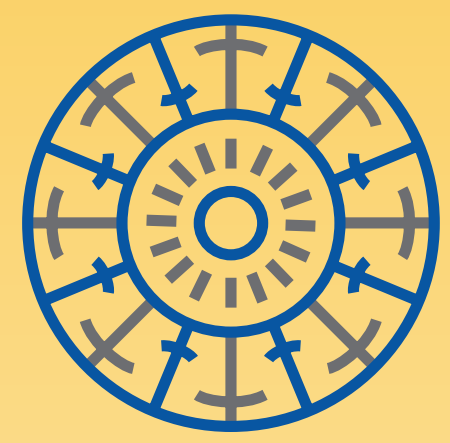


ALTERNATIVE 2

ONE WAY FRONTAGE ROAD

One-Way Frontage Road system between Exit 10 and Exit 13 interchanges

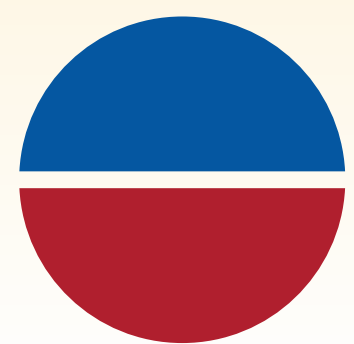




ALTERNATIVE 2

ONE WAY FRONTAGE ROAD

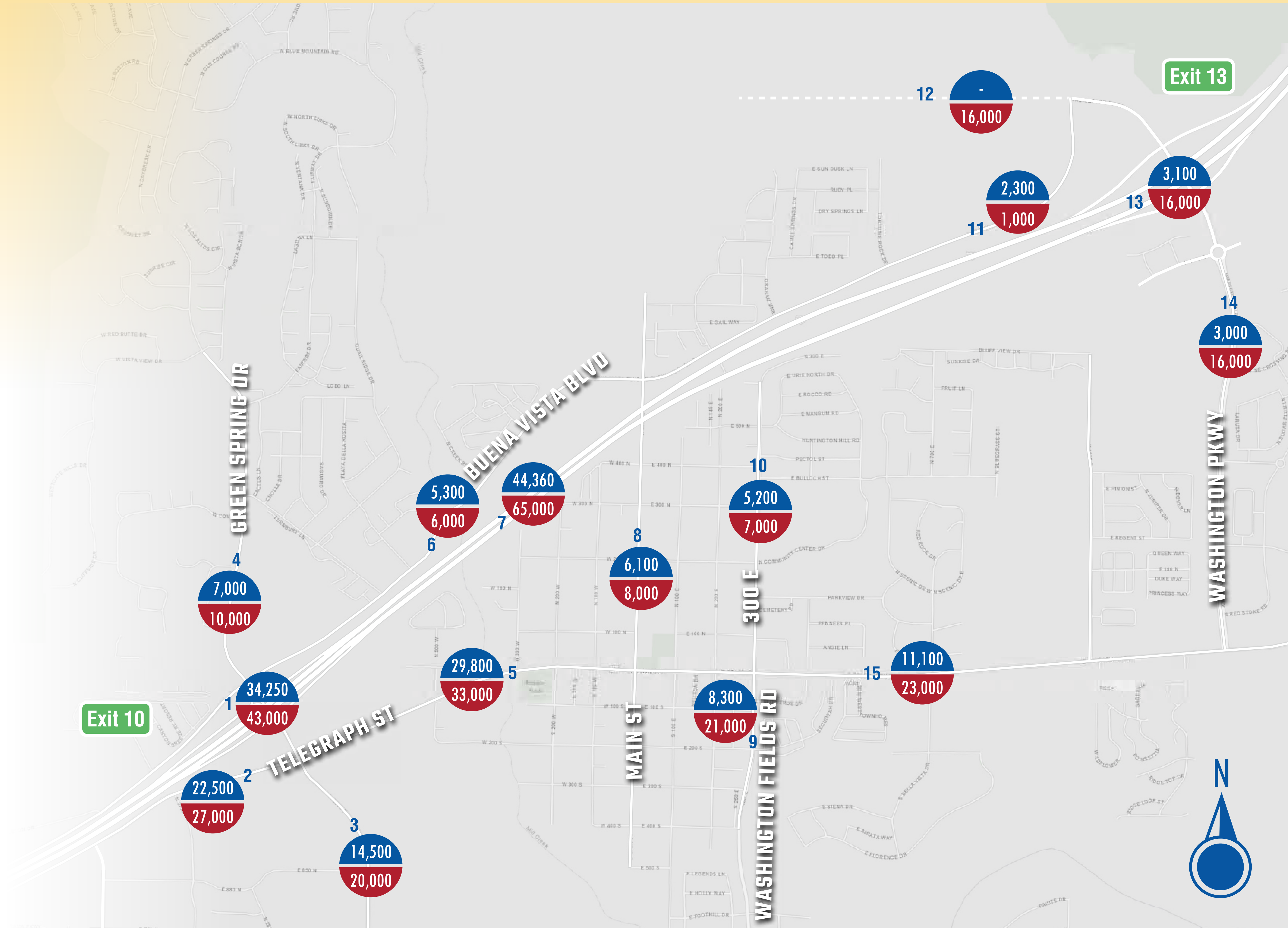
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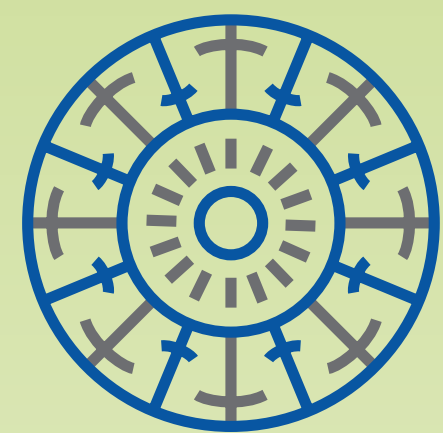


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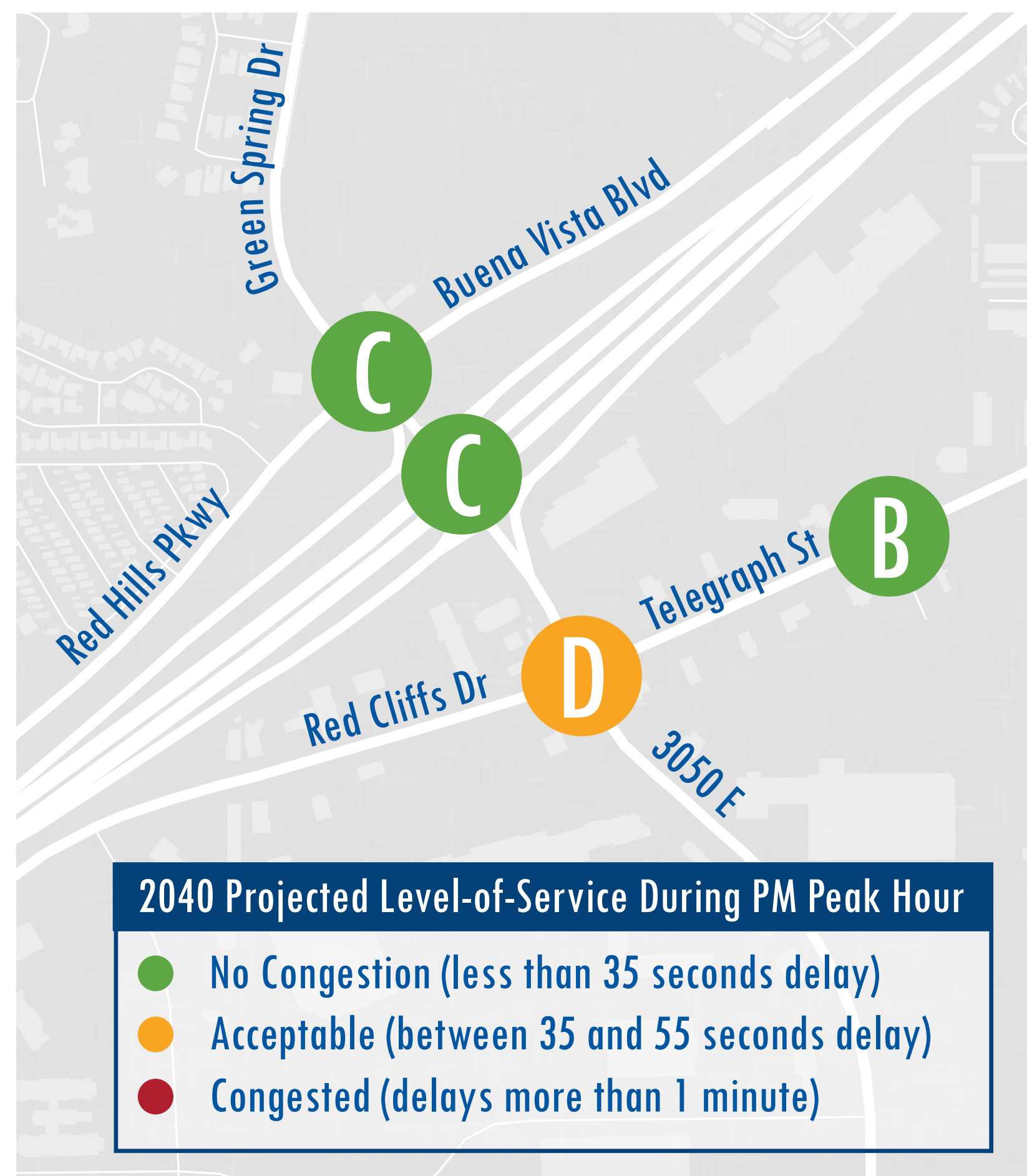


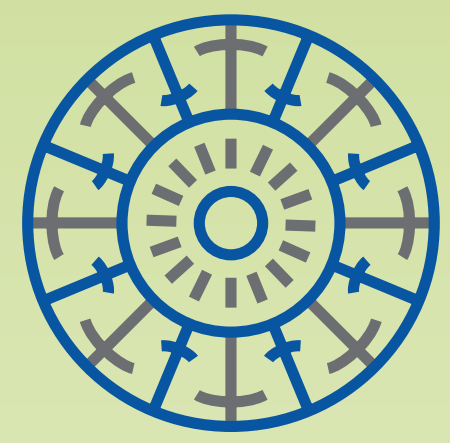


ALTERNATIVE 3

GRADE SEPARATION

Grade separate Green Spring Dr/Telegraph St (Telegraph St over)



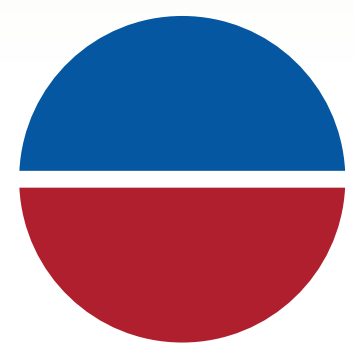


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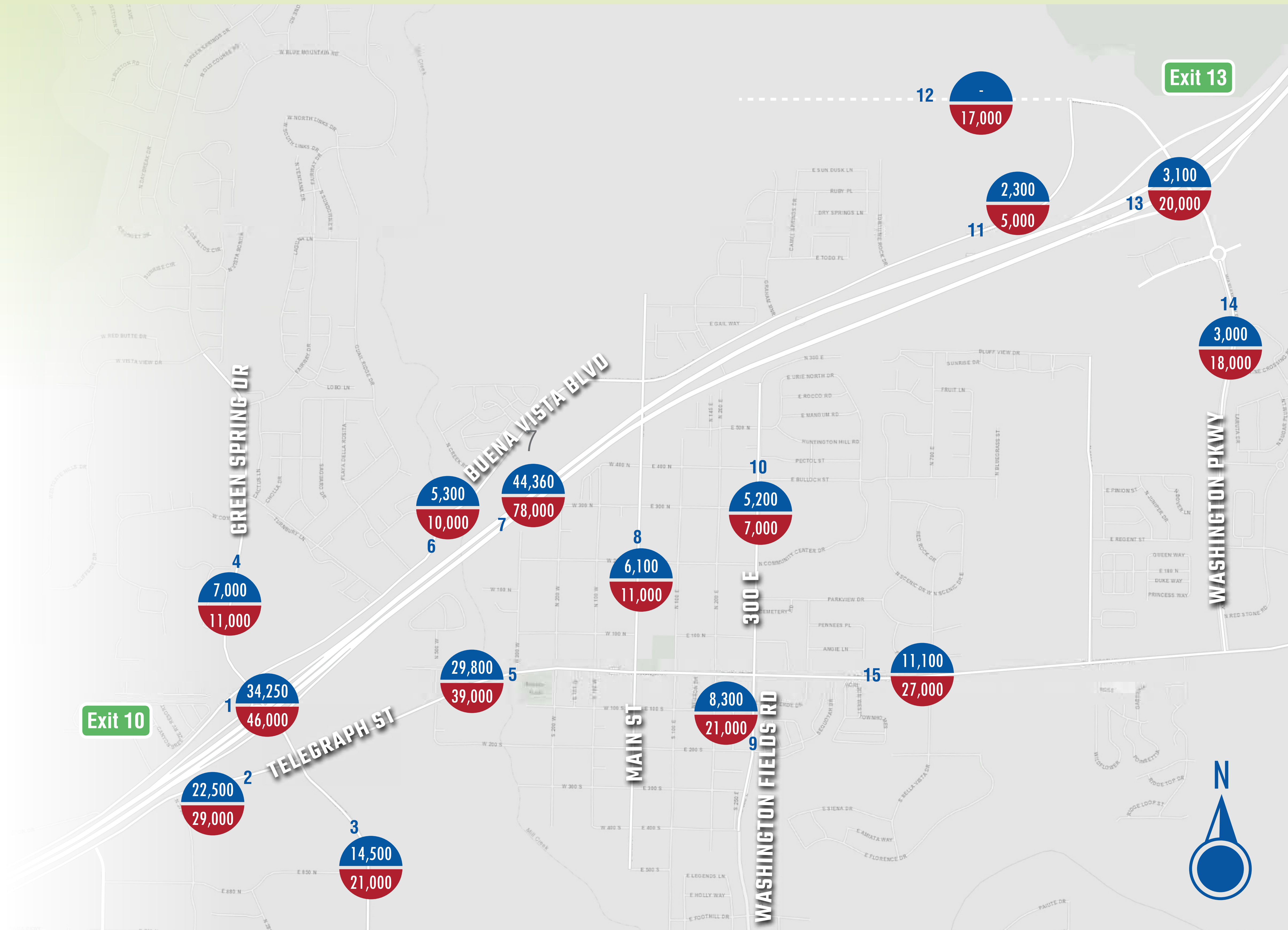
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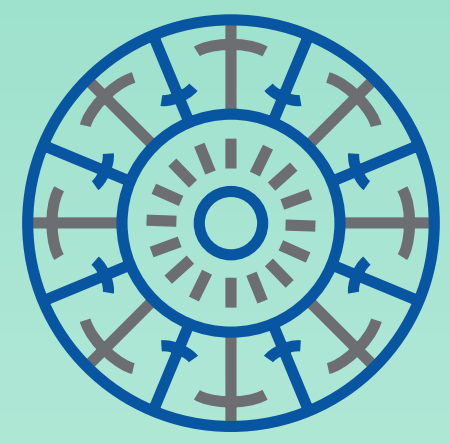


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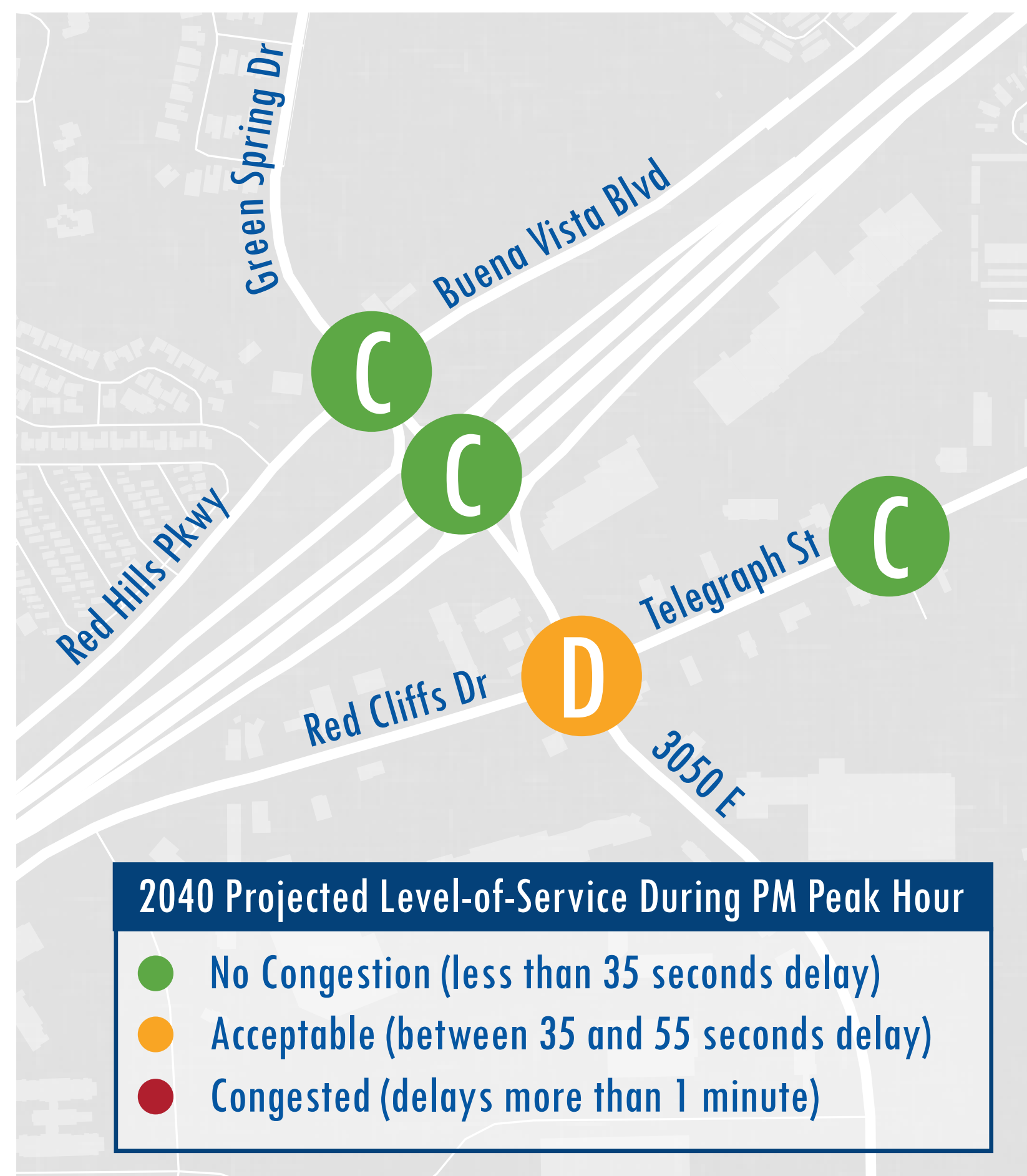


