



Bluffdale 14600 South Railroad Underpass Environmental Study Public Comments

Comment Summary

Method	Total
Email	6
Website	8
In-person Comment Form	3
Total	17
Topics and Concerns	
General support (7) Increased heavy traffic (4) Addition of multi-modal accommodations (4) Park and canal access (4) Increased speeding (2) Road maintenance (2) Taxes (2) Quality of life (2)	Traffic diversion to alternate routes (2) Design (2) Slope retention and maintenance (2) Growth concerns (1) Rail bridge preservation (1) Canal routing (1) Roundabout removal (1)

Name	Comment	Response
Dan Dialogue	11/3/2022 Email Hello, My name is Dan Dialogue and I reside at [REDACTED] My contact phone is [REDACTED] My wife and I have resided at this address for over 12-years and in that time, we've watched our children grow up and move away, and we've watched as Bluffdale has grown into a city we barely recognize. When we moved to Bluffdale in 2002, it felt like small-town America where we all knew each other, we had each other's back, and we had common goals. Today, that hardly seems to be the case. Can we avoid growth? Of course not, but it needs to be managed in a way that works for and with the city's residents.	

	<p>When the city was looking to "improve" 14600 S., my wife and I attended all the meetings about it. We suggested that a roundabout be installed at 1690 W to reduce the chance of people speeding down past our home, but ours and our neighbors' pleas fell on deaf ears. This is exactly what has now happened. Utah has a speeding problem and 14600 S at Redwood Road down to the river is no exception. Instead, Bluffdale wasted taxpayer money by installing a roundabout right next to the city offices where it wasn't needed.</p> <p>For the last several years, we've experienced extremely heavy traffic and standstills on 14600 S making it difficult, and sometimes nearly impossible to get out of our driveway or street. Although Bluffdale isn't directly responsible for the traffic (Herriman, Eagle Mountain and Saratoga Springs are to blame for that), it was expected that any modifications to the one lane bridge would wait until Porter Rockwell was complete and it was proven to have reduced traffic on 14600 S. In fact, I voted for Mayor Hall because she and I shared the same viewpoint regarding 14600 S.</p> <p>There are a handful of things that need to be directly addressed.</p> <p>1. Traffic - Nothing is truer than, "Build it and they will come". We already deal with constant traffic and Porter Rockwell has alleviated a lot of it.</p>	<p>This intersection (1690 W) is outside of the project study area. Intersection or roundabout design would be analyzed in future studies.</p> <p>Comment noted.</p> <p>See Environmental Study Section 1.4, Project Purpose and Need, for a summary of the expected traffic conditions for the build and no-build condition.</p> <p>Due to the amount existing development and planned growth in Bluffdale City and surrounding areas, traffic is expected to increase with or without the project. The traffic growth is expected to cause severe congestion without improvement to the existing underpass.</p>
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	<p>2. Safety - Thanks to those who decided to run 14600 S straight west to Redwood, they created a luge run and vehicles speed down our road because of it. We take huge risks pulling into traffic because of it.</p> <p>3. Noise - More traffic equals more noise. Noise pollution is a real problem, and it has been really bad the last few years.</p> <p>4. Maintenance - The majority users of 14600 S are those from Herriman, Eagle Mountain and Saratoga Springs. With Bluffdale taking ownership of 14600 S. with the Porter Rockwell trade, the majority of users don't pay taxes to support the maintenance and Bluffdale residents will get stuck with the check. Can you say, "Another tax increase"?</p> <p>Anecdotally, I can tell you that traffic has been greatly reduced and our ability to exit our driveway and neighborhood has also improved. I don't know what "potential project" Bluffdale is looking at, but as someone who is negatively impacted by modifications or "improvements" to 14600 S., I say leave the bridge as-is.</p> <p>I sincerely hope you'll take my concerns into consideration. Feel free to reach out to me.</p> <p>Thank you,</p> <p>Dan Dialogue</p>	<p>The speed limit will not be changed with the project.</p> <p>Section 3.3 addresses traffic noise</p> <p>14600 South is a City of Bluffdale road classified as a major roadway or arterial street, and the City maintains it. No substantial tax burden is anticipated for the relatively minor roadway improvements considering the total length of roadways that the City currently maintains.</p> <p>Under the no-build condition, traffic congestion is expected to increase and make it even more difficult to exit driveways that abut 14600 South.</p>
<p>Brian Barnett</p>	<p>11/3/2022 Email</p> <p>I'm assuming that making the one lane bridge on 146th south easier to travel essentially means making it so that</p>	<p>See Environmental Study Section 1.4, Project Purpose and Need, for a summary</p>