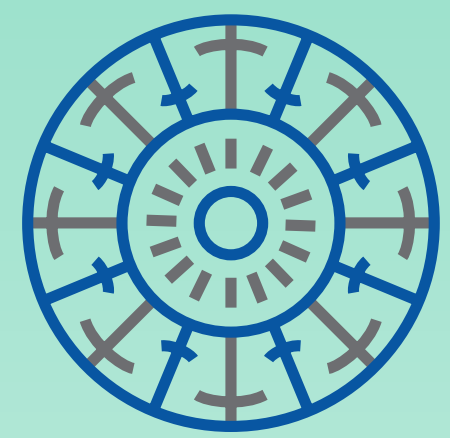


ALTERNATIVE 4

MAIN STREET INTERCHANGE

New interchange at Main Street



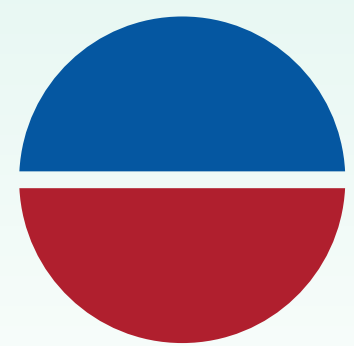


ALTERNATIVE 4

MAIN STREET INTERCHANGE

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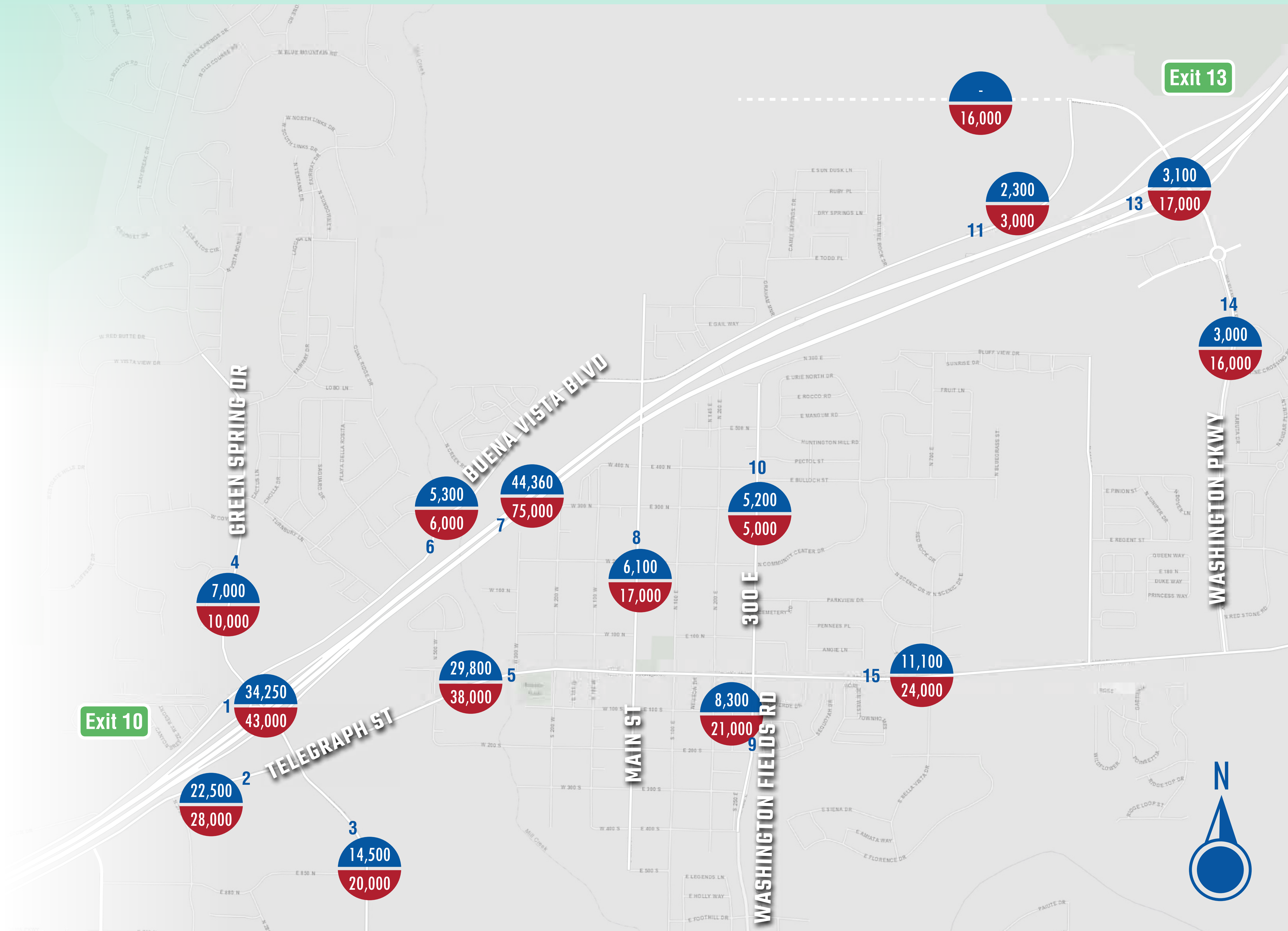
Traffic Volumes

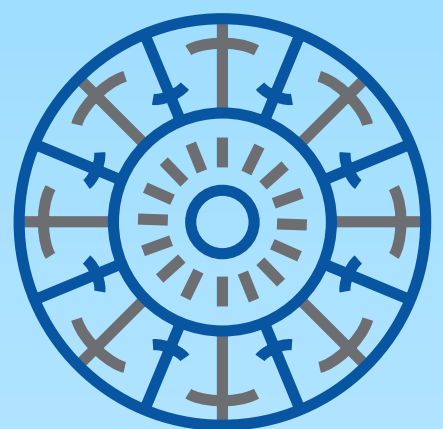


2017 Existing Conditions

2040 Projected Conditions

Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed.

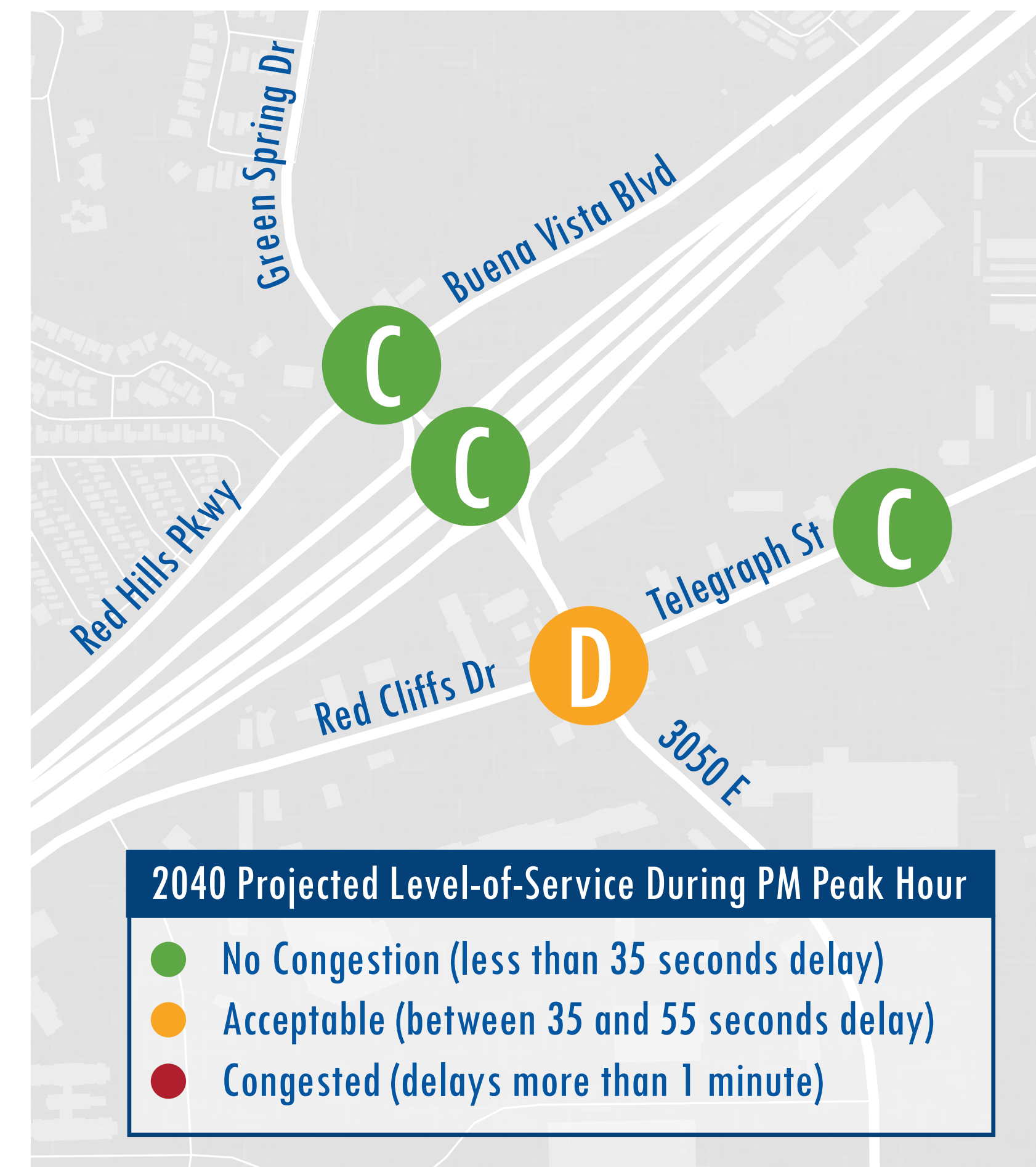


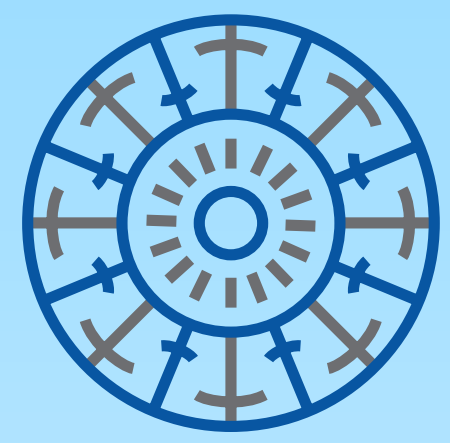


ALTERNATIVE 5

300 EAST INTERCHANGE

New interchange at 300 East



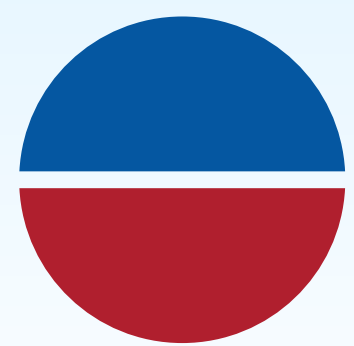


ALTERNATIVE 5

300 EAST INTERCHANGE

New interchange at 300 East

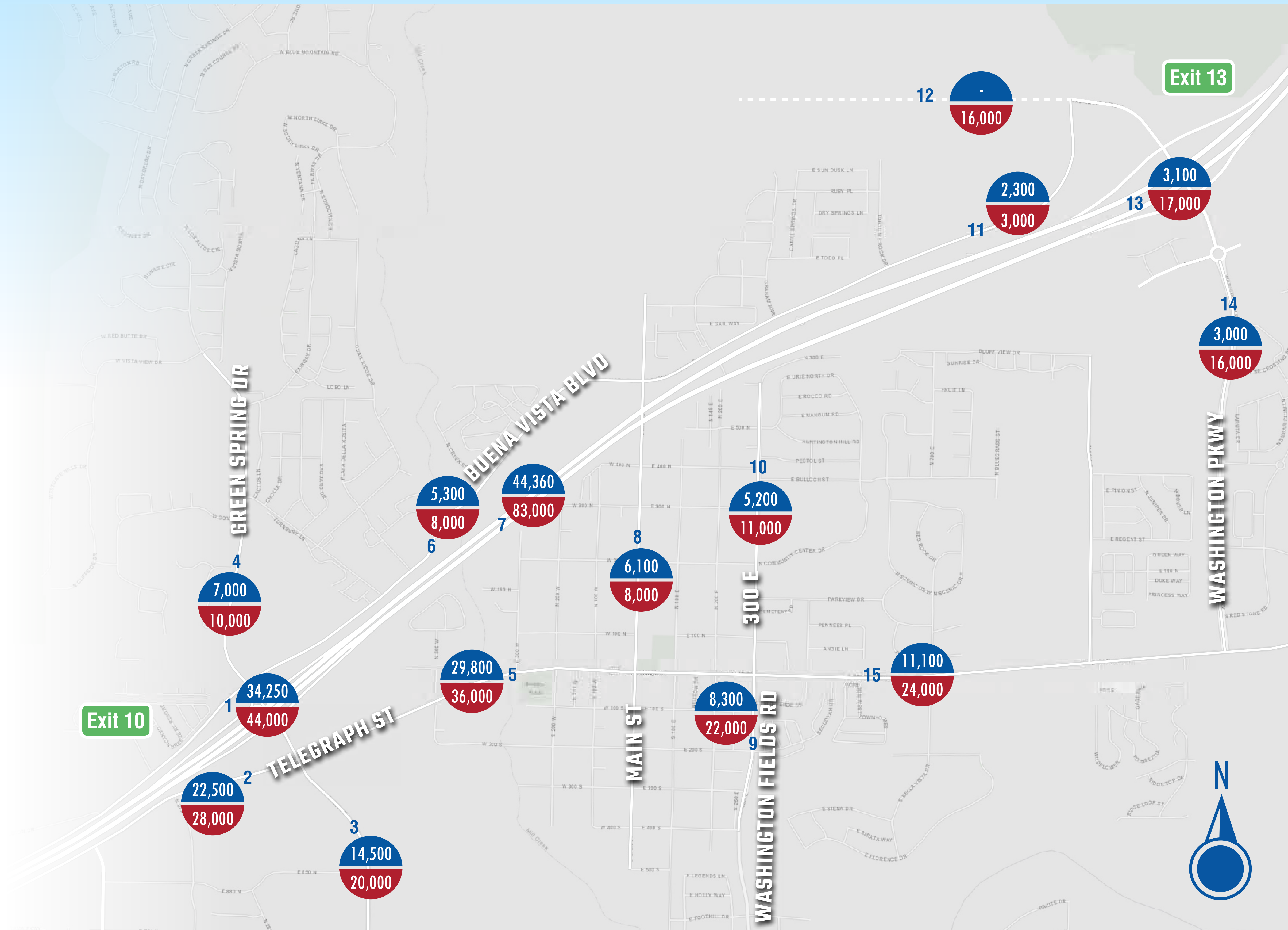
Traffic Volumes

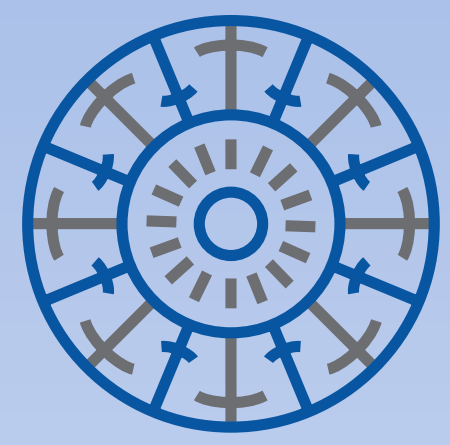


2017 Existing Conditions

2040 Projected Conditions

Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed.





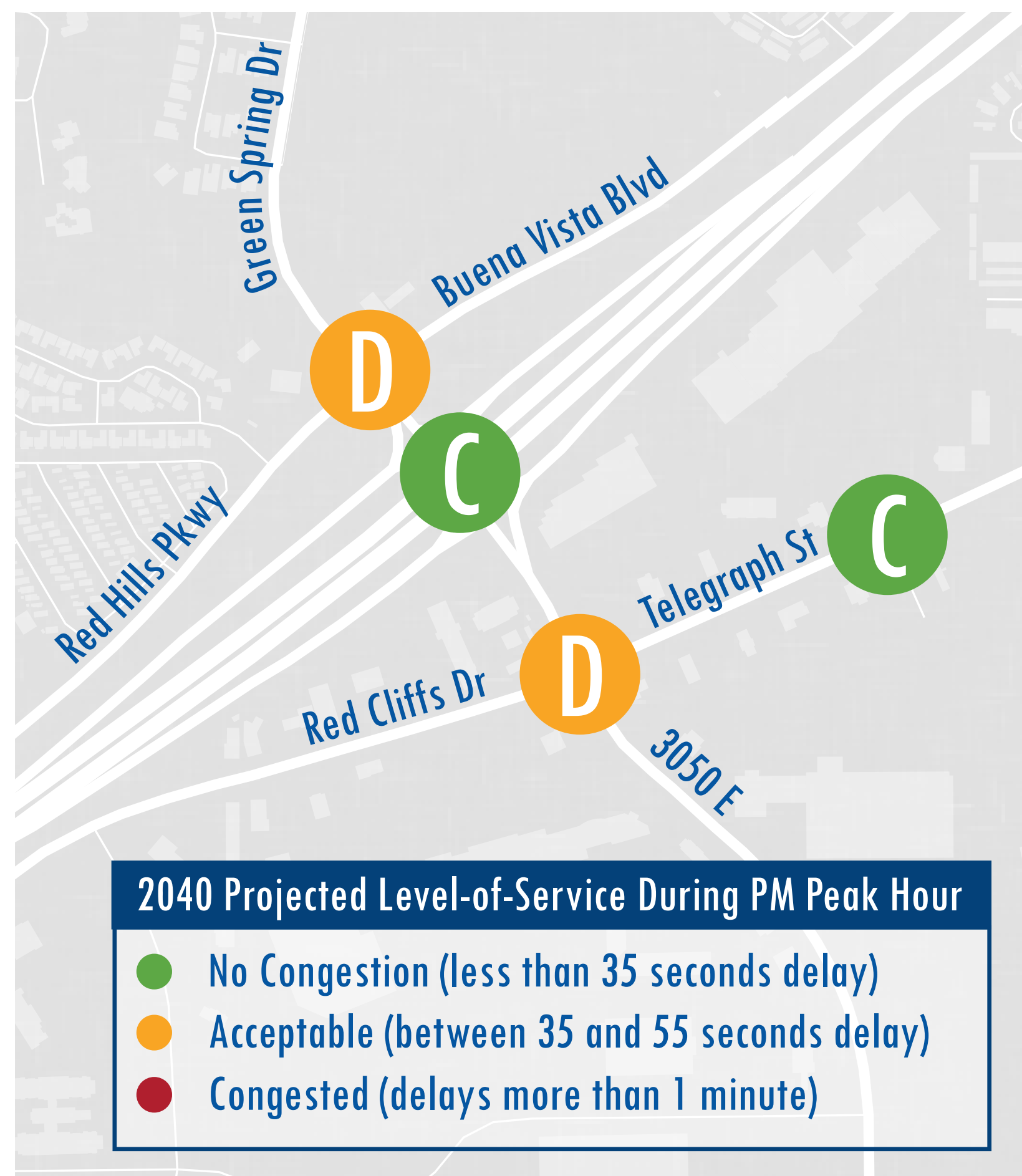
ALTERNATIVE 6

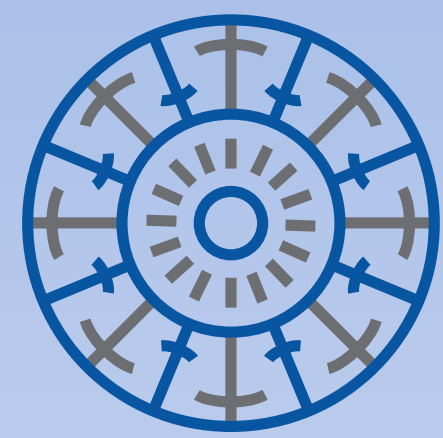
THRU-TURNS

Thru-turns at Green Spring Dr/Telegraph St intersection
(eliminate lefts)

ENVIRONMENTAL IMPACTS

- Potential Business Relocations
- Potential Residential Relocations
- Adverse Effect to Cultural Resources
- Greater than *De Minimis* Impact



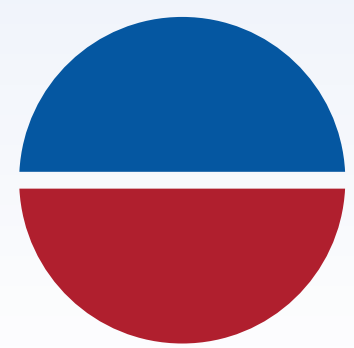


ALTERNATIVE 6

THRU-TURNS

Thru-turns at Green Spring Dr/Telegraph St intersection
(eliminate lefts)

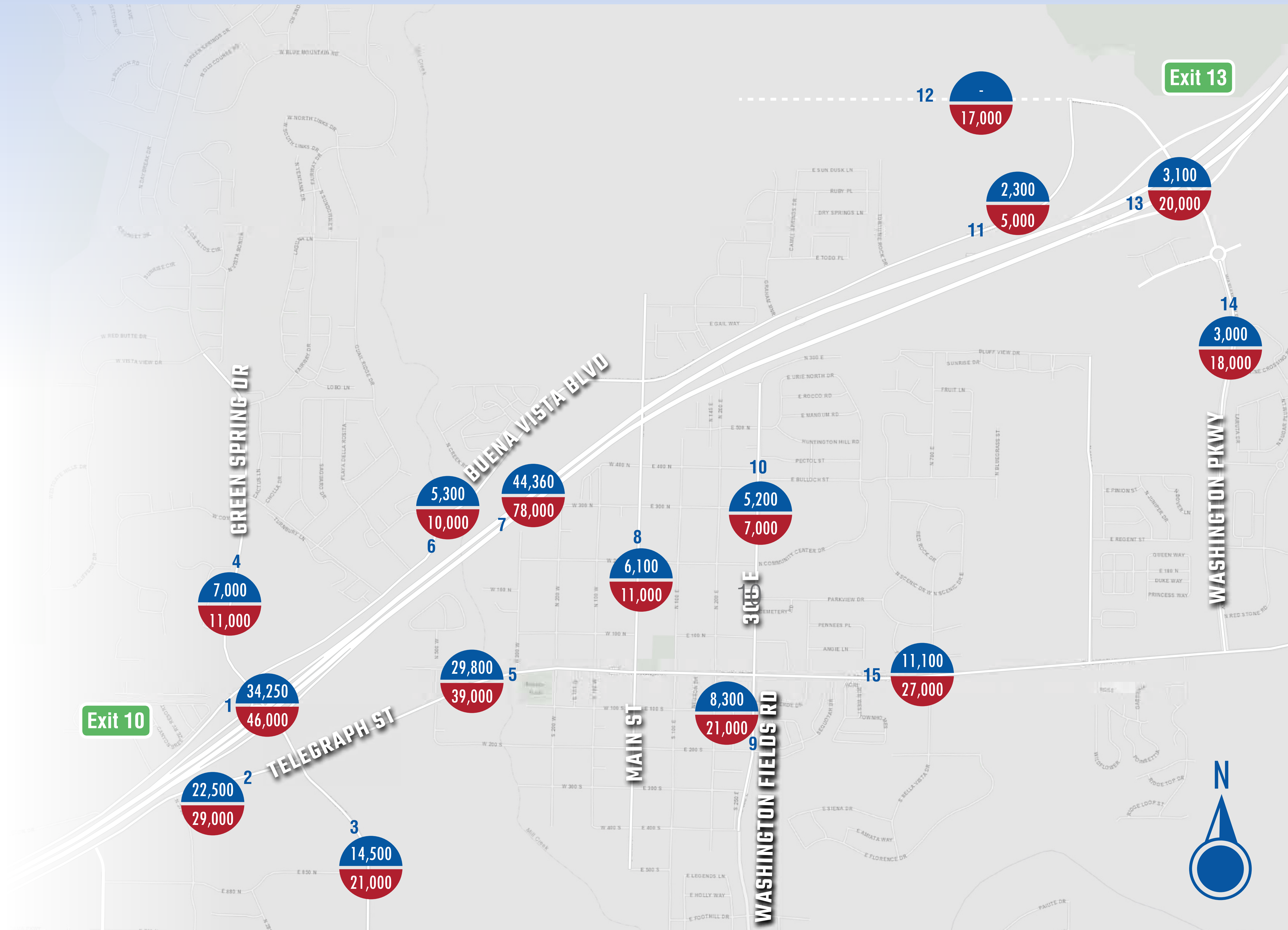
Traffic Volumes

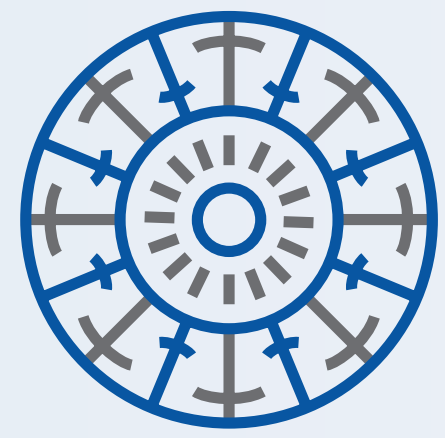


2017 Existing Conditions








2040 Projected Conditions

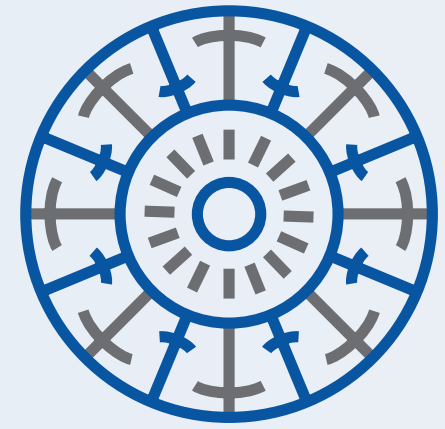
Traffic volumes represent Average Daily Weekday Traffic and are expressed in vehicles per day. 2040 volumes assume all projects identified on the DMPO Long Range Plan are constructed.







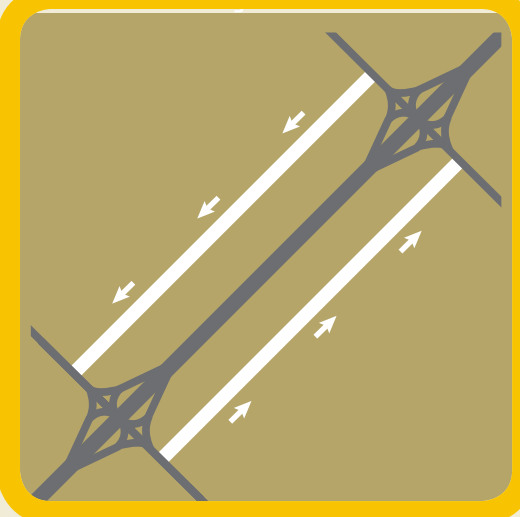




2040 TRAFFIC VOLUME SUMMARY

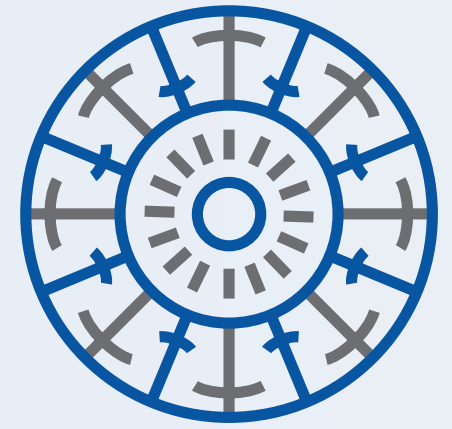
							
	NO-ACTION	1 – NB GREEN SPRING DR WIDENING	2 – FRONTAGE ROADS	3 – GRADE SEPARATION	4 – MAIN ST INTERCHANGE	5 – 300 E INTERCHANGE	6 – THRU- TURNS
1 Green Spring Dr at Exit 10	45,650	46,000	43,000	46,000	43,000	44,000	46,000
2 Rd Cliffs Dr ~ 2450 E	28,600	29,000	27,000	29,000	28,000	28,000	29,000
3 Green Spring Dr south of Costco	20,500	21,000	20,000	21,000	20,000	20,000	21,000
4 Green Spring Dr north of Buena vista	10,500	11,000	10,000	11,000	10,000	10,000	11,000
5 Telegraph St east of Walmart	38,600	39,000	33,000	39,000	38,000	36,000	39,000
6 Buena Vista Blvd north of Green Spring Dr	10,300	10,000	6,000	10,000	6,000	8,000	10,000
7 I-15 between Exit 10 and Exit 13	78,460	78,000	65,000	78,000	75,000	83,000	78,000
8 Main St north of Telegraph St	10,600	11,000	8,000	11,000	17,000	8,000	11,000
9 Wash Fields Rd south of Telegraph St	21,300	21,000	21,000	21,000	21,000	22,000	21,000
10 300 E north of Telegraph St	7,300	7,000	7,000	7,000	5,000	11,000	7,000
11 Buena Vista Blvd south of Washington Pkwy	5,400	5,000	1,000	5,000	3,000	3,000	5,000
12 Washington Pkwy north of Buena Vista Blvd	17,000	17,000	16,000	17,000	16,000	16,000	17,000
13 Washington Pkwy at Exit 13	19,800	20,000	16,000	20,000	17,000	17,000	20,000
14 Washington Pkwy north of Telegraph St	17,900	18,000	16,000	18,000	16,000	16,000	18,000
15 Telegraph St west of Washington Pkwy	27,200	27,000	23,000	27,000	24,000	24,000	27,000



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY



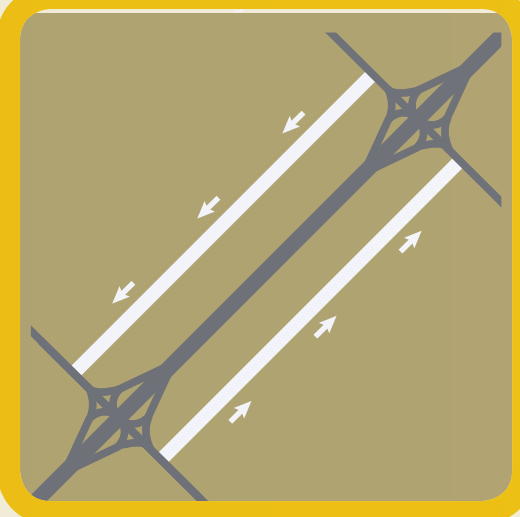









4 SCREEN ALTERNATIVES BASED ON PURPOSE & NEED

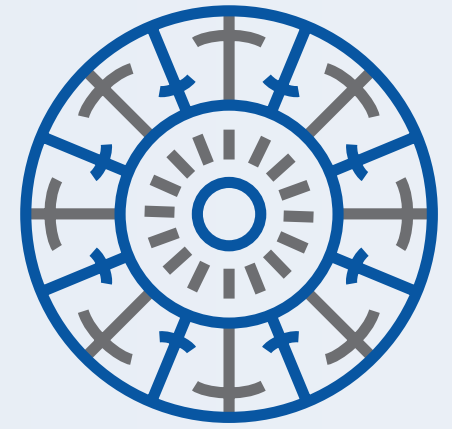
							
	NO-ACTION	1 – NB GREEN SPRING DR WIDENING	2 – FRONTAGE ROADS	3 – GRADE SEPARATION	4 – MAIN ST INTERCHANGE	5 – 300 E INTERCHANGE	6 – THRU-TURNS
Provide overall intersection LOS D or better							
Buena Vista/Green Springs	F	D	C	C	C	C	D
Exit 10 SPUI	F	C	C	C	C	C	C
Green Springs/Telegraph St	F	D	D	D	D	D	D
Green Springs/Walmart	E	C	C	B	C	C	C
Queues will not extend into adjacent intersections or onto I-15							
I-15	✗	✓	✓	✓	✓	✓	✓
Adjacent Intersections	✗	✗	✓	✗	✓	✓	✗
MOVE FORWARD TO ENVIRONMENTAL SCREENING	✓	✓	✓	✓	✓	✓	✓



I-15 MP 11 INTERCHANGE ENVIRONMENTAL STUDY

5 SCREEN ALTERNATIVES BASED ON KEY ENVIRONMENTAL RESOURCES

	 NO-ACTION	 1 – NB GREEN SPRING DR WIDENING	 2 – FRONTAGE ROADS	 3 – GRADE SEPARATION	 4 – MAIN ST INTERCHANGE	 5 – 300 E INTERCHANGE	 6 – THRU- TURNS
# of potential business relocations	0	2	0	11	0	0	1
# of potential residential relocations	0	0	20+	0	12	10	0
# of adverse effects to cultural resources (e.g. Archaeology, Historic Architecture)	0	0	0	0	0	0	0
# of Section 4(f) greater than <i>de minimis</i> impacts (e.g. Historic Architecture, Public Parks)	0	0	0	0	0	0	0
RECOMMENDED TO MOVE FORWARD FOR DETAILED ANALYSIS							



PUBLIC COMMENTS

Due by September 27, 2018

- Please remember that commenting is not a form of voting.
- Comments should be clear, concise and relevant to the transportation needs and alternatives presented.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the EIS.
- Comments are helpful when they address what the transportation needs are in the community, how current transportation trends affect your community, how proposed solutions to these needs may affect you and/or your family, etc.

 **Website: www.mp11.org**

 **Email: info@mp11.org**

 **Hotline: 435-477-6211**

Comments provided to the project team will be reviewed and considered by UDOT as it develops the project. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification.

Comments made during the EIS public review period will be considered as UDOT prepares the Final EIS. Comments provided during the National Environmental Policy Act (NEPA) process to UDOT are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website.

Comments that are publicly displayed through online tools must follow our UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.

COMMUNITY COORDINATION TEAM

- Washington City has organized a Community Coordination Team (CCT) to attend a series of working meetings throughout the process.
- The CCT is made up of members of the public that represent a wide range of interests in the community.
- Look around and introduce yourself to a member of the CCT. They are a resource available to represent you and keep you informed!

NAME	REPRESENTATION
Bryce Gubler	Business
Ryan Bishop	Business
Robin Sanderson	Downtown
J'Neal Robinson	Downtown
Cheryl Koeven	Downtown
Tyler Sprague	Brio
Ken Steelman	Coral Canyon
Jim Park	Green Spring
Todd Feltner	Washington Fields
Lenny Jones	Washington Fields
Kyle Pasley	SITLA
Chief Matt Evans	Emergency Response
Kelly Mitchell	Washington Elementary School
Bronson Bundy	City Personnel
Councilman Jeff Turek	City Council
Councilman Doug Ward	City Council

PURPOSE & NEED

PURPOSE

Maintain the operation and safety of I-15 between Exit 10 and Exit 13

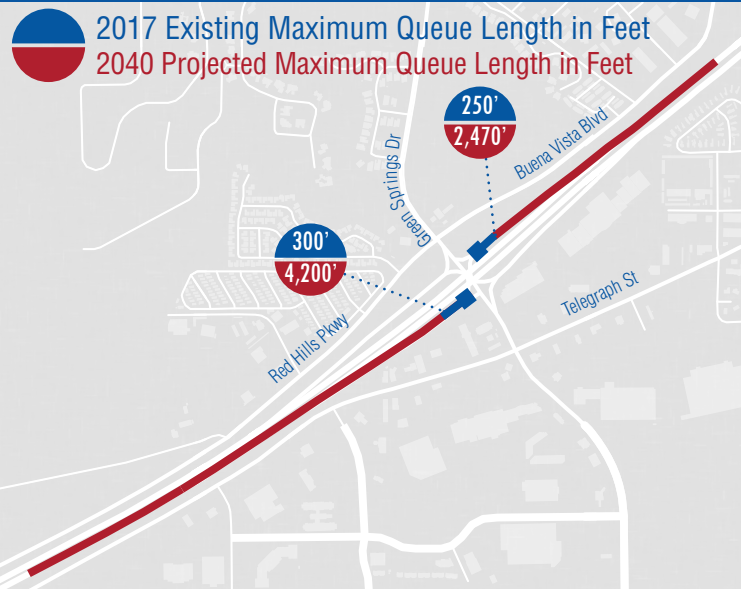
SUPPORTING NEED

Traffic queuing onto mainline I-15 from the ramps

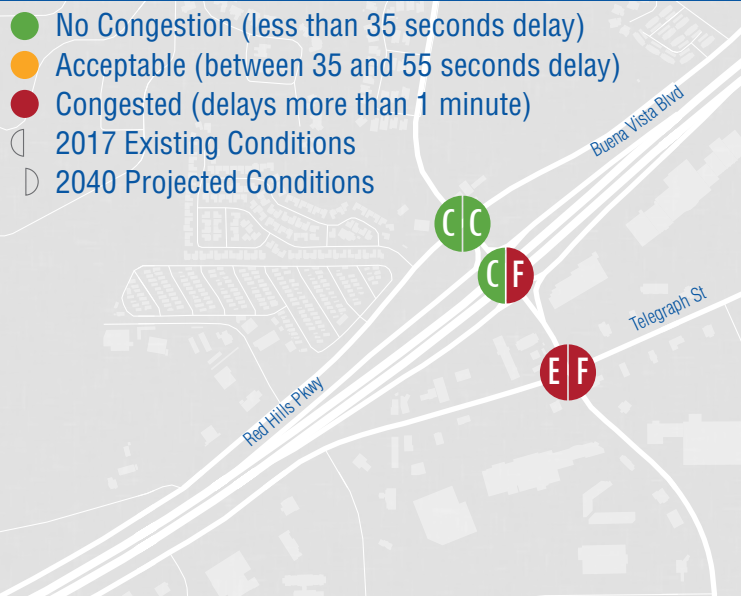
Enhance the mobility and safety of the transportation system in Washington City's primary business district

Traffic congestion and travel delay on surface streets

I-15 TRAFFIC QUEUING DURING PM PEAK HOUR



CONGESTION DURING PM PEAK HOUR



Do you have any input on the purpose and need?

GET INVOLVED



WEBSITE: <https://www.mp11.org>



HOTLINE: 435-477-6211



EMAIL: info@mp11.org



PUBLIC OPEN HOUSES

- Today
- Public Hearing – Winter 2019

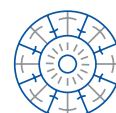


PUBLIC COMMENTS
(DUE BY SEPT. 27, 2018)

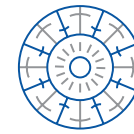
- **Online Interactive Map:** www.mp11.org/public-input
- **Email:** info@mp11.org
- **Mail:** MP 11 Interchange Environmental Study
555 S Bluff Street, Suite 101
St. George, Utah, 84770

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- Comments should be clear, concise and relevant to the transportation needs and alternatives presented.
- Feedback that is solution-oriented and provides specific examples of concerns and ideas is the most helpful in shaping the EIS.
- Comments are helpful when they address what the transportation needs are in the community, how current transportation trends affect your community, how proposed solutions to these needs may affect you and/or your family, etc.

Comments provided to the study team will be reviewed and considered as the environmental study develops. All comments received will be documented in the project record. The study team will contact you if they need additional information or clarification. Comments provided during the National Environmental Policy Act (NEPA) process to the team are a matter of public record and subject to public release, if requested. For more information, see the Terms of Use at the bottom of the Utah.gov website. Comments that are publicly displayed through online tools must follow the UDOT Social Media Policy Participant Code of Conduct. Comments that are unacceptable under that policy may be removed at the administrator's discretion.



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY



I-15 MP 11 INTERCHANGE
ENVIRONMENTAL STUDY

PUBLIC MEETING

August 28, 2018

Washington City's population will more than triple by 2040, meaning more cars will be on the road and congestion will be much greater than it is today.

If no transportation improvements are constructed within the study area, then Washington City's roadways are projected to experience major traffic congestion in the future.

The Utah Department of Transportation (UDOT), in cooperation with Washington City, has initiated an Environmental Impact Statement (EIS) to evaluate transportation improvements at Interstate 15 (I-15)/Green Spring Drive Interchange (Exit 10) and the surrounding roadway system in Washington City, Utah.

ENVIRONMENTAL IMPACT STATEMENT PROCESS

CURRENT PROGRESS

SCOPING

PURPOSE & NEED

ALTERNATIVES DEVELOPMENT & SCREENING

FALL 2018

ENVIRONMENTAL RESOURCE ANALYSES

WINTER 2019

PREPARE AND PUBLISH DRAFT ENVIRONMENTAL IMPACT STATEMENT

PUBLIC HEARING & 45-DAY COMMENT PERIOD

SPRING 2019

PREPARE FINAL ENVIRONMENTAL IMPACT STATEMENT

APPROVE/ISSUE RECORD OF DECISION



Do you have any comments on the Environmental Impact Statement (EIS) process?



Are there any environmental or transportation issues that we should be aware of?

ALTERNATIVES DEVELOPMENT & SCREENING PROCESS

1 DEVELOP TRANSPORTATION CONCEPTS

EXPAND EXISTING CAPACITY

- Roadway Widening
- Intersection/Interchange Improvements
- Alternative Intersection Designs
- Roadway Relocations/Reconfigurations

ADD CAPACITY

- New Roadways
- New Interchanges
- Frontage Roads
- Grade Separations

INCREASE EFFICIENCY

- Access Control Improvements
- Bike and Pedestrian Improvements
- Transit Improvements
- Traffic Signal Timing Improvements

47 TOTAL CONCEPTS DEVELOPED

2 EVALUATE AND SCREEN CONCEPTS


- Is the concept a new idea? (not on an existing transportation plan)
- Can the concept be designed and constructed to reasonable and current engineering standards?
- Does the concept provide a measurable transportation benefit?