	<p>more cars can travel that route more quickly. My impression is that during rush hour, Bluffdale roads handle the bulk of the I-15 traffic headed to or coming from Salt Lake for residents of Saratoga Springs and Eagle Mountain.</p> <p>Allowing more vehicles onto 146th is great for Bluffdale residents living along that route, but also bad at the same time since potentially 1,000's of Saratoga Springs and Eagle Mountain folks will use that route. Is this road maintained with Bluffdale tax dollars? If not, that would be a concern of mine.</p> <p>~ Brian Barnett</p>	<p>of the expected traffic conditions under the no-build and build conditions.</p> <p>14600 S is a City of Bluffdale road and the City maintains it. No substantial tax burden is anticipated for the relatively minor roadway improvements associated with this project considering the total length of roadways that the City currently maintains.</p>
<p>Zack Adams</p>	<p>11/16/2022 Email</p> <p>I use 14600 S every day since I live on a connecting street [REDACTED] I ride my bike down 14600 S to get to the Jordan River bike trail almost daily. My son's bus stop is right along 14600 S. I am intimately familiar with the neighborhood and believe that widening that bridge will be VERY detrimental to the neighborhood's quality of life.</p> <p>Currently the one lane bridge acts as a traffic-calming measure and deters drivers from using 14600 S as a thru street. If that bridge is widened, we will have a huge increase in speeds and thru traffic. Motorists should be using Bangerter or newly completed Porter Rockwell Rd for thru traffic - which the current one lane bridge helps encourage.</p> <p>I was personally offended when the project statement for this Environmental Study stated: "seek</p>	<p>Comment noted. Several considerations were examined that contribute to neighborhoods quality of life. In particular, see Section 1.4 for expected traffic conditions; see Section 3.2 for considerations related to accessing community facilities and recreation areas; and see Section 3.3 on expected traffic noise impacts.</p> <p>See Environmental Study Section 1.4, Project Purpose and Need, for a summary of the previous studies and the expected traffic conditions under the no-build and build conditions. 14600 S is identified as an important major arterial that will experience increase in traffic in the future Under the no-build scenario, traffic congestion will become untenable</p>

	<p>options that ensure traffic flows efficiently for Bluffdale motorists".</p> <p>Bluffdale should not be catering exclusively to "motorists", we should be building for and prioritizing the local people and KIDS that live in the neighborhood. This is a RESIDENTIAL road (there's not a single commercial building between Redwood and the bridge) that already has a speed limit too high (and nobody actually abides by it). Widening this bridge will hurt the neighborhood by making it easier for non-Bluffdale motorists to use the neighborhood as a thru street.</p> <p>If we want to increase the quality of life of Bluffdale and specifically those in the 14600 S neighborhood, we should be adding sidewalks (most of the streets in that neighborhood don't have them), building and connecting multi-use bike/walk paths, and lowering traffic speeds through residential neighborhoods.</p> <p>Zack Adams</p>	<p>While not an express project purpose, the safety and mobility for bicyclists and pedestrians was considered for the project. See Section 2.3 for a description of the proposed 12-foot park strip and sidewalks. In addition, as explained in Section 3.2, Community Facilities and Recreation Areas, 14600 S. currently lacks sidewalks within the study area. The addition of sidewalks provides a safer condition for bicyclists and pedestrian to access nearby trails and other recreation facilities.</p>
<p>Broc</p>	<p>11/18/2022 Email</p> <p>The widening the one way bridge on 146th should absolutely be considered and should have happened years ago. The population in independence has already grown so much in the last 4-6 years and more and more traffic continues to fill the area as more homes are being built but not the infrastructure to support them. There absolutely should be an expansion to the one lane bridge as it already creates considerable congestion and will only get worse as the old prison site is developed and more people move to the area. Environmental</p>	<p>Comment noted</p>