13 CONCEPTS CARRIED FORWARD


3 DEVELOP ALTERNATIVES


Combine 13 Concepts into Multiple Alternatives


6 BUILD ALTERNATIVES DEVELOPED


**1 – NORTHBOUND GREEN SPRING DR WIDENING**

**4 – MAIN ST INTERCHANGE**

**2 – FRONTAGE ROADS**

**5 – 300 E INTERCHANGE**

**3 – GRADE SEPARATION**

**6 – THRU-TURNS**

CONCEPTS COMMON TO ALL ALTERNATIVES:

- Add dedicated Right Turn Lane for southbound Green Spring Dr at Buena Vista Blvd
- Widen the intersection of Telegraph St/ Green Spring Dr
- Widen Telegraph St to 7 lanes
- Widen Green Spring Dr/3050 E to 7 lanes
- Widen/improve Telegraph St/Walmart intersection
- 400 South extension from 100 W to 3050 E

4 EVALUATE AND SCREEN ALTERNATIVES

Based on Purpose & Need

- Does the alternative provide overall intersection level-of-service D at study intersections?
- Does the alternative have queuing that extends into mainline I-15 or adjacent intersections?

5 EVALUATE AND SCREEN ALTERNATIVES

Based on Environmental Key Resources

- Right-of-Way and relocations
- Cultural (archaeological and architectural) resources
- Section 4(f)

ALTERNATIVES RECOMMENDED FOR FURTHER DETAILED ANALYSIS

**NO ACTION**

**1 – NORTHBOUND GREEN SPRING DR WIDENING**

**4 – MAIN ST INTERCHANGE**

**5 – 300 E INTERCHANGE**

**6 – THRU-TURNS**

Do you have any comments on the Alternatives Screening process?

ALTERNATIVES COMPARISON SUMMARY

PRELIMINARY SCREENING – SCREEN ALTERNATIVES BASED ON PURPOSE & NEED

	NO-ACTION	1 – NB GREEN SPRING DR WIDENING	2 – FRONTAGE ROADS	3 – GRADE SEPARATION	4 – MAIN ST INTERCHANGE	5 – 300 E INTERCHANGE	6 – THRU-TURNS
Provide overall intersection LOS D or better							
Buena Vista/Green Springs	F	D	C	C	C	C	C
Exit 10 SPUI	F	C	C	C	C	C	C
Green Springs/Telegraph St	F	D	D	D	D	D	D
Green Springs/Walmart	E	C	C	B	C	C	C
Queues will not extend into adjacent intersections or onto I-15							
I-15	✗	✓	✓	✓	✓	✓	✓
Adjacent Intersections	✗	✗	✓	✗	✓	✓	✗
MOVE FORWARD TO ENVIRONMENTAL SCREENING	✓	✓	✓	✓	✓	✓	✓

SECONDARY SCREENING – SCREEN ALTERNATIVES BASED ON KEY ENVIRONMENTAL RESOURCES

# of potential business relocations	0	2	0	11	0	0	1
# of potential residential relocations	0	0	20+	0	12	10	0
# of adverse effects to cultural resources (e.g. Archaeology, Historic Architecture)	0	0	0	0	0	0	0
# of Section 4(f) greater than <i>de minimis</i> impacts (e.g. Historic Architecture, Public Parks)	0	0	0	0	0	0	0
RECOMMENDED TO MOVE FORWARD FOR DETAILED ANALYSIS	✓	✓	✗	✗	✓	✓	✓

Do you have any concerns about any of the alternatives?

Are there any other alternatives we should consider?



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
Public Website	If you put this exit on 300 E it will only be a matter of time before one of the children gets hit at the elementary school. Perhaps we should think about other alternatives like timing the lights at the 10 exit to work together instead of pressure activated.	Lee Devine	
Public Website	An exit at Main Street will miss schools, allow connectivity towards Costco, connect to new development to the East, and allow the City to correct flooding problems. It is essential to ease Exit 10 congestion.	Richard Newcomb	
Public Website	I live in the Buena Vista Area North of I-15. The intersections of Green Springs Dr. and Cactus Lane at Red Hills Parkway/Buena Vista Blvd., as is well known, has become more of a challenge over the last couple of years. I am very much in favor of the Washington Parkway connection to the upper end of Green Springs Dr. as I believe it will reduce traffic using the Green Springs/Buena Vista Blvd. Intersection. I understand there are those who do not want to see the Washington Parkway connection. Those same motorists will find it more and more difficult to get through this intersection if the Washington Parkway connection is not made and/or the addition of an interchange at Main Street/I-15.	Roger Bundy	
Phone	Karla called to ask why the study did not extend to Exit 13. She also stated that they were unable to see and hear at the City Council presentation on Aug 7. She also talked about how an interchange at Main Street has always been the plan and the other alternatives are just "fluff" to make the public believe there are other options being considered. She indicated that Brio has been promised an interchange and now they are going to get one. I explained that there had been a lot of misinformation about the project early on in the study; the alternatives presented have actually been studied in detail; and in fact, the study was elevated to an EIS to ensure a broader study with added details. I invited her to the meeting on Aug 28 to learn more about the details of each alternative, and tried to assure her that the study is legitimate and is helping relieve congestion for the next 20 years.	Karla Yancey Burnes	
Public Website	It saddens me to think that either Main Street or 300 East are even being considered as options in this issue. Those streets are at the heart of our historic community and an on/off freeway ramp and massive increases in traffic through those areas would destroy not only the integrity of these older neighborhoods but would also greatly affect the safety of those folks who live on those streets. Please consider keeping these changes to areas where there is already a commercial presence and do not destroy the neighborhoods of old town Washington; established homes and neighborhoods which are integral to our small town should not have to pay the price of increased growth in our area. I think the ideas of improving the Green Springs interchange are good ones and would not affect our community like Exit 11 would. And just curious why Exit 13 was not even considered in this study? That seems like such a logical solution with the least amount of disruption. What am I missing?	Kim Jones	
Public Website	Why aren't we considering the criss-cross type of intersection that was installed at Exit 8? I think adding a dedicated right-turn off SB I-15 onto Buena Vista and widening the intersection to allow for easier left turns in all directions it would ease a lot of the congestion.	Melanie	
Public Website	Something definitely needs to be done about the traffic congestion at and around Exit 10. I feel the best alternative is to build an on/off ramp at I5 and Main Street. I feel bad for the current home owners in this area but unfortunately, this is part of the progress of a growing Washington City.	Doug Greenwood	
Public Website	Creating an exit in this area would reduce exit 10 traffic, connect to Telegraph and allow access for trucks to the commercial area to the West. Few if any will backtrack to exit 13 to access a Westward destination. Huge	DG Bird	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	environmental costs and delays would be avoided with the Washington Parkway.		
Public Website	Makes better sense to allow access to Telegraph, West destinations and eliminating exit 10 by building exit near this area. Washington Parkway will have little use to anyone South of the exit. Expense and delays near Turtle reserve are a negative for the few who would use the Parkway.	Debbie Bird	
Public Website	Does not seem reasonable to use exit 13 for access heading to Green Springs or destinations West. Little use when compared to an exit South of exit 10 near town and industrial areas. Also existing roads can be used or expanded. This would greatly reduce exit 10 traffic and save money and delays near Turtle reserve.	LaNea Bird	
Public Website	why are there 2 left turn lanes coming out of kolhs? There are 3 lanes, one should be left turn, one for right turns and one to go straight towards walmart	dj fischer	
Public Website	does it have to be an entire interchange, both on and off ramps in both directions in the same place? There could be an off ramp only for north 15 in one spot or an on or off ramp for south 15 in another spot. I have seen lots of these in SF bay area	dj fischer	
Email	My name is Jake Mortenson. I am a Washington City, UT resident. I believe that the best location for a new interchange is 300 East. Most of downtown will remain preserved and it will be most convenient for a majority of drivers especially those destined for the vastly populated Washington Fields area. Of course 300 East property owners that may have to be displaced must receive full and fair compensation for their homes. Thanks for your consideration.	Jake Mortenson	
Public Website	The speed limit of 30 MPH on 2450 E is way, way too low. It should be at least 40 MPH. This is a major throughway connecting Red Cliffs/Telegraph with Riverside, and people need to travel it every day for work, yet police officers patrol the street handing out tickets like candy to people who travel just slightly over 30 MPH. There are no driveways facing onto the street, and while there is an elementary school, it is already properly managed with school zones (20MPH) around each crosswalk. The school zones should be rigidly enforced while school is in session, but the rest of the road needs to have a higher speed limit, and much more lenient policing. St. George is a growing city full of working professionals who need to get to work on time. There's no reason to make them crawl there and back and every day.	Jeremy C. Young	
Public Website	The best solution to the traffic at my opinion is the option involving an overpass for traffic traveling between Telegraph and Red Hills. The fundamental problem at this intersection is that the traffic between those streets gets in the way of the traffic entering and exiting the freeway. While I'm not totally opposed to a new exit, I don't think it will solve the congestion problem here unless there is a solution that separates out the traffic traveling through the highway interchange at Exit 10 from the traffic that actually needs to use that interchange. To me, an overpass is the best way to do that.	Jeremy C. Young	
Public Website	300 E is probably the worst of the proposed off-ramps since it runs directly in front of the elementary school, which is just a terrible idea. We don't need to encourage reckless/speeding drivers where children will be a constant.	Nick Hoffman	
Public Website	There are already major issues with flooding regarding Main Street. My biggest concern about putting in an off-ramp here is that it could exacerbate these issues. If the city/UDOT is determined to put an off-ramp here, they need to consider this additional impact.	Nick Hoffman	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
Public Website	If an off-ramp happens on Main Street, then this intersection WILL have to be redeveloped. There is no way it could handle an increased traffic flow in relation to an off-ramp. Just look at Telegraph and Green Springs drive. (Yes, that specific instance is closer to the off-ramp, but the impact will be similar)	Nick Hoffman	
Public Website	Please DO NOT put in those obnoxious drive through the light and U-Turn to Left-Turn. They are confusing and cause more congestion than they supposedly clear up.	Nick Hoffman	
In Person	Comment Form - Q: Do you have any comments on the Environmental Impact Statement (EIS) process? A: "I hate traffic noise put in trax system or Trolley System. I don't like hearing the ear noise? Barriers walls put people before the cars. Putting a road behind Walmart & home depot near Costco to help Telegraph is a good idea and you don't have to go through peoples' homes." Q: Are there any environmental or transportation issues we should be aware of? A: "People do not want to live near major highways. How noise factors be addressed. This city doesn't care about anything besides money. Not how to fix the transportation problems."	Peter Williams	
In Person	Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "300 N & Main there is a marked crosswalk children have to go and from school. It is already unsafe. People don't stop now. Very concerned about the impact of off ramp." Q: Other Comments A: "Flooding down Main St. traffic thru residential neighborhood. Drug traffic thru residential. Traffic already very busy not safe - effect property value."	Debra Drake	
In Person	Comment Form. Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Ruining landscape more smog impacting landscape & people with severe asthma & other breathing problems." Q: Are there any environmental or transportation issues that we should be aware of? A: "Making roadways on BLM land causing the habitat to die out & wildlife to disappear." Q: Do you have any comments on the Alternatives Screening process? A: "#1 is a good idea." Q: Do you have any concerns about any of the alternatives? A: "The 300 E interchange would not be my choice. It would go by schools and community center and graveyard, more crosswalk, more lights, signals." Q: Are there any other alternatives we should consider? A: "In my opinion #4 Main St. make more sense. No schools, easier access to shopping, restaurants. It would be right in the middle of Exit 10 and 13 and eliminate frontage roads." Q: Other Comments A: "In my opinion if you keep putting roadways on BLM land you will lose tortoises and destroy some of its beauty."	Howard	
In Person	Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Main Street interchange and 300 E. interchange goes through neighborhoods - Not a good option. Green Springs Drive widening is a good option." Q: Do you have any comments on the Alternatives Screening process? A: "Green Springs Dr. widening seems a good alternative. Main Street interchange - a new interchange at Main Street is NOT A GOOD OPTION. Goes into neighborhoods. 300 E interchange is NOT A GOOD OPTION. Goes into neighborhoods. Both Main Street and 300 E. interchanges are threaten to children, pedestrians, bicycles, anyone. Even animals." Q: Are there any other alternatives we should consider? A: "Green Springs Dr. Widening"	Jeanene Davis	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
In Person	<p>Comment Form - Q: Do you have any concerns about any of the alternatives? A: "I am very against residential relocations. I would hope that that city and state would take notice of all the people who live in the homes that would be impacted and the fact that none of those homeowners are in support of those alternatives.</p> <p>I think the "no action" and #1 and #6 alternatives make the most sense and hurt the fewest number of people (meaning homeowners and business owners)."</p>	Kassidy Baker	
In Person	<p>Comment Form: Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Your scope was not big enough. It should have included more in the city. To see if people in the fields actually use any of these roads. They use mall drive to get places local, or Exit 13 to go north. Getting an idea of traffic patterns in the whole city should have been in scope."</p> <p>Q: Do you have any input on the purpose and need? A: "Yes. The "need" was portrayed as queing onto I-15 and traffic congestion. Was it some crazy holiday that prompted this? It seems like MAYBE if Black Friday, Ironman, soccer tournaments and baseball tournaments all converged at the exact same time, we may run into a little congestion."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Absolutely!! My home is between Main and 300. My children walk to and from school. An interchange at either will be disastrous for their safety. Not to mention lives that would be completely ruined. My son also has a severe lung condition - we moved from Northern Utah to get out of the poor air. An interchange and all of the safety/air quality issues with cars driving so close and in such quantities would be disastrous. People's lives would be dramatically ruined & horribly affected negatively."</p>	Katie Cluff	
In Person	<p>Comment Form - Q: Other Comments A: "I am sincerely wondering why an interchange is even on the table as an option. It would negatively impact so many lives. Children's safety is at stake. Business owners are at stake. This is crazy."</p>	Katie Cluff	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Worry about traffic on 300 N Main and all down Main. My house is on 300 N."</p> <p>Q: Do you have any input on the purpose and need? A: "I would like to see frontage roads used more developed roads from existing 13 exit to connect to 300 E."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Very concerned about off ramps."</p> <p>Q: Are there any other alternatives we should consider? A: "using frontage roads more and widening existing streets."</p>	Rachel Littlefield	
In Person	<p>Comment Form - Q: Are there any other alternatives we should consider? A: "Much of the congestion at exit 10 and associated intersections come from long lines turning left. How about eliminating the trucks? Can you just have them exit 10? How about working with Andrews and other businesses to move up the road to exit 13 or beyond! Buy them out. When a big truck turn left it blocks 3 lanes. Eliminate that and traffic flows smoothers!!"</p>	James (Jim) and Linda Bily	
In Person	<p>Comment Form - Q: Do you have any comments on the Alternatives Screening process? A: "I think too much emphasis was placed on not disrupting existing houses. Particularly I don't think alternative 2 should have been removed from consideration."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Alternative 2 would be worth the cost of removing some existing housing. Alternative 4 also removes existing houses but is still under consideration."</p>	William Bieselee	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "It would be nice to know the cost and time to make the changes that proposed." Q: Do you have any concerns about any of the alternatives? A: "An offramp into a residential area is not a good idea - major safety issues - thru turn are time consuming and confusing. All widening plans are needed and will help. They must be funded and completed first. An exit from I-15 to Buena Vista between Main St. and Green Springs Dr. for semi trucks would help relieve congestion in the exit 10 intersection. I see Alt 2 is no longer on the table. I think that would be much better than Alt 4 or 5. Alt 1 is the best Alt." Q: Are there any other alternatives we should consider? A: "Get semi truck off of Exit 10." Q: Other Comments A: "Offer businesses that have to relocate some type of incentive to stay in Washington."</p>	Carlyle and Pam Wacker	
In Person	<p>Comment Form - Q: Do you have any comments on the Alternatives Screening process? A: "Real data on impact of various plans limited. Example: 300 E interchange does not include information on the impact to the school, library, and cemetery or homes further south." Q: Do you have any concerns about any of the alternatives? A: "It looks like the plans presented do not make enough of an impact on traffic in the problem areas to be worth the cost to the community. Look at the #s. No action w/ the "common concepts" seems to make the most sense."</p>	Katie Soli	
In Person	<p>Comment Form: Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "It's needed." Q: Are there any environmental or transportation issues that we should be aware of? A: "I believe you will need two or more solutions/alternatives to alleviate the traffic. Exit 10 & Exit 11." Q: Do you have any input on the purpose and need? A: "Truck & general traffic at Exit 10 needs to be relieved. Exit 11 could definitely improve the residential traffic flow down into the fields & help Exit 10." Q: Do you have any comments on the Alternatives Screening process? A: "If I was a residential property owner on Main Street I would be begging UDOT to buy my house! As it stands, with all the flooding, you can't insure it & you can't sell it. It stigmatized UDOT is your best buyer. The remaining homes convert to commercial & increase in value. It's their best "exit" strategy."</p>	Travis Parry	
In Person	<p>Comment Form - Q: Do you have any comments on the Alternatives Screening process? A: "Option 1, the widening of Green Springs looks like the best option because it is addressing the congestion issues by putting it somewhere else. Looking at all the alternatives, this makes the most sense. No residential lives and homes will be disrupted. This has minimal disruption to businesses, adds lanes to help alleviate congestion build up, and addresses the issue at its source. This is the best option." Q: Do you have any concerns about any of the alternatives? A: "My concerns are the Main St. interchange and the 300 E. interchange. It is not a good suggestion to dump off directly into residential neighborhoods. The dynamic of Washington will change, lives and homes will be disrupted, traffic will be worse, property values will decrease, and crime/drug trafficking is likely to rise. I know from an engineering perspective, this must look like two good options, but to the people that live here, the congestion issue at Green Springs will be swapped out for all the issues listed above. These two alternatives are not good options."</p>	Dustin Davis	
In Person	<p>Comment Form - Q: Do you have any concerns about these alternatives? A: "300 East alternative does not consider the cemetery or homes close to Telegraph that would have to be removed. Or the impact on the elementary."</p>	Alan Gardner	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	Q: Other Comments A: "I support the expansion of Green Springs - Telegraph."		
In Person	Comment Form - Q: Other Comments A: "Please consider our neighborhood. If you have an off-ramp by our home and school and church (Main Street or 300) it would reek havoc on our neighborhood. Safety for our children is a HUGE concern. Please consider the children. Thanks for your time."	Kevin & Heather Smith	
In Person	Comment Form - Q: Do you have any concerns about any of the alternatives? A: "Alt #1 - not sure it would help enough Alt #2 - like it Alt #4 - seems like it would cause there to be congestion at Telegraph with many left turners. Alt #5 - seems the best for flow of traffic. Just worried about the kids & safety in the area. Alt #6 - don't like it. Seems like it will cause more congestion further down." Q: Are there any other alternatives we should consider? A: "I think the Frontage Road would be helpful in the future."	Jill Rae	
In Person	Comment Form - Q: Other Comments A: "I am disappointed that the frontage road was taken off the table. I was told that it was because of the number of displaced homes. Most of the homes I see being displaced were mobile homes that don't have a high purchase price. Please reconsider the frontage road solution."	Lee Devine	
In Person	Comment Form - Q: Do you have any comments on the Alternatives Screening process? A: "300 E. seems to be the option that makes the most sense" Q: Do you have any concerns about any of the alternatives? A: "South Main street leads to nothing. Why direct traffic this way?"	Chans Hendry	
In Person	Comment Form- Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Good process. Thanks for such an informative public meeting!" Q: Do you have any concerns about any of the alternatives? A: "Alternative 1 - because of the impact to queens on adjacent intersections In the busy shopping area, something definitely needs to be done to reduce traffic. Alternative 4 - I believe this will reduce pressure at Green Springs. I'm sorry that so many residences would be impacted but with the growth to the south of Washington City, this is a good location for an interchange for everyone except those residences. Alternative 6 - The Thru-turns traffic is confusing, therefore, it is a safety issue - particularly for the many tourists & the aging population in this community. Confusion behind the wheel contributes to accidents." Other Comments A: "Thank you for the opportunity to make a comment."	Susan	
In Person	Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Glad they are trying to keep us informed and aware of the process. Lots of good info to process." Q: Are there any environmental or transportation issues that we should be aware of? A: "Not that are already being addressed in the study." Q: Do you have any input on the purpose and need? A: "Green Springs exit is the obvious problem, I just don't see any solution presented that solves the issue other than widening and thru turns but that presents other issues to be solved later on." Q: Do you have any comments on the Alternatives screening process? A: "I felt the frontage roads should be considered because the long term impact of other residents being affected by offramps into Washington will end up causing just as much if not more relocations."	Robert Whitney	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>Q: Do you have any concerns about the alternatives? A: "The off ramp onto main or 300 E will impact the city itself and long turn will destroy the small town feel of Washington down town. By time and pressure the overall impact of those changes would change down town into a business center."</p> <p>Q: Are there any alternatives we should consider? A: "Widening of Buena Vista from exit 10 to 13 all the way into 5 lanes widening and thru lanes on Green Springs and Telegraph. These changes will have the least impact on the citizens of downtown Washington."</p>		
In Person	<p>Comment Form - Q1: Do you have any input on the purpose and need? A: "There is no doubt that 10 needs help, but how?" Q2: Do you have any comments on the Alternatives Screening process? A: #1 & 2 are no help #2-3 should be dropped #4 is most logical option #5 would be little help and confuse people #6 little help</p>	Robert Swensen	
In Person	<p>Comment Form - Q: Other Comments A: "The worst idea I've seen presented is any proposal that effects 300 E and Washington Fields Road. Don't touch these areas please. Doing so would very likely increase danger and risk too many children. My visit with the representatives here today certainly indicate that a decision has essentially already been made but getting public input is mostly a formality with very little weight. I understand now that UDOT has the final word but they will try to work with the city managers if possible. Seems to me that the people who live here should have the final word - not UDOT. Also - do not proceed with any of the alternatives that effect already existing homes, there are plenty of other areas as better options which will accommodate future growth. Keep as a priority the wishes of those who live here - not the wishes and plans of consultants and those who profit from poor decisions that the rest of us are forced into without our consent."</p>	Lee Hancock	
In Person	<p>Comment Form - Q: Do you have any comments on the alternatives screening process? A: "What determines impact? From what it looks like, the houses impacted are only those that will be under asphalt and not those down the street."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Option 5 is going to impact my house. I also do not think option 4 is going to help the problem. Both options are going to funnel onto telegraph headed to exit 10 regardless. I do not think any of the alternatives are viable."</p> <p>Q: Are there any other alternatives we should consider? A: "Remove the roundabout on exit 13. This will allow semis to take that exit."</p> <p>Speak with St. George about making the mall and exit. I think this will help relieve traffic from that direction.</p> <p>Make a better connection between exit 13 and Costco area with a better road away from Walmart."</p>	Peter Williams	
In Person	<p>Comment Form - Q: Other Comments A: "I completely disagree with the exit being put on Main St. or 300 E. There are too many established homes and community numbers that will be impacted. In addition, the surrounding homes will be impacted (and not compensated) as will the school, cemetery, and rec (example, baseball) grounds. These ideas stink! I will be sure to vote this full to support council members who oppose these options."</p>	Lisa Stewart	
In Person	<p>Comment Form - Q: Other Comments A: "I think there is a need and I hope there is a solution."</p>	Winter Haven	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
In Person	Comment Form - Q: Other Comments A: "If there has to be a new interchange, put it at 300 E. I dislike the idea of the one directional roads on each side of the freeway (i-15) with the interchange at Main Street."	A. Sarbach	
In Person	Comment Form - Q: Other Comments A: "4-5 The new interchange (4-5) would be too invasive to the people who live there. It would totally change the hometown environment that we are working hard to keep. (No to Alternative 4 & 5)"		
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Taking too long. We need to know if we have to move."</p> <p>Q: Are there any environmental or transportation issues that we should be aware of? A: "Washington (Downtown) is a walking area. The safety is a concern."</p> <p>Q: Do you have any input on the purpose and need? A: "Yes something needs to be done. MP 11 is the easy way out. There are other option available."</p> <p>Q: Do you have any comments on the Alternatives Screening process? A: "Some of the choices are just silly. Seems like we are given options just to "show them" make a decision & give us an eviction."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Yes. Tearing down my house. Tearing down school. Making traffic horrible for children to walk. Safety of the neighborhood."</p> <p>Q: Are there any alternatives we should consider? A: "Exit 13. Developing side roads. Making a connecting road from exit 13 to the back of Green Springs. Widen the freeway."</p> <p>Q: Other Comments A: "There was no point in this meeting. NO DATES of construction. NO definite plans. Some maybe probably, could have, should've no definat permanent plans. We need answers. Are you buying my house? And how much? We have to relocate."</p>	Jennifer Gummow	
In Person	<p>Comment Form - Q: Do you have any comments on the alternatives screening process? A: "I think #2 Frontage Roads makes the most sense, but would be even better if they were not limited to one-way.</p> <p>My next favorite option is #5 a new interchange at 300 E.</p> <p>People & businesses will be impacted no matter what but select the alternative that benefits the most people overall."</p>	Cameron Rognan	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "First, why are they building another hotel and strip mall off Buena Vista and Green Springs. They want to alienate the traffic on Green Springs."</p> <p>Q: Are there any environmental or transportation issues that we should be aware of? A: "Widen either 300 N or Main St. - good but make sure the homeowners receive fair amount for homes."</p> <p>Q: Do you have any input on the purpose and need? A: "Like the adding right lane an SB Green Springs."</p> <p>Q: Do you have any comments on the Alternatives Screening process? A: "I did not see any proposal that will take care of the back up problem on Green Springs."</p>	L. Coners	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "I need to believe that our comment concerns and ideas are being considered. Right now I just think you are fullfilling what yu have to do to say we were considered and you will do what you want to do."</p> <p>Q: Are there any environmental or transportation issues that we should be aware of? A: "I don't think you have included the finished use of Washington</p>	Paul Silverman	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>Parkway north of the city.</p> <p>Washington Parkway is being developed into a major shopping area for traffic coming down from the north - it is the first major shop from Zion. It will be major for Cedar City and inbetween as well as all the new areas in N. Washington South Washing and Hurricane. Enlarge off ramp. Do not disturb already existing neighborhoods!"</p> <p>Q: Do you have any input on the purpose and need? A: " I think you overestimate usage. A gentleman said each house should means 10 trips from that house pew day. A large group of your new population is retired. There are days they dont leave their house. There are days they may go out once. Seldom would they leave more than 3 times! 10 Can not even be an average!"</p> <p>Q: Do you have any concerns about any of the alternatives? A: "My major concern is possible Main St. interchange. This both north and south will discharge traffic right into residential areas. The noise and traffic will impact properties from a value financially and the enjoyment of the house. The retirement homes will have a major street in back of it. This was not disclosed to me and I only purchased 8 months ago. There are historical buildings that will be impacted and doesn't see that it is necessary."</p> <p>Q: Are there any other alternatives we should consider? A" I think the plans for improvement of Green Springs and the frontage roads will be very beneficial and there may be no need for another interchange. If you Insist on antoher interchange, I would choose 300 E not just for me. This would cost less damage to existing housing, provide a more direct route to the existing houses to the south and where most of the near building will be developed."</p>		
In Person	<p>Comment Form - Q: Other Comments A: "Former Traffic Engineer for 9 years -1. #6 should be built ASAP to relieve some congestion. 2. #5 is the only one that makes sense - #4 would destroy the character of Washington and would be too close to Exit 10. The city of Chicago has done many studies on locating exchanges this close together and North Western University has a whole class on it -</p> <p>The only valid warrant for #4 is the political one and would be political suicide for anyone pushing it."</p>	Ted Hielsman	
In Person	<p>Comment Form - Q: Other Comments A: "Option 1 and 6 would be the "best" in my opinion. They would have the least impact on the people in the community."</p>		
In Person	<p>Comment Form - Q: Other Comments A: "I personally prefer 5 - 300 East interchange because it seems to have the least work and the most direct passage right down thru to Washington Fields Road. I do not like the thought of a Main Street Interchange because of the revision at Telegraph that would to be made, and the residential relocations necessary. Green Springs is too congested and I cannot fathom the degree of distress to the 20 plus resdients that would need to relocate. We should keep things simpler by choosing the 5 - 300 interchange option."</p>		
In Person	<p>Comment Form - Q: Other Comments A: "I would like to see the use of frontage roads along existing problem areas, instead of large on off ramps instead of seeing proposed 10-20 thousand more people in this area, to me does not warrant (at this time) the expendature of millions of dollars. Could we take another look at the frontage road proposals?"</p>		
In Person	<p>Comment Form - Q: Other Comments A: "Find any way to deal with the traffic without putting my people out of their houses. If you put in an exit at Main St. you will throw many people out of their homes that have lived</p>	Kaysey Hancock	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	there for years. Washington City do not sell out our people just to make that exit happen, think of the families. We matter."		
In Person	Comment Form - Q: Other Comments A: "#5 alternative on 300 E. This does not meet your "purpose" of safety. We lived near busy roads, students had to cross to get to school. Too many deaths happened as a result of drivers speeding off to freeways -- ignoring flashing school signs and even crosswalk signal lights. No way this street should be used. Streets are not congested at this end of town. The southern parkway is only 10 minutes away and it is hardly used. There is no need here! My preference would be #1 Green Springs (where they congestion is centered) or #4 Main Street (and reduce relocation by using north side more)."	Kaysey Hancock	
In Person	Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "1. Format was excellent. 2. Literature likewise was well done. 3. Engineering staff spent time and respectful of comments. Questions were addressed. 4. Environmental impact study need to reflect the options/alternatives in simple and understandable language." Q: Are there any environmental or transportation issues that we should be aware of? A: "1. Impact on improvement on public transportation." Q: Do you have any input on the purpose and need? A: "1. No action is not an alternative. 2. Some of the time frames appear to be far out. Why? Finding issues? 3. Financial impact of funding on both commercial and residential settings. 4. Impact on potential new commercial business in the area. 5. Washington City Council and the planning commission need to strongly consider future approvals of developments until final decision is concluded on." Q: Do you have any comments on the Alternatives Screening process? A: "1. How does the alternatives tie in with the city master plan over the next decade?" Q: Do you have any concerns about any of the alternatives? A: "1. Impact on property values for Main Street residents."	John and Cathy Cherry	
In Person	Comment Form - Q: Other Comments A: "ABSOLUTELY HATE THRU TURNS!!!"	Mark and Janice Burns	
In Person	Comment Form - Q: Other Comments A: "What is being done to address what I view as two of the significant issues. The first is truck and auto exiting I-15 southbound attempting to turn left of Red Hills Parkway. The second is traffic exiting Red Hills Parkway. Traffic uses right turn on red option to completely saturate all lanes going under freeway. The third is traffic existing from I-15 northbound who want to turn left on Telegraph. They cross all lanes and block traffic."	Gary Rogers	
In Person	Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Choosing alternatives, keep impact on Washington Parkway traffic increase to 16000, not 18000/day in 2040 please."	Barb Davis	
In Person	Comment Form - Q: Other Comments A: "Too bad impact so great on #2. #4 or #5 good to go with either (growth to fields needs turn access) Rain/water flow down Main St. need to be addressed! Would like to know future goals for Main Street South to Industrial Rd/Virgin River?	Gordon Leiter	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
In Person	<p>Good to hear improvements to "common" road construction."</p> <p>Comment Form Q: DO you have any input on the purpose and need? A: "I feel sad for the older population of Washington City. I am grateful for the exchange of information (what a headache for you).</p> <p>I hear local communities complain about access their neighborhoods STRONGLY think population growth at Washington Field requires action alternative 4 or 5 Main street or 300 East!</p> <p>The school on 300 East is troublesome, however it is oldest elementary school in county."</p> <p>Q: Do you have any comments on the alternatives screening process? A: "Sad to show alternative #2. I believe impact is great - shucks, oh well.</p> <p>However many may choose this option to avoid alternative 4 or 5.</p> <p>My question unanswered are concerning Main Street South of subdivision?</p> <p>I favor common road works including adding access to/from Home Depot/Walmart from the south."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Water/rain flow correction for (North) Main Street!!"</p>	Gordon Leiter	
In Person	<p>Comment Form - Q: Do you have any concerns about any of the alternatives? A: " The Main St. option only funnels traffic onto Telegraph, which doesn't really fix anything." Q: Other Comments A: "Option 6, Thru-turns would be confusing at first but it would impact the fewest homes and businesses."</p>	Steven Everett	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Elementary school on 300 E very dangerous for our children."</p> <p>Q: Do you have any input on the purpose and need? A: "Widen out Telegraph St. and Green Springs Dr."</p> <p>Q: DO you have any concerns about any of the alternatives? A: "The flow of the traffic when children are going to school and home from school."</p> <p>Q: Other Comments A: It is very dangerous to put an interchange on 300 E because of the elementary school. There is a high risk of children getting hurt or be put in danger there. I have two sisters that go to Washing Elementary. I would not be able to go to work comfortable knowing the big flow of traffic while my sisters walk to school and other children walk into the Washington Community Center."</p>	Ramon Pio	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues we should be aware of? A: "How is this going to impact the Brio Estate plus the new high rise apts. On the corner of Main and Buena Vista and Brio Parkway!!! This is a senior apt. high rise."</p> <p>Q: Do you have any input on the purpose and need? A: "Progress! Thank you for all the research that you have done."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "We live in the Brio subdivision. We are concerned that alternative 6 has the freeway exit going directly into Brio Parkway. We see Brio Parkway as being a residential street and do not want it to become any type of thoroughfare. I need to cross it when I walk to the clubhouse and consider it part of our residential area. We would prefer it if the exit did not directly connect to Brio Parkway."</p>	Juel Seow	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "I liked open transfer of information and</p>	Gary and Carey Nunley	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>graphic displays at the public meeting. Very informative and nice to be able to educate myself to make a decision."</p> <p>Q: Do you have any input on the purpose and need? A: "None. I think everyone agrees on the crowding and congestion of exit 10."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "#2 Frontage roads should allow traffic in both directions to allow the frontage roads to be feeder roads throughout Exit 10 & 13.</p> <p>#4 Main St. Interchange. With the growth of Washington North of Buena Vista Parkway and the projected traffic volume of 20k cars a day on Washington Parkway. If the exit is left on the North Side to enter onto Brio Parkway, this will become a major throughway to people to travel northward through a small community neighborhood. Have the North side offramp loop around to meet up with existing Main st."</p> <p>Q: Are there any other alternatives we should consider? A: "Build up Exit 13 to handle the planned business growth and future home expansion by widening the road (Washington Prkwy) to where it meets Telegraph Rd. Remove the round-a-bout and widen the intersection at 300 E & Telegraph to handle the flow of traffic southward."</p> <p>Q: Other Comments A: "Thanks for the meeting."</p> <p>Carey: Q: Do you have any comments on the Alternatives Screening process? A: "Why aren't you using the existing Exit 13 in more productive way. This seems to be a money saver."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Alternative 4 - could put a loop to Main Street on the Buena Vista side of the exit to avoid traffic pattern through Brio and send it to Main Street (out of neighborhood)</p> <p>Concern is traffic flow estimated through Brio parkway neighborhood. It seems better to take it to Main Street. "</p> <p>Q: Are there any other alternatives we should consider? A: "Build up existing Exit 13 to include Washington Pkwy in both directions especially since Long Valley is anticipated as well. This would result in residential relocations to zero."</p> <p>Q: Other Comments A: "Utilize existing Exit 13 to flow better in each direction. Most of the growth seems to be going off in these areas."</p>		
In Person	<p>Comment Form - Q: Other Comments A: "Alternative 4 uses a street that is all residential and causes too many negative consequences to longtime Washington City residences. It should be the last resort."</p>	Ellen Bennett	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: " One of the biggest problem on the Green Springs Dr. alternative are the trucks. At each intersection the trucks cause the major congestion. Just widening the road will not solve their problem.</p> <p>Alternative 6 is a BIG JOKE. I have driven this intersection in Salt Lake and it caused a lot of confusion to people not of the area. We get a lot of visitors. It will cause of alot of confusion for them."</p>	Thomas Evans	
In Person	<p>Comment Form - Q: Other Comments A: "A) an additional off ramp would not be needed if we had more choices to move back and forth to commercial. The intersection at Costco needs to connect with the "fields" population.</p> <p>B) commercial (18 wheels) trucks should not exit on #10. One truck can block the entire intersection which backs up traffic exit #13.</p> <p>C)Add an off ramp at the new intersection by the mall. (Should have done that anyway)."</p>	Jean Arbuckle	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
In Person	<p>Comment Form - Do you have any issues with the Environmental Impact Statement (EIS) process? A: "Development brings large construction type vehicles of all kinds - With them comes more noise and pollution into our neighborhood.</p> <p>Also comes the traffic impact within the area and the traffic of commercial veh. Breaking the posted speed limits. See other comments."</p> <p>Q: Are there any environmental or transportation issues we should be aware of? A: "Alternative road needs to be done prior to the Grapevine Crossing Complex to remove traffic from Grapevine Crossing Road in Sienna Hills development. This is a safety issue for our neighborhood. Thank you."</p> <p>Q: Other Comments A: "My main concern with the new construction within the area of Washington Parkway and Grapevine Crossing are the amount of huge construction type vehicles (cement mixers, dumptrucks, etc.) that are not following the speed limit on the Grapevine Crossing Road.</p> <p>Currently this road appears to be the only major driveable road for easy access in and out of this area.</p> <p>As more and more construction and development is coming the amount of commercial trucks will only get worse.</p> <p>The city has got to consider another alternative roadway and have the police dept. slow these vehicles down.</p> <p>Every commercial truck breaks the speed limit on a daily basis.</p> <p>Please keep our neighbors safe. Thank you."</p>	Dana and Becky Sloan	
In Person	<p>Comment Form Q: Other Comments A: "I prefer #4 except it doesn't lead to Washington Fields, but it could with more changes leading to Washington Fields. The flooding needs to be addressed and cured. #5 seems the best solution - if the elementary school is moved along with some houses."</p>	Loueen Anderson	
In Person	<p>Comment Form - Q: Other Comments A: "Directing traffic from interchange onto Brio Parkway would have a profound affect on Brio residents. Many people walk and bike from their homes to the club house, crossing Brio Parkway. We are a quiet residential active community and the very nature of the development would be impacted by turning Brio Parkway into a major road impacting safety of residents as well as livability. Utah counts has more thru-turns and once we got used to them we found that they were very effective for improving traffic flow. I support that option."</p>	Marilyn Sue Jones	
In Person	<p>Comment Form - Q: Do you have any concerns about any of the alternatives? A: "Alternative 4 states that 12 family homes would need to be relocated. This looks like a low assessment the freeway exit would literally have cars pulling off into people's front yards. Alternative 4 also will just add to the issues on telegraph. Once people exit the freeway, they will still need to get to the fields or little valley. As well as shops."</p> <p>Q: Are there any other alternatives we should consider? A: "Northern corridor would help with congestion on given springs exit and area people would be able to exit on 13 and travel to their homes in green springs area directly."</p>	Sage & Mark Hendry	
In Person	<p>Comment Form - Q: Do you have any concerns about any of the alternatives? A: "Main Street interchange I don't think enough traffic would be taken off Green Springs. I don't know who would use this interchange."</p>	Mike Cardon	
In Person	<p>Comment Form - Q: Do you have any concerns about any of the alternatives? A: "Alternative 1 & 6 don't seem to solve the volume issues at Exit 10.</p> <p>Alternative 2 seems quite invasive but would likely be a large improvement."</p> <p>Q: Other Comments A: "I believe alternatives 4 & 5 are the only real options. I would opt for alternative 5 as I believe that it provides the best connection. Begin now to find a location to move the school and widen the road all the</p>	Benjamin Rae	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	way to Telegraph up front even if it means buying a few more homes and moving cemetery plots."		
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "I just don't see a need for this on the east end of town. We have an exit already that is hardly utilized. In our former residence it took 25 minutes to drive to a freeway entrance. Here it takes 10 minutes. I believe you are over-planning for the future."</p> <p>Q: Do you have any input on the purpose and need? A: "I don't understand how you can talk safety of any kind for alternative 5. SCHOOL ZONE, library, several huge parks, a rec center and cemetery. There is peak congestion at different hours in this area that involves lots of people of varied ages."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "#5 more highway accidents and child death along that corridor."</p> <p>Q: Are there any other alternatives we should consider? A: "Putting an on-ramp to St. George on mall ave by the mall. Use the area on the north side of the freeway to just add a merge lane to go south."</p>	Kristine Hancock	
In Person	<p>Comment Form - Q: Other Comments A: "Green Springs & I-15/Green Springs & Buena Vista intersections are too close together. Need to drop a bomb on it and start over. Take traffic from southbound Green Springs, East & West bound Red Hills Parkway and do a fly over to get them on I-15 if you keep that traffic out of current I-15 intersection, its a win. Do not add intersections - it will make them too close together. Figure ways to handle traffic on "outer" roads and with fly overs. "</p>	Bob and Lahala Phelps	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "I built a house on Main St. in 68. There was a dam built by the ccs to control floods. My neighbor and I talked to the engineer when they put in the sewer, we question the man and ask what they were going to do about the floods that they lead made 2 flood street out of this. Glen Mitch and I ask him if they would put a him if they would put a hundred year system to take care of the water and if they would take the street down 2 couple of feet and make a flood street like they have in St. George. He told us that everything would be alright. Well I leave had two flood that put 2 foot of water in my house three times. If the state will take care of the flooding on main street I have no problem with the exit is put in on Main St. because the city wouldn't."</p>	Jerry Nelson	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues we should be aware of? A: "Assure that any changes don't cause potential for further flash flooding issues."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "300 E of Ramp is a terrible idea. You don't want to increase traffic, with high speeds, on a main road next to an Elementary school."</p> <p>Thru turns can be confusing for drivers that are unfamiliar with them. Especially older ones.</p>	Jenny Hoffman	
In Person	<p>NB Green Springs drive just doesn't do enough for future growth."</p> <p>Comment Form Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "To me, it does not seem that any of the alternatives protect the integrity of our heritage rich community. Growth is understandable, but it seems these options change a whole lot more than transportation. We need to slow growth to a more manageable pace"</p>	Kathy Kay Shaw	
In Person	<p>Comment Form - Q: Other Comments A: "Putting in a new interchange at Main or 300 E are the best options in my opinion. You would have to fix all</p>	Jean Adamson	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	the drainage issues on Main St. Either way locals will be impacted but the need is there. Thanks for all your hard work."		
In Person	<p>Comment Form. Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Flood Zone" Q: Other Comments A: "I know this is for future but I don't agree with any of these for these reasons.</p> <p>1. 2 hrs a day has bad traffic! Anyone see traffic in Las Vegas or L.A. or any other big city?</p> <p>2. Exit 13! Take 5 minutes out of your way to get out of it!</p> <p>3. This is such a nice little town. Why change it!</p> <p>4. Slow down and enjoy it before it's gone!</p> <p>5. DON'T TEAR THRU THE TURTLE RESERVE</p> <p>I know this isn't the place for this but WE NEED OUR FLOODING PROBLEM TAKEN CARE OF NOW."</p>	Don K. Nicklas Jr.	
In Person	<p>Comment Form - Q: Other Comments A: "I would like to see the 300 E and Main Street options for an off ramp taken OFF any proposals. I am in favor of a plan involving the Green Springs alternative."</p>	Aneita F. Millett	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Greater future traffic pressure from Wash. Fields coming to 300 E."</p> <p>Q: Do you have any questions on the alternatives to screening process? A: "Makes most sense to build 300 E I/C to make direct route from Wash. Fields and take pressure off Green Springs 3050 E I/C."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "Main St. I/C would create another traffic bottleneck with Telegraph because everyone would be turning to access freeway or some of it."</p> <p>Q: Other Comments A: "Thanks for requesting input."</p>	Brent Hall	
In Person	<p>Comment Form: Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: " Interchanges at Main could mean less flooding with proper planning"</p> <p>Q: Do you have any input on the purpose and need? A: Definitely needed to alleviate congestion at Green Springs exit."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "I am in favor of an interchange at either main or 300 east.</p> <p>300 east makes more sense to me since Washington Parkway goes out to the fields.</p> <p>Concerns with this route would be the Elementary school with added traffic."</p>	Claudia Boone	
In Person	<p>Comment Form - Q: Are there any other alternatives we should consider? A: "Alternative 5 - 300 E interchange feels to have long term benefits for traffic flow off/on freeway. The obvious concern is the homes currently impacted with this change, the school, community center, etc. Perhaps access to the community center and library would be a benefit. Also access to Washington fields would be improved. We continue to see growth in the "fields" and west of the freeway. This option would benefit areas."</p>	Bradford and Dantzelle Allen	
In Person	<p>Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Why! You have 2 exits "3" miles apart -- how is destroying Washington city helping!!! You are funneling traffic into Washington and more traffic on Telegraph -- not helping!"</p>	Leah Watt	
In Person	<p>Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Green Springs intersection is over crowded need new exit like 300."</p>	John Cavanagh	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	Q: Do you have any input on the purpose and need? A: "I like the idea of freeway exit at 300 E. to take some traffic from Green Springs exit!"		
In Person	Comment Form - Q: Other Comments A: "We know we are going to be impacted by this. Please be sure to include enough money to be sure all homes are paid an honest dollar amount for our several up plus one set region." A: "I think 300 East is the best choice. It connects to Washington Fields and that is where the new homes are and most traffic main street stops before you cross the river."	Dale & Karen Hafen	
In Person	Comment Form - Q: Are there any environmental or transportation issues that we should be aware of? A: "Flooding on upper Main St." Q: Do you have any input on the purpose and need? A: "This needs to be done ASAP - traffic is not going to reduce over the next 40 years - and it will not fix itself." Q: Do you have any concerns about any of the alternatives? A: "Alt #4 There is a flooding problem there now, by doing this alternative it could add the new off ramp and solve the flooding problems all in the same project. Add curbs and gutters to all of Main St. to Telegraph with storm drainage system to catch all the flood run off."	Ross Jones	
In Person	Comment Form - Q: Other Comments A: "The last couple of meeting I've attended on the traffic problems it seems the answer is walk from your home to Walmart or Costco/ or ride your bike. My wife and I are in our 80s. We won't walk or ride a bike!! Has anyone ever suggested a stop on issuing building permits? We live on Green Springs and if there was a disaster like a major earthquake -- no one could evacuate. Seems like there are a lot of meetings and very little action! [REDACTED] [REDACTED] (redacted for inappropriate comments)	John Freeman	
In Person	Comment Forms - Q: Are there any other alternatives we should consider? A: "The biggest problem we see is the traffic coming off I-15 from the north at exit 10. Trucks and vehicles block northbound traffic on Green Springs as they wait to turn left at intersection on Red Cliffs Prkwy. This could be alleviated by moving exit 10 north so the traffic coming off would exit onto Buena Vista Rd. allowing vehicles to turn right or left on Green Springs or straight for Red Cliff Parkway. Furthermore, ramps could also alleviate some traffic at Gr. Springs and Buena Vista. Also, the coordination of the stop lights at Gr. Springs/Red Cliffs at Gr. Springs/ Telegraph needs to improve."	Craig and MaryKay Smith	
In Person	Comment Form - Q: Are there any other alternatives we should consider? A: "Please consider a truck only off ramp around 300 E. to flow on to Buena Vista. This would be clear up of the trucks overlap lanes as they try to turn left onto Red Hills Drive at the Green Springs interchange offramp."	Glenn Justice	
In Person	Comment Form - Q: Other Comments A: "Great job with graphics! Spokespersons also a valuable asset to better understand each alternative. Hand out will be helpful to take home and mull over and share with others."	Rachel Alcocer	
In Person	Comment Form - Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "It's a good process." Q: Are there any environmental or transportation issues that we should be aware of? A: "I think you're looking at them." Q: Do you have any input on the purpose and need? A: "There is definitely a need to get traffic flowing. What about less traffic if there was a transit system (suntram) extended into Washington? Q: Do you have any comments on the Alternatives Screening process? A: "Another suggestion is the lengthen the ramp on the south bound side of I-15 at exit 10 and have it come straight onto RedHill parkway road for trucks to get into industrial park in St. George. Making an exit on the North side of	Darlene Moody	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>i-15 at the mall ramp. Loop the ramp somewhat like the Cedar City Main Street exit. This suggestion was made to Lee."</p> <p>Q: Do you have any concerns about any of the alternatives? A: "My concern is about the impact that the proposed St. George water park will have on Exit 10. Please look at the before it is built.</p> <p>Q: Are there any other Alternatives we should consider? A: "Loop ramp at Mall Dr. on north side of I-15.</p>		
In Person	<p>Comment Form Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "I am worried about an exit in downtown Washington ruining the integrity of our city. It will no longer be the small community that we live in. I understand growth will happen but please do not ruin Old Washington."</p> <p>Q: Do you have any input on the purpose and need? A: "Something definitely needs to be done at exit 10. A second road to bypass that area is needed. Moving shopping to other areas (exit 13, St. George) would also help. Dedicated turn lanes at Green Springs & Telegraph is also necessary."</p>	Marvan Thorsen	
In Person	<p>Comment Form - Q: Other Comments - A: "One of the most critical issues is how to solve the traffic jam that often happens when trucks exit south or Green Springs Drive, turn north trying to then turn west on Red Hills Parkway. There is no proposed solution that I could see on any of the 6 alternatives. Is there any plan to alleviate this problem?"</p>	Derrill Larian	
In Person	<p>Comment Form - Q: Other Comments A: "Alternative 4 will dump traffic directly into the Brio residential neighborhood. If the northern corridor is completed much of that traffic would go through Brio. Traffic on I-15 going north will exit on either St. George blvd or Green Springs. Another freeway exit wont change the existing traffic pattern. Traffic going south may exit at Washington Parkway. That exit should be improved along with widening. Alternative #4 will put more traffic on Buena Vista than it can handle, cause additional noise to the Brio Development that could make it undesirable plus add additional traffic to Green Springs. Alternative 5 would add traffic to locations that are purely residential and not solve any problems. Alternative 6 is a traffic disaster in the making. Washington Parkway to Telegraph and widening Telegraph to Green Springs. Adding an exit between Green Springs and Washington Parkway will cause I-15 to become a commuter freeway adding as much traffic as it alleviates. Constructing a road from the intersection of Washington Parkway and Telegraph to the Washington Fields area would solve most of the future growth problems.</p> <p>A temporary fix would be as simple as adding freeway signs before St. George Blvd. and before Washington Parkway that stated Shopping District Next Exit."</p>	Larry Silverman	
Public Website	<p>1) I think Washington City should allow Suntran Bus Line to expand into their community.</p> <p>2) I feel elevated cross-walks would remove pedestrians from the equation and improve traffic flow.</p>	Pat McKenna	
Public Website	<p>For those of you who are not concerned about a freeway ramp going directly through our neighborhoods, past our busy elementary school, library, and cemetery, there must be something wrong with you! When it comes down to securing safety for children especially, the last thing we need is additional, faster traffic. Washington City itself has maintained its promise to keep our City a City, not a bi-way. All 6 of my children walked to and home from school with only the aid of the cross guard. The main reason I moved to</p>	Stacey Leavitt	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	Washington, almost 30 yrs ago, was to raise my children in a safe, quiet, conveniently located, family-oriented City. There is already too much traffic on 300 E and Main St is not much better. Please keep our city safe, without extra, unnecessary traffic, environmental pollution and noise!		
Public Website	Thru turns are by far the WORST OPTION ever conceived by man. They put a bunch of these in up in Salt Lake by my folks' house and they ended up tearing it back out a few years later because they made everyone's lives worse. HUGE waste of money and time and property taken to put these abominations in.	Rick Snodgress	Alternative6
Email	<p>After attending the public meeting on Aug. 28, 2018 I want to provide our comments. We own the retail buildings located at 520 W. and 568 W. Telegraph Road. Some of the tenants include Great Clips, Perks, Royal Thai Cuisine and Elite Healthcare. There are nine retail businesses which will be impacted if changes are made to the ingress/egress onto Telegraph Road.</p> <p>1. Alternatives 1,4,5,6 appear to have road widening and reconfiguration to the west of our buildings. If in the design stage there is road widening east of the current plans, our property will be impacted. Building at 520 W. Telegraph Road is at the minimum setback off of Telegraph Road. One tenant, Perks! uses an outside patio for patrons. Also there is a buried grease trap extending to the existing block wall. There is no land to give up for road widening on Telegraph Road. Across the street is the Walmart parking lot which could accommodate road widening with less impact.</p> <p>2. All of the plans show a raised median barrier ending at 500 West. This barrier will produce access limitations to the group of businesses causing severe impacts. The driveway between Discount Tire and Sonic is the major access for customers coming from the west. There are 9 businesses which use this drive access off of Telegraph Road. As compensation for this barrier ... a signalized light at 500 West. A light at 500 W. would help as there is limited visibility for west bound traffic on Telegraph Street.</p> <p>3. Two monument signs along Telegraph Road. One has an electrical message sign. Preservation of these signs and its visibility must be maintained.</p> <p>4. After reviewing the alternatives, we prefer #1 as it preserves the existing pattern of traffic at Green Springs interchange. Alternative #6 of thru-turns is a bad design. The Draper City interchange which is similar, is difficult to navigate and I try to avoid when in this area. Alternatives #4 & #5 involving new interchanges at either Main St. or 300 E. have little impact on business other than providing another I-15 interchange.</p> <p>5. In the design stage please provide for pedestrian and bike access. Often I see people crossing Telegraph Street, some in motorized wheel chairs.</p> <p>6. Landscaping enhancements should also be considered.</p>	Kevin and Arlene Hooper	
Email	In Washington City right now we are being faced with the possibility of a freeway off-ramp. While there are options proposed other than 300 E. and Main Street (residential areas), it seems as though these two options are being pushed upon us very strongly. Maybe the group that is presenting options have personal interest in getting it on Main Street or 300 East, I don't know. Regardless, we shouldn't have to take people's homes for a new off ramp. We shouldn't have to potentially dig up loved ones and move their	Jalee Scott	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>graves for an off ramp. We shouldn't have to close a school for an off ramp. We shouldn't have to put our kids on busy streets for an off ramp. THERE ARE OTHER OPTIONS!</p> <p>We care about our residents, homeowners on Main and 300 East, our children, and our schools.</p> <p>Placing an off ramp either of these locations will change a huge part of our identity, culture, and historical heritage with either option in Downtown Washington. What we do can save the feel and safety of our town.</p> <p>The Horrocks engineer stated at the council meeting on 7 August that putting the interchange on Main Street will only solve 15% of the traffic issues at the Greenspring intersection. That is a measly portion.</p> <p>However, they have identified measures that would improve 85% of the traffic problems without even touching the offramp. Why are we even still talking about an exit 11 off ramp?</p> <p>15% vs. 85%</p> <p>It's simple math.</p> <p>It's more than just displacing about a dozen families. It will also completely change what our historic downtown is right now. It will change our residential area into a potential commercial area and the housing density will start to be changed to high density housing. This is already on the agenda if the exit is put in. Instead of having homes with yards, we'll have apartments.</p> <p>Not to mention the effect on over 500 children at the walking-only Washington Elementary School. And for 15%?</p>		
Public Website	It doesn't make sense to put the interchange by an elementary school or residential neighborhood. Why not put it by mall drive. The majority of the traffic seems like it would use the mall drive exit more than any other.	Trent Anderson	
Public Website	No to this plan. There are children who walk to elementary school from this area, and increasing traffic from an offramp will threaten the safety of those children and this neighborhood.	Kaylee Litson	Alternative5
Public Website	We live at [REDACTED] and we oppose Alt 4. The traffic is already a problem backing out of our driveway. This option in my opinion will make my house impossible to sell and lower my property value. Please no interchange on Main St.	Gary Boothroyd	Alternative4
Public Website	Can the off-ramp be extended such that it exits the I-15 NB sooner allowing for more queued traffic to build up and preventing potential accidents cited as one of the two primary purposes for this project? A geometric engineer at Horrocks Engineers, seemed to see no reason this couldn't be a feasible option when talking to him last night (and actually came up with this idea during our conversation). He suggested that this would primarily only impact the retaining wall and having to adjust it's placement.	Steven Haddox	
Email	My name is Melanee Olsen and I live at [REDACTED]. I feel that Alternative 4 will negatively affect my neighborhood by increasing traffic on 100 South between Main St. and 300 E. The people who will use the Main street exit are most likely headed out to the Washington Fields, which requires getting over to 300 South. My fear is that when traffic comes	Melanee Olsen	Alternative4



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>down Main St., instead of turning East on Telegraph street when it is busy, vehicles will go through the light and turn East on 100 South instead and cut across to 300 East.</p> <p>Currently 100 South is a wide, but quiet street where children ride their bikes and scooters, and play all the time. On my block alone, there are 3 basketball standards that are facing out towards the street. Neighbors gather to talk and watch the bats fly out of the old pioneer home in the evening. Mothers meet in the morning to walk their kids to school. The street is wide, but the city has actually deeded each home on 100 South 13 feet of the road on either side, so it looks like the kids are in the road, when in reality, they are on private property. Increasing traffic on 100 South will stop the relaxed socializing of neighbors across the street and endanger our kids.</p> <p>In addition, my neighbors and I routinely walk to the church on Main Street as well as to the many community activities in Veteran's Park and our kids walk to and from the Elementary school on 300 East daily. All of these routes require crossing Telegraph St. Putting an exit on Main street will inevitably increase the traffic on Telegraph street, thus making it more dangerous for walking around downtown. This could also negatively impact the health of residents who currently enjoy walking and biking around our relatively quiet neighborhoods with their families (often to Nissons park or the dog park), but they will spend less time outdoors due to increased traffic and safety concerns.</p> <p>In summary, I'm concerned that putting a freeway exit on Main street will increase traffic on 100 South between Main and 300 East which will drastically alter the quiet neighborhood where I live, negatively impact the quality of life for myself and my neighbors and endanger our children.</p> <p>I also object to Alternative 5 (300 E Interchange) for many of the same reasons stated above. Primarily the safety of our children and others who walk and bike to the elementary school, library, community rec center, baseball parks and even the negative impact it will have on the peace at the cemetery. While this route doesn't affect my neighborhood as directly, since 300 East goes straight out to the Fields, it will still have a very negative impact on the safety of our children and active nature of our community.</p> <p>If I had to choose one of the alternatives, it would be Alternative 1 with the hope that they could reallocate some parking to iHop then it would only affect Zion's Bank. While not desirable, I feel it is a better option than relocating 10-12 homes.</p> <p>PLEASE, NO EXIT ON MAIN or 300 E!</p>		
Email	<p>As someone who has to go through all this traffic congestion to shop, I can only say that it is unfathomable that the underpass by the mall doesn't have on and off ramps. I don't know of another mall anywhere that sits by a highway that doesn't have its own access. Then people could exit Washington Fields on Mall Drive and head right for the on ramp and bypass the crowded Green Springs mess and St. George Blvd chaos. Since St. George in all its wisdom has limited all major business to 4 main streets, it is impossible to redistribute the congestion to different areas. Putting in a Walmart in the Sunset area near Home Depot, would help immensely.</p>	John and Lorraine Blazevic	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	Diverting traffic directly to the mall and thereby Washington Fields would help immensely. Not many people take the highway that live in town! we prefer side roads. This town just isn't that big unless you live on the far west side of St. George or way south past Bloomington. Green Springs Drive should go straight through to Snow Canyon Parkway. If we had these three road solutions in place it would be most helpful. I can't imagine any reason to get off on Main Street in Washington. If I was shopping in the Washington/East St. George area, I would just use the side roads and there is already a minimally used Washington Parkway exit that is very hard to access Telegraph – it needs a signal. Anyway, I hope you put tax payers dollars to better use than sticking another highway access in the middle of a small neighborhood with flooding issues just so you can say you did something. It isn't going to help.		
Public Website	No one wants to see there home demolished in order to make way for future growth. That being said with the need for commercial growth in the city of Washington this plan offers the best choice to deal with both problems. Yes Exit 13 is growing commercially but with the residential gap in between it and Exit 10 will not bring in all the commercial needs to sustain the city. With an exit at main street it opens up the ability for developers to move in and expand commercial growth to help the city grow. I have been a business owner here since 2005. Individuals will drive from Hurricane and Coral Canyon into Washington and St George but residents from Washington and St George will rarely pass Exit 10 to shop. Commercial growth at Main street Exit 11 will force that barrier to move and even add additional motivation for consumers to move on to Exit 13.	Troy Allen	Alternative4
Public Website	This option seems like the best it increases capacity where the capacity is needed. The option of other exits will not directly help this area because people will still have to come through this area because it is where the main draw is. It doesn't punish home owners for all of the commercial need a mile away.	Daniel Esplin	Alternative1
Public Website	This option is bad, it will not help relieve as much traffic from the green spring exit. it will just punish home owners and ruin downtown Washington. Green Springs area, the commercial area should make the sacrifices for the problem they created.	Daniel Esplin	Alternative4
Public Website	This exit would be terrible. It would create a safety problem for the school. People would NOT use it because it would slow them down. It would punish the home owners for a commercial problem miles away and would even help it very much.	Daniel Esplin	Alternative5
Public Website	Due to the fact that we have a house on three hundred north I like this option the best	Sherry Unruh	Alternative1
Public Website	I know even know the frontage road is more expensive but it would have been the best cuz it would have hooked up all the streets and a longer on and off on the freeway I really don't think we need another off-ramp	Robinson	Alternative2
Public Website	I feel this option will destroy the character and safety of the downtown Washington City area. Would a similar exit be proposed off of 100 South in St. George? Probably not. So why would dumping freeway traffic into the heart of historic Washington be a viable solution? Plus, can your traffic studies predict how much traffic is just going to get on at the proposed Main ST Interchange and then just get off at Greensprings which will nullify the desired impact. There are much better solutions that haven't made it to the table. Correct the mess at Mall Drive and make the weird underpass an actual freeway on/off ramp. Another option is to wait and see what impact the Northern corridor makes on reducing congestion at Greensprings and Telegraph. I do not support this alternative and I feel city leaders and UDOT	Nathan Koeven	Alternative4



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	are rushing to spend tax money on a temporary fix that won't solve the overall problem. We can find a much better solution by really understanding why people travel in this area and working to design a solution that will draw some people away from the problematic intersection.		
Public Website	Hello, While driving within the new Green Springs developing housing area I noticed one of the streets is named Washington Parkway. When will this area of Washington Parkway be connected to Exit 13? I would think this would alleviate/divert some of the upper Green Springs residents to use this area of Washington Parkway to access I-15 and other areas of Telegraph Road.	Deborah Coxon	BaseConcept
Email	In evaluating option 6 (thru turns) like the Draper - I-15 entrance and possibility of "S" left turns (i.e. the 'crazy' left like on Bangerter Hwy in SLC) -- please keep in mind the age related eye-sight problems of the population of St George. At night, old eyes don't see as good and bright lights coming at you from two lanes and you heading down the middle of them is VERY disconcerting, confusing and down-right scary. With the aging population down here, and especially since so many of them are snowbirds and not familiar with the roads to begin with (and them coming here mainly in the winter months when it is dark), having roads and lanes that are unusually located is very concerning. Many people continue to drive when they shouldn't and having intersections which are not 'normal' doesn't contribute to public safety.	Marie Matthews	
Public Website	I am all for the exit here. The vocal minority doesn't want it but anyone with any common sense about city planning should be for this. 300 E is one of the busiest roads in Washington city and a choke point at telegraph. The road is only going to get busier as the fields grow. If the overall goal is to fix the traffic issues on telegraph how does it make sense to make the majority of the traffic make a left turn from main street onto telegraph just to get to 300 E. This is a situation where the city needs to put the planning of the city and needs of many over the needs of a few.	Jay Spain	Alternative5
Public Website	The needs of many many people need to put before the few. Common sense says an exit needs to be build but if fixing traffic issues is the goal it needs to be built at 300 E. 300 E is a major road and will only get busier with growth.	Jay Spain	Alternative4
Public Website	As much as I hate to say it I think this is the best of the options given. Alternate 6 will take the backed up traffic off the freeway but do nothing for the backed up traffic on the intersections. This location would provide an additional road access between southern and northern Washington and provides direct access to what is already a major intersection. I can only support it however if the off ramp is accompanied by a permanent speed limit change on 300 E from Buena Vista Blvd to Telegraph of 15 mph and not just a "during school hours" adjustment.	R. Hudson	Alternative5
Public Website	With the high traffic volume at exit 10, I agree that major renovation needs to be done to avoid the back ups that occur. That said I believe that option 6 should be a high contender on making this happen. I've seen how this traffic pattern works and all said it would handle the flow and slow traffic down in an area that is need of adjustments. Regarding the other top two choice, I do not believe that traffic should be directed to residential areas where increased traffic would cause major disruption to the infrastructure of a community. By adding more traffic to	Roger Meacham	BaseConcept



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	one of these location families will be uprooted and the structure of life for others would be altered. In my opinion the city needs to avoid this at all cost. Keep the high traffic in the business areas of our community.		
Public Website	When considering the other options this actually seems to be a better solution, eliminating congestion on exit 10, providing better access to Green Springs and disturbing fewer residences. Initial cost may be higher but long term viability would be better	DG Bird	Alternative3
Public Website	My opinion is for no action. The problem and real solutions all fall at Green Springs Dr. and Telegraph. Altering Main or 300 East and destroying houses and downtown will do nothing to solve that problem..	Terri Tobler	
Public Website	1st-From all the information that we received the mp 11 interchange is only going to fix 15% of the problem. Why are we concentrating on 15% instead of the 85%. Let's put our money where it will do the most good. We need to re-align our thinking. 2nd-From looking at the different options the frontage road seems to have one of the best solutions. Why is this option not on the table. We would like to see this option looked at more seriously. We realize the personal impact this would have on the residence along this route but it is one that can have a real positive impact for a long period of time. Please put this option back on the table. 3rd-It would be very helpful for the public to see the cost comparison between the different interchange options. I would like to see what the cost would be between the Main St, 300 East, and the proposed Green Springs exit 10 improvement options. Show us the differences in cost.	David-Rosemary Sedgwick	
Public Website	In my opinion, this intersection is the worst one in the city. It will be the best action taken to widen these streets out and give us more space there.	Kirt and Amberly Keeler	Alternative1
Public Website	What a waste this would be. We don't want an intersection right in the middle of our neighborhoods!	Kirt and Amberly Keeler	Alternative4
Public Website	What a waste this would be. We don't want an intersection right in the middle of our neighborhoods!	Kirt and Amberly Keeler	Alternative5
Public Website	This one isn't great but would be better than the 4th and 5th Alternatives.	Kirt and Amberly Keeler	Alternative6
Public Website	I like this one a lot. I've heard however, that it is off the table. Pity. Much better than ruining the neighborhoods.	Kirt and Amberly Keeler	Alternative2
Email	I have reviewed your proposals and while I'm impressed/happy the public is being given the chance to provide input, it seems all six (6) proposals have significant issues and don't really alleviate the traffic congestion problems around exit 10. That said, doing nothing is NOT an option. Why city council is allowing the expansion of business at the corner of Greensprings and Red Hills is beyond me (Money, Money, Money!). I would have liked to seen traffic congestion issues dealt with first before additional expansion. Our city council has contributed to this mess by allowing unchecked growth without first having the necessary infrastructure master plans in place before allowing expansion. These council decisions that effect my neighborhood will not be forgotten when my neighbors as well as my wife and I go to the polls. That said, my force ranking of each of the options being considered would be as follows: #2, #5, #4, #3, #1 and #6. This ranking is based solely on options that planners believe releive the most congestion not factoring the cost of relocating homes/businesses etc.	Greg Fischer	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>One last comment, if there is a plan that would eliminate and/or alleviate TRUCK traffic through these intersections that would seem to provide incremental improvement. Trucks backed up at the exit 10 interchange is a significant problem.</p> <p>I apologize for not being able to provide solutions as this is a complex problem beyond my skill set.</p>		
Public Website	Washington Elementary is a walking school. If this exchange goes in it will effect thousands of people and will have to become a school that buses students. I understand the needs of the few versus the many but this option will effect many families for decades to come.	Amberly Keeler	Alternative5
Public Website	Alt 2: Can the I-15 median be narrowed and new lanes shifted north to avoid right of way takings on the south side?	Steve S	Alternative2
Public Website	<p>Where does traffic go from here? There are no businesses in this area that can't already be accessed from exit 10 or 13. Unless the roads are further widened within Washington City (which no residents want), there isn't anywhere for traffic coming off the freeway to go. Why would traffic want to get off at an exit here anyway? The underpass should be widened to allow better access for the neighborhoods on the North side of the freeway but an exit is not needed.</p> <p>I have lived just off of 300 East near the elementary, on the south end in Washington Fields and just off of Washington Parkway at exit 13. I lived by the parkway within the last 2 years while building our current home. I have experienced the traffic and accessibility to all these areas.</p> <p>Exit 13 is very underutilized. A widened out frontage road without sharp curves and a slow speed limit on the North side from Main Street to exit 13 would greatly increase access to the freeway for the east side of Green Springs. A light at the parkway and Telegraph and reworking the intersection at 300 East would allow better access to the Fields area. There are 2 dirt lots on the South side of Telegraph at 300 East that could be used to widen the intersection for higher volumes of traffic.</p> <p>For the west side of Green Springs, widen Middleton Drive and connect it to the new underpass through the now defunct Twin Lakes Golf course property or Twin Lakes Drive. Also connecting that underpass to Mall Drive through the unused northeast portion of the Red Cliffs Mall would make that route much more useful. One restaurant would need to be moved.</p>	Melissa Dudleston	Alternative4
Public Website	<p>There are no businesses in this area that can't already be accessed from exit 10 or 13. Anyone headed to the airport would want to use the Southern Parkway which is a 10 minute drive to the airport from approx exit 10 in Washington. Exiting at Milepost 11 would take 20 minutes through several traffic lights to reach the airport.</p> <p>An exit and entrance on 300 East will increase very unwanted traffic through the heart of Washington. It would affect many homes with front yards and driveways right on 300 East. The elementary school children and families would be put at risk from speeding and high volumes of traffic. The recreation center, ball fields and library would be harder to get in and out of with increased traffic. Currently the 300 East and Telegraph intersection is not adequate for that increase in traffic especially on the North side. After games or events at the Rec center, the intersection gets overwhelmed with people trying to come or go from there.</p>	Melissa Dudleston	Alternative5



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>Currently, exit 13 is very underutilized. The parkway was built without homes facing right on to the street for the purpose of funneling traffic off the freeway. A widened out frontage road without sharp curves and a slow speed limit on the North side from Main Street to exit 13 would greatly increase access to the freeway for the east side of Green Springs. A light at the parkway and Telegraph and reworking the intersection at 300 East would allow better access to the Fields area. There are 2 dirt lots on the South side of Telegraph at 300 East that could be used to widen the intersection for higher volumes of traffic.</p> <p>Also to be considered for all travelers on I-15, more exits and entrances to the freeway mean slowing and bottlenecking of the traffic on the freeway. Traffic getting on at MP 10 currently slows traffic going north at that point. It takes nearly to MP 13 for traffic to adjust, thin out and get back up to speed. Another entrance will make this worse in both directions.</p>		
Public Website	<p>For the west side of Green Springs, widen Middleton Drive and connect it to the new underpass through the now defunct Twin Lakes Golf course property or Twin Lakes Drive. Also connecting that underpass to Mall Drive through the unused northeast portion of the Red Cliffs Mall would make that route much more useful. One restaurant would may need to be moved.</p> <p>This would create direct access to the Fields and south St George for those on the North side of the freeway.</p>	Melissa Dudleston	Alternative6
Public Website	<p>Some of the problem stems from semi-trucks with one, two & three trailers exiting the freeway blocking all traffic while they wait for a left hand signal. If the truck exited onto Buena Vista they would have a direct route thru the signal. All large trucks/RV/cars with trailer would have to use that exit. It is a long off ramp with open land next to it. Seems like a cheap way to correct some of the problem.</p>	Dixie and Terry Miller	BaseConcept
Public Website	<p>With the increase of homes doubling or tripling in this area the traffic and Green Springs intersection has also increased. There needs to be another way to exit the housing areas. Either towards Main Street or over the hills towards St George.</p>	Dixie and Terry Miller	BaseConcept
Public Website	<p>The first entrance into the gas station on the right on Green Springs needs to be eliminated. Too many cars go thru the intersection, do not signal and come to almost a complete stop as they turn. The second driveway would be adequate. Plus now there will be a large hotel adding to the congestions.</p>	Dixie and Terry Miller	BaseConcept
Public Website	<p>I am in favor of hard consideration of roundabouts or through turns as they are called here. In many areas of the world as well as communities in the US if these are engineered properly, the traffic flow is continual even if the speed is reduced for all cars during heavy congestion. Exit 10 is a mess as everyone knows, but with high traffic during tourist season and events, it is getting ridiculous with the stop and wait till the lights change approach. A smoother traffic flow option with thru turns makes a lot of sense if it can be done correctly to handle the current load of traffic as well as projected future traffic.</p>	T. Minus	Alternative6
Public Website	<p>Why not creat a Southbound exit onto W Buena Vista Blvd between the car lot and Green Springse Drive for persons wanting to turn up Green Springs Drive or continue through to the Red Hills Parkway, then eliminate the present right turn from the I-15 exit 10, requiring drivers to only exit to the left, accessing Telegraph and surrounding businesses. Current traffic wanting to turn right and then immediately left onto the Red Hills Parkway creat a real bottleneck, especially large trucks and people pulling trailers, who presently pull forward with no concern for thos who have the green</p>	Bob Bush	Alternative4



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	light but are totally blocked by those who have no concern for others. Then place a right turn only with a green arrow for people turning right off of Red Hills Parkway into Exit 11. Those drivers have no concern for other traffic who have a green light, pulling out in front of them often stopping to access the Northbound exit or to continue towards Telegraph to turn left. They too have no concern for others. If these choices were made, with frequent police officers around to ticket violators who proceed making a right turn without a green light. This is the way it is done in Holland, where cars would be ticketed if they do not stop at the cross walk and wait for a green right arrow before moving forward and turning. American drivers everywhere come up to an intersection with a light, slightly stopping past the cross walk, and then rush out in front of cars who have a green light, especially women.		
Public Website	I think alternatives one and three ought to both be used. I live north of the freeway on Main Street with no car, and it's terrifying walking under the freeway (no sidewalk is there, and the road is narrow). It would be a lot more terrifying if there were freeway entrances and exits there. Having a freeway exit near the school is a recipe for harm and maybe even death to the children, in my opinion.	Toni Bate	Alternative3
Public Website	<p>My grandfather built this home on [REDACTED] in 1930 to raise his family. They lived there until they died. Then my mother retired here in her family home and lived here until her death. Now my husband and I live here. We are 70 years old and plan to finish out our lives here. Through the years my parents brought us here to visit and enjoy the beauty of small town living in Utah. We enjoyed so many things unique to this area, Zion, swimming in the boilers, playing in the irrigation ditch that ran pure and clean in front of the house and family gatherings where we learned to churn home made ice cream.</p> <p>My children we're brought here during their childhoods and now bring their children to see their grandparents. Enjoying the area.</p> <p>To put an off ramp on Main Street will ruin our lives. It will increase danger, crime, pollution. Children will not be able to play outside. There is plenty of open land between exit 10 and 13 for a new off ramp. And exit 13 is already there and can be used. You might even consider making in mandatory for all 18 wheelers to use exit 13.</p> <p>To put a freeway off ramp on a residential street is not a viable answer to this problem. You will destroy all the lives of the people that live there. Please do not take away our lives.</p>	Jackie Leeds	BaseConcept
Public Website	<p>It seems that there are two problems. The first is traffic exiting I-15 for the purpose of shopping at stores located on Telegraph and Red Cliff Dr. The second is the projected growth of Washington County around the City of Washington.</p> <p>I think the study was designed to avoid looking at the two best solutions. Adding a freeway exit at Main Street (really Brio Parkway) or 300 E will not encourage drives to avoid Green Springs. No one is going to drive an additional freeway mile and then add another five to 15 minute drive on surface streets to avoid a 60 to 120 second delay getting off the freeway at Green Springs. Both the Brio Parkway and the 300 E interchange would be very expensive as an overpass or underpass would have to be built, streets would have to be widened and homes and businesses moved. The Brio Parkway interchange exits directly into a new housing development and 300 E directs traffic through an area of town that is normally occupied by youth and seniors.</p>	Josh Poulsen	BaseConcept



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>Alternative 1 just seems to expand slightly the work already planned regardless to the alternative chosen or doing nothing.</p> <p>Alternative 2 & 3 have already been eliminated.</p> <p>Alternative 4 & 5 are interchanges not needed and would not solve any of the problems with traffic.</p> <p>Alternative 6 is a daily accident just waiting to happen. If selected a couple of tow truck holding areas would have to be incorporated into the plan.</p> <p>If you really think a new interchange is needed why not MP9. This would allow traffic to exit in the middle of the shopping area. An underpass already exists. There is room on one side for off/on ramps and on the south side only a minor change to Red Cliff Drive would be necessary to create enough room for an on/off ramp.</p> <p>The best solution is utilizing the interchange at Washington Parkway. The Parkway is already a four lane road connecting to Telegraph which is currently a four lane road. A new and large shopping center is already under construction. See next comment.</p>		
Public Website	I feel that this is the best option out of all because this will keep Main Street the quaint atmosphere it already has and 300 E turns into Washington Fields Rd which will make getting from the fields to the freeway easier and alleviate that section of traffic who use Greensprings.	Josh Poulsen	Alternative5
Public Website	Semi truck traffic going south on I-15 exiting at Exit 10, turning right and getting into left turn lanes continually block traffic. Tax incentives to companies with semis to relocate farther up north on 15 would be beneficial.	Cheryl Thomas	Alternative1
Public Website	<p>Comments: Questions that were not answered at the public meeting. What will the financial impact be to the local citizens for each alternative? No mention of cost or who would pay for what was given. More transparency on that would be appreciated.</p> <p>Common concepts: I feel like one of the reasons we are in this predicament is because of the cumulation of unforeseen adjustments to traffic patterns, or at least the patterns not matching projections. Would it be possible to implement the concepts common to all alternatives as far as possible first before making a final decision on the alternatives?</p> <p>Alternative 1 & 6: Probably my favorites at this point. My main concern is the adjacent intersections affected. I am not sure which intersections nor the severity of the queues. More information would be necessary.</p> <p>Alternative 2: I feel this is an awkward solution and I am not sure it would work completely. That said, the major hinderance appears to be the need to relocate a large number of trailers. As an owner of an older trailer in another area of town, I feel this should not necessarily be a reason to not recommend this plan. I personally would be very open to an alternative to keeping my dated trailer if someone could work out something equitable and legal and fair. This option deserves more attention.</p> <p>Alternative 3: I agree with the lack of recommendation.</p>	Cynthia Moyes	BaseConcept



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	Alternative 4 & 5: Neither of these options is ideal due to the number of potential residential relocations. I would be open to residential relocations in general, but I oppose the concept that we would have multiple exits so close together and that either of these would drag freeway traffic through the heart of a residential area, or through the heart of a school area. Neither location would enhance the overall feel of smooth traffic flow and I would not feel comfortable with either recommendation. Thank you for your time in bringing this to the public's attention.		
Public Website	3 Develop Alternative F Extend 400S from 100W to 3050E behind HD/Walmart is a big YES. Get W 400S ready for the traffic to Main St. and to Washington Fields Rd. (3300 E) with a traffic light when traffic volume warrants. Also, Main St. will need to be improved to handle the traffic north.	Robert Ferry	Alternative1
Public Website	I like this Alternative because it provides another route across I15 and is in between Main St. and Washington Parkway. Less residents need to be moved than the Main St. alternative. This also provides a route to get south to Washington Fields Rd and to the extension of W 400S to get over to 3300 E, because there is a lot of traffic to and from COSTCO.	Robert Ferry	Alternative5
Public Website	If vehicles can still turn right onto Green Spring and then left onto W. Red Hills Pkwy, this will not solve the backup in this area. We need to incentivize the trucking businesses to move out to exit 13 to eliminate the use of this intersection by large vehicles. This could be via tax breaks to relocate to the exit 13 area.	Steve Sorensen	Alternative6
Public Website	This alternative seems to keep a separation of surface and Interstate traffic. It impact many homes and a couple of businesses, but would help keep the current character of our neighborhoods - noise, pollution, traffic.	Steve Sorensen	Alternative2
Public Website	Significant adverse impact on the nature of this neighborhood - noise, pollution, traffic. Even the 1000 car trips per day impact of the Montessori School on Fairway has altered that area. This alternative would really negatively the character of our city. Keep traffic on the roads that were built for it like Telegraph and Buena Vista. Better yet, since the Preserve will be ruined by Washington Parkway, send everyone around that way!	Steve Sorensen	Alternative4
Email	Your interactive website seems like a great idea. I was able to input an idea or two. Then, the site would not let me enter anything else. Please check out the website...I am probably not the only person who can't participate! Generally speaking, I am NOT for any more freeway interchanges, which I believe will just create more confusion and not get people to the destinations they are seeking. At present, making much greater use of Exit 13 would relieve much congestion, especially if some restrictions can be placed on trucks using exit 10 (and use exit 13 instead). The trucks at exit 10 are an ever present danger, and they continually block and tie up traffic. That intersection isn't large enough to handle the large trucks that use it. Trucks need to be diverted to other roads. Widening Green Springs Drive and Telegraph (and perhaps Buena Vista) ... at their respective intersections...should be an immediate priority. Left turns SHOULD be allowed on Telegraph, but barriers and markings need to be installed to keep drivers in their correct lanes. The left turn lights need to truly control traffic, and there should be NO blinking yellow lights for left turns, which would eliminate much of the aggressive driving with cars trying to edge each other out at the last minute. I am not in support of the Thru-turns idea - and believe it would create new problems.	Shirley Allison	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>It seems to me that frontage roads would be one of the best solutions for traffic to reach the many small residential subdivisions and businesses in Washington City. They would be much less disruptive than multiple freeway access ramps. Then, the freeway interchanges that already exist should be expanded to handle the traffic - and trucks - that need to use them. Buena Vista, Red Cliffs Drive, Red Hills Parkway already work pretty well as frontage roads - they just aren't wide enough. I think that the limited Mall Drive underpass was a big mistake. It should have been a full I-15 interchange, which would ease traffic at exit 8 and exit 10....it is already in a business area, so it wouldn't impose on residential developments; and it is in the center of where many drivers already want to go. Any exits between 10 and 13 would be wasted AND either not much used OR put drivers off the freeway at an undesired location (in the middle of residential neighborhoods, not at the stores along Telegraph).</p> <p>I am an interested Washington City resident.</p>		
Phone	Beau called Shirley at 10:05 a.m. to discuss the GIS site and some of the issues that she was having. She said that her email clarified the comments that she wanted to submit. She wanted to be clear that she does not want another interchange in Washington and that she would like us to take another look at the one-way frontage roads. Beau explained why they were not being advanced for further analysis and she was understanding. She feels like trucks are the bulk of the problem and asked that we look at every possible option to minimize truck traffic through Exit 10. Beau committed to passing this on to the team and encouraged her to email additional comments, even if we are not in a formal comment period.		
Public Website	Immediate restriction and control on trucking in this area is needed. Access to the gas stations and to the freeway by trucks that are too big for the intersection creates congestion and dangerous situations.	shirley allison	BaseConcept
Public Website	The intersection of Green Spring Drive and Telegraph is so inadequate ... I consider widening in every direction a priority. At present, it is dangerous, especially in the afternoon. One option presented at the August meeting sounds terrible: not allowing any Left Hand turns. Please think of a better solution. In the near future, we need barriers in the center of the intersection to keep people in their own lanes when turning left. Also, better signal lights - and no blinking left turn lights - would control traffic more safely.	shirley allison	Alternative1
Public Website	I think it would be helpful to the community and the city council to show the numbers and impact of just doing the Common Elements at greensprings. These elements were common to all alternatives. Since this was labeled as an 85% solution the additional cost for the proposed alternatives needs to be justified. Since the city already agreed and in fact at one time was planning to start work on the base elements, this seems like the true - "No Build" alternative required for a study like this. It was originally explained that all options to resolve the issue at Greensprings would be considered. If UDOT and the City don't feel the base option meets the need, they need the numbers to show why.	Cade Hoff	BaseConcept
In Person	<p>Comments on EIS process: Well organized and clear.</p> <p>Comments on Alternatives Screening Process: A-F not clarified in brochure.</p> <p>Concerns about Alternatives: Yes, I have concerns regarding the homes which would have to be relocated. Businesses, not so much.</p>	Barbara Bergman	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>Other comments: Alternative 6 seems the least destructive to local citizens. My second choice would be Alternative 3 even though home would be affected.</p> <p>Neither Main Street nor 300 East would be a good alternative for an exit. Especially with the school on 300 East. Also, the homes on Main Street are the CORE of the City of Washington and shouldn't be replaced with the traffic of an exit.</p>		
Public Website	Putting an exit here will be a nightmare with an off ramp into a school zone. I can only imagine the build up of traffic and the safety of the elementary school kids. 300E already gets busy and congested during school drop/off pick up. Not to mention sporting and other events at the rec center. This exit would be a nightmare with the school so close.	Ben T	Alternative5
Email	<p>Thanks for taking our comments regarding the MP11 Interchange Study. We live in Green Springs and are concerned about the rights of those living in homes that would be destroyed by alternative 4 or 5.</p> <p>Instead, is combining alternative 1 with alternative 6 an option? If so, what happens to traffic numbers in that case? As we compare the 2040 traffic numbers at the 15 points listed on your chart (and the similar C and D "grades"), there doesn't seem to be big enough differences between say, alternative 4 vs. 6, to justify relocating nearly a dozen families. Will you please tell us if a combo of alternatives 1 and 6 is an option?</p>	Wendy Godlewski	
Email	<p>Thanks for considering my comments on the transportation improvements at Interstate 15 between Exit 10 and Exit 13 in Washington City, Utah.</p> <p>My husband and I live [REDACTED] and have lived here for 21 years. The improvements and additional roads constructed near Exit 13 have been excellent and improved the movement of traffic in our neighborhood going to I-15 and through Washington City. I'm hopeful that similar improvements and roads might be constructed to ease traffic along Telegraph Street and in downtown Washington. We love Washington City - for the following reasons;</p> <p>1) small town atmosphere where we can live in a small community but have easy access to surrounding grocery stores, restaurants, and other retail areas;</p> <p>2) ease of access to I-15, commercial businesses along Telegraph Street, River Road and 2450 East and recreation areas in Red Cliffs Desert Reserve NCA;</p> <p>3) scenic beauty with the undisturbed Pine Valley Mountains, red rock outcrops and cliffs and beautiful vistas; and</p> <p>4) well managed, future looking city and county governance.</p> <p>Here are my suggestions to keep the small town beautiful atmosphere we love and improve traffic flow in and around Washington City;</p> <p>1) Consider a pedestrian-only downtown center with a greenspace/park and 2-3 story apartments with local business and commercial entities on the first</p>	Diana Hawks	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>floor. Blocking off major roads in downtown areas to create pedestrian-only commercial areas in European cities has proven to be a wonderful way to transform downtown areas and put the focus/encouragement on local businesses while directing motorized traffic efficiently to and from downtown.</p> <p>2) Improve and construct pedestrian and bicycle paths in the community, including those areas near I-15 and commercial zones. Connect these pedestrian pathways in town and in the commercial areas to scenic areas and other non-motorized travel-ways along the river and in Red Cliffs Desert Reserve NCA.</p> <p>3) Invest in mass transportation in Washington City connecting to the Suntran system and constructing park and ride lots near I-15 that encourage ride-sharing and also provide access to non-motorized trails.</p> <p>4) Refocus through traffic away from Telegraph Street in downtown Washington City by constructing an efficient frontage road system along I-15 between Exits 10 and 13 (Alt. 2) and connecting more fully to the Southern Parkway access to the airport and to Hurricane.</p> <p>5) Construct an interchange or partial interchange (similar to the ones in Leeds) off I-15 between Exits 8 and 10 where the pass-through under I-15 was constructed.</p> <p>6) Most of the new growth in the area is occurring away from downtown Washington in Washington Fields, Corral Canyon, Coral Ridge and along the Washington Parkway near Exit 13. Provide for better and more connected access from Washington Fields to commercial areas and I-15 so that this traffic does not need to go through downtown Washington City.</p> <p>Help us keep the wonderful small-town Washington City that we love. Thanks</p>		
Public Website	I still feel that this option is the best long term. I know that it is most expensive and you have "taken it off the table" but you should reconsider this decision. I think this is the way to go.	Lee Devine	Alternative2
Public Website	WHY NOT PROMOTE THE NEW EXIT BY THE MAVERIK SO THAT PEOPLE USE IT MORE TAKING PRESSURE OFF THE OTHER EXIT. OR YOU COULD HAVE A NORTH BOUND EXIT AT THE GREEN SPRINGS EXIT AND A SOUTH BOUND EXIT AT THE MAVERIK EXIT SIMILAR TO THE LEEDS EXITS. WE ARE VERY MUCH OPPOSED TO THE MAIN STREET EXIT AND THE 300 EAST EXIT.	KEN ADAMS	Alternative1
Public Website	This is so unnecessary right here. The problem is on Green Springs and Telegraph. Fix that. Don't tear down all these peoples homes if you don't have too.	Ashley Cheesman	Alternative5
Public Website	My home backs up to Green Springs . I would frequently use main as an option if it connected down by Costco. Flooding on Main could be addressed as part of this option.	Richard Newcomb	Alternative4
Public Website	Why connect here instead of at the Main Street intersection ? Within 10 years the open space to the West will be completely developed with a resident base as large as the current Green Springs. Directly West on Main should also connect to the planned Washington Parkway. Dumping here makes no sense and imposes unnecessary risk at the Brio main entrance.	Richard Newcomb	Alternative4
Public Website	From here Eastbound traffic passes a school, library and park. All child rich environments. There is no option for Westbound through traffic to feed	Richard Newcomb	Alternative5



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	areas that will soon be intensely developed and need the most direct feed possible to the interstate.		
Public Website	This looks like a great alternative for the new interchange. We are involved in soccer and have players who travel from Leeds and Santa Clara/ Ivins area. This would provide great access to the Sullivan soccer complex, Washington Fields residents would love this option as well. It would help take away a lot of traffic from Green Springs interchange. It also looks like this option disrupts less residents in the area closest to the freeway.	Calindy Twede	Alternative5
Public Website	PLEASE. Whatever you decide; PLEASE consider the springs in your construction. We live in a VERY dry area with a LOT of rare wildlife. Wildlife USES every spring in this city and we are slowly destroying all of them. PLEASE treat the springs with care. Water is our most PRECIOUS resource here.	RJ	Alternative4
Public Website	I think that they should extend the offramp if it is such a big deal that traffic is backing up. Make it a mile longer so that it takes another 10 years before it even remotely becomes a problem again. That has no effect to peoples homes, and little effect to businesses.	Tiffany Pugh	BaseConcept
Public Website	I think that it is absolutely obscured to even remotely think about putting an offramp on main street. There will be so many homes and families lives destroyed. People in this area aren't exactly living it large, therefore it will be hard for them to get homes again. My children live right here with their father part of the time and if he loses his house he most likely won't be able to get a new home. He only qualified to begin with having my income with his. Who knows where he will have to move, but he won't stay in Washington, he's made that clear. He's tired of all the shady government in this town. Who knows where my kids will end up at, I know it won't be close to me. I moved to the fields to be close to their father so they wouldn't have to be torn apart by distance from their parents. That's just part of my story. There are dozens of families that I'm sure have similar if not harder situations.	Tiffany Pugh	BaseConcept
Public Website	While I was at the open house I noticed there was a survey of main street saying there on average there were FOUR cars a MINUTE that travel on main street. I would like one of your engineers on the project to sit on a corner of main street, any corner, all day and count how many cars go by. Have them get a tarp and a lawn chair and sit there with a clicker. There is NO way there are that many cars that go down that road. I lived in that area for 3 years and there has never been that kind of traffic on that road. The only time that was remotely close was when Brio (who mind you Horrocks is the community development engineers) had their semi's hauling dirt on triple trailers down main street. That put my children in danger, and other children. They were walking to school and had to cross main street and the semi's were going up and down main constantly all day, in the morning and when they came home from school. Semi's cannot stop even remotely fast with that kind of load. There NEEDS to be a new study done on main street to get an accurate reading of what traffic is really like there. I know that it probably won't happen because it makes it look like there is that much of a need for an offramp that will destroy the entire feel of downtown Washington. I know that there are EXTREME conflict of interest between Horrocks and the well being of residents of Washington City. Yes, they're doing their survey saying that there is no bias but I call BULL SHIT. During the survey when the semi's were going up and down main street I called the city personally and told them that it was too dangerous for the kids walking to school to have the semi's going on main street. They were told to go around main street, up to	Tiffany Pugh	BaseConcept



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	washington parkway and over that way. They did NOT do that. They refused to. Why is that, you might ask? Because if they would have gone around then it wouldn't make the numbers look as good on extreme traffic flow. Why is that? Because Horrocks is extremely bias.		
Public Website	This is where main street ends. In case no one knew that in your assessment. How will putting a freeway exit on main street help with traffic when it comes to a dead end. It was supposed to help traffic flow out to the fields but this just leads to someones field. Do you really think that making cars go right and left and all over the place will really help with traffic flow? Maybe traffic flow to Brio but not to the rest of the town.	Tiffany Pugh	BaseConcept
Email	As the study team has narrowed the alternatives, it is clear that an off-ramp, specifically at Main Street, is the preferred option. Where would traffic heading south on Main Street go? Traffic would either turn left or right, creating a tremendous bottleneck at Main and Telegraph. The proposed freeway offramp into downtown Washington City would drastically change the nature of our community. At the August 28, 2018 Public Open House, we were shown multiple charts, graphs and maps dealing with the traffic patterns and issues. What about the impact on our community and neighborhoods? This needed to be presented as well. A study was done in the Fall of 2017 by a consultant to measure the cohesiveness and social impact on our community. This information should have been available to all community members at the Open House. If it is informing the decision process, like all the other aspects being studied, it needs to be shown and discussed before the final report.	Cheryl Koeven	
Public Website	A connector needs to run from here to E400S and also connect to S Main allowing Washington Fields and Greensprings residents an alternate route South without using Exit 10.	Richard Newcomb	BaseConcept
Public Website	Left turn traffic builds up here during peak hours to the extent that it backs up into the thru lanes creating dangerous backups past the interstate offramps .	Richard Newcomb	BaseConcept
Public Website	Main Street, by definition, should be the major arterial. It should feed West into the new Washington Parkway and South to a new connector between Costco and S300E along E400S. Green Springs, Washington Parkway, Main Street and S300E then become an interconnected grid of arterials serving the needs of residents on both sides of the freeway.	Richard Newcomb	Alternative4
Public Website	Please do not use North Main Street or 300 East as a solution to fix the problem with (Green Springs) exit 10. How could it possibly be fair, or be in the best interest of all of us who live in this area? That would destroy our neighborhood and make our homes ugly and worthless. The residents of our area did not cause the problem at exit 10. We did not benefit from all the houses and businesses built in that area which are causing the problem, how can it possibly be right that our neighborhood be sacrificed as the solution??!! Many friends of mine from outside of this area are appalled when they learn of it. Even the ones in Green Springs agree that it is not a solution that would do any good for the people in Green Springs or anywhere else. Use exit 13! There is plenty of land out there AND it is much more accessible for the many people driving to Washington Fields. Southbound traffic who are going to the fields or anywhere east of Main Street can get there much faster and smoother via exit 13. A street from exit 13 which went straight to Brio, Buena Vista and Green Springs from the north side would be a great solution.	Darla Helske	BaseConcept
Public Website	I have lived on main street for 48 years, and I feel that it is not a good fix to think of putting a freeway exit on main street and or 300 E, We have lots of	Dixie Lister	Alternative4



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	families with children walking to and from school every day, and it will be a big safety problem. Please, please do not put exits here. Please fix and/or reconstruct exit 10. Please keep our community a safe place for ALL our families and community.		
Public Website	I have grandchildren that live on the west side of main street & would have to cross that busy street to get and from to school each day. This is a danger, from crossing that busy street, to the people that would come into the area. Please do not put the interchange on main street. It would ruin the small town that we love.	Shari	Alternative4
Public Website	We live in a home that has been in our family since the late 1800's. Several homes, church and school house in this area are historical and should be respected. Main Street should be preserved and maintained as such. The growth and expansion needs to be accommodated for, however, it needs to go through areas that have already been established, such as Exit 13. We want to teach our posterity go cherish and respect their heritage- not to just plow it under and make room for the future.	Chad	BaseConcept
Public Website	As the study team has narrowed the alternatives, it is clear that an off-ramp, specifically at Main Street, is the preferred option. Where would traffic heading south on Main Street go? Traffic would either turn left or right, creating a tremendous bottleneck at Main and Telegraph.	Cheryl Koeven	Alternative4
Public Website	The proposed freeway offramp into downtown Washington City would drastically change the nature of our community. At the August 28, 2018 Public Open House, we were shown multiple charts, graphs and maps dealing with the traffic patterns and issues. What about the impact on our community and neighborhoods? This needed to be presented as well. A study was done in the Fall of 2017 by a consultant to measure the cohesiveness and social impact on our community. This information should have been available to all community members at the Open House. If it is informing the decision process, like all the other aspects being studied, it needs to be shown and discussed before the final report.	Cheryl Koeven	Alternative4
Public Website	Why was there no discussion or alternative that addressed widening Red Hills Parkway and Buena Vista Blvd. It seems this would go along way to move traffic better to Exit 13 which is currently underutilized. This should be evaluated in the analysis.	Robert Sandberg	BaseConcept
Public Website	Why was there no alternative that addressed finishing Washington Parkway to Green Spring Drive? This has been on the books for years and would give the Green Spring and Brio area residents a good access to I-15 and other areas without going thru Exit 10 if it were completed. This needs to be evaluated in the analysis.	Robert Sandberg	BaseConcept
Public Website	Common to all alternatives is a statement that 400 S will be made a thru street. Thru to where? The plan says to 3050 E in St. George. 400 S currently is only a road to 200 W, There is no road or platted road beyond that. It would require coordination with and permission of St. George City, plus acquiring property from property owners in both Washington City and St. George City. It would necessitate a bridge to cross Mill Creek and would run into complications with Woundfin Minnow and Southwest Willow Flycatcher habitat. Where would the traffic come from, that would alleviate the congestion at Exit 10? There is already a road (industrial road) that ties to 3050 E from the Washington Fields road. An option might be to extend 840 S from the Fields Road to 3050 E. The property owners in St. George City tell me they have plans for the development of their property that includes a road that ties to 840 S from 3050 E and would welcome discussions on that roadway.	Robert Sandberg	BaseConcept



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
Public Website	Making 400 S a thru street is not a good idea. It has complications potential condemnation issues, endangered species issues and won't move traffic or reduce congestion at Exit 10. This needs to be dropped from common to all alternatives. It needs to be fully evaluated in the analysis, with costs, traffic volume reduced, likelihood of success etc.	Robert Sandberg	BaseConcept
Public Website	Extending and finishing 840 S to 3050 E needs to replace making 400 S a thru street and needs to be fully evaluated in the analysis. It would move traffic more effectively from the fields area to 3050 E if that is the objective, than extending 400 S.	Robert Sandberg	BaseConcept
Public Website	I don't believe this alternative is necessary if other actions are taken. For example widening Red Hills Parkway and Buena Vista Blvd to Exit 13, and finishing Washington Parkway to Green Spring Drive. This alternative will take out homes and create a situation that those who aren't taken out will wish they would have been. Their life style will be disrupted and their property values decreased dramatically. Needs to be fully evaluated in the analysis.	Robert Sandberg	Alternative4
Public Website	I don't believe this would be necessary if action were taken to widen Buena Vista Blvd and Red Hills Parkway and finish installation of Washington Parkway to Green Spring Drive. This would give Green Spring and Brio area access to I-15 and other areas of the community without going thru Exit 10, by going to Exit 13. I know this is in the long range plans, so why is it not an alternative or an action common to all alternatives? This needs to be fully evaluated in the analysis.	Robert Sandberg	Alternative5
In Person	Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "Too many roads and homes will ruin the landscape of Washington & St. George. Stop so much building. Q: Are there any environmental or transportation issues that we should be aware of? A: "The Main St. exit is dead in the middle of Green Springs exit and Washington exit. This is a good idea but the truck route east on Washington Parkway will be to noisy and put the homes full of noise and smog for warm springs." Q: Do you have any concerns about any of the alternatives? A: "The 300 exit does not make good sense - too close to school and community center and too close to Washington exit. The truck route from Washington exit is lame. It just makes the trucks drive the area more causing smog and noise and ruining the beautiful landscape." Q: Are there any other alternatives we should consider? A: "#1 sounds good for alternative expanding capacity and increase efficiency. The road from Walmart to the Costco light is good to move the traffic to the industrial area."	Linda	
In Person	Q: Do you have any comments of the Environmental Impact Statement (EIS) process? A: "1. Impact of cemetery a. moving bodies b. historical landmark 2. Impact on residence and the lives of people 3. Impact on neighborhoods. Q: Are there any environmental or transportation issues that we should be aware of? A: "Safety Issues" Q: Do you have any comments on the Alternatives Screening process? A: "Do the citizens really have a say? Or is this just smoke and mirrors?" Q: Do you have any concerns about any of the alternatives? A: Alternative 6 - Thru-turns 1. Are confusing	Michael	



CONTACT METHOD	COMMENT	NAME	RELATED ALTERNATIVE
	<p>a. consider the number of sr. citizens and out of state tourists</p> <p>2. They are dangerous</p> <p>a. have personal knowledge of serious accidents because of confusion.</p> <p>3. They just don't make sense and are logical - see confusing</p> <p>4. They propose a possible liability down the road because of accidents, confusion, etc."</p>		