	<p>impact will be minimal given the surrounding area already being used by light industrial business and only has minimal vegetation.</p>	
<p>Craigory Harris</p>	<p>11/18/2022 Email</p> <p>Keep it as is!! The 1 lane prevents all of the Herriman, Saratoga Springs, and Eagle Mountain commuters from driving through our neighborhoods. The Porter Rockwell bridge was created to provide a better more efficient way to commute to I15. If you do anything it should be to make Porter Rockwell 2 lanes the whole way. Thanks Craig</p>	<p>See Environmental Study Section 1.4, Project Purpose and Need, for a summary of the previous studies and the expected traffic conditions under the no-build and build conditions. 14600 S is identified as an important major arterial that will experience increase in traffic in the future Under the no-build scenario, traffic congestion will become untenable</p>
<p>Jennifer Peterson</p>	<p>12/3/2022 Online Form</p> <p>I hate this bridge I've almost been hit by another vehicle twice. It's dangerous for bike riders and pedestrian. It's not a farm road anymore it's a main road for a lot of people. The city must fix this problem.</p>	<p>Comment noted.</p>
<p>Rick Bliss</p>	<p>12/4/2022 Online Form</p> <p>Three comments: 1. The underpass should connect the roundabout on the east side to a four lane connection on the west to allow for growth. The connection should be as straight as possible. 2. The redesigned configuration should allow access to the park on the Northwest side of the railroad/canal. The park access should be opened up after construction.</p>	<p>See Figure 6 in Section 2.3, Roadway Improvements.</p> <p>The parking lot for the Phillips Gate Memorial Park is on the north side of the park. Providing access to the park might require reconfiguring the park which is not a project purpose.</p>

	<p>3. To facilitate growth and traffic and providing for safety, the Jordan River Parkway Trail should have an underpass and not cross directly over the road. Hopefully all these considerations can be done at once.</p>	<p>The purpose of the current project is to replace the bridge. Future phases of 14600 South improvements will evaluate a grade separated crossing. An improved crossing is included in WFRC's current 2019-2050 Region Transportation plan as un-funded Phase 3 project (2041 to 2050).</p>
Scott Culberbon	<p>12/6/2022 Comment Form</p> <ul style="list-style-type: none"> - 14600 So west of and parallel to RR - If this section of pavement is to be abandoned, what engineering solutions is proposed to retain the slop west of the current pavement? - Is this condition part of the current environmental study? - Will it be addressed in future engineering construction? - Who is to be responsible for the slope retention at this location above Spring View Farms? City, state, canal co, RR? 	<p>Currently, UDOT is monitoring the slope stability. Slope stabilization is not part of this project. Final design will determine the outcome of the existing roadway.</p>
Connie Pavlakis	<p>12/6/2022 Comment Form</p> <p>I would love to see the tressel preserved for its historical value. It would be a wonderful connector for trails in the area if used for pedestrian and bike traffic. Because it would connect many people to the Jordan River Trail, outside funding from various organizations in the state could be pursued. Due to its uniqueness, I believe it would be very attractive for these funding opportunities. We could also do some beautification through local artists to make it an amazing asset to the area.</p>	<p>Comment noted. See Section 3.6. According to the Utah Historic Bridge Inventory, the existing bridge is not eligible for the national register of historic places. It is, however, a contributing element to the historic Denver & Rio Grande Western Railroad. The project would not result in any adverse effect to the any historic features, therefore no mitigation (like preservation) is proposed. The bridge is owned by Union Pacific Railroad and the outcome of the bridge is their responsibility.</p>
Matt Newman	<p>12/6/2022 Comment Form</p> <p>Look at routing the canal water from the Salt Lake into the East Jordan. It</p>	<p>The project team held discussions with Salt Lake City, one the owner of the</p>

	<p>has already been done! Talk to Markovich Pres of East Jordan. I will get you the number.</p>	<p>canal, who are requiring that canal stay in its current location.</p>
<p>Debbie Cragun</p>	<p>12/6/2022 Email</p> <p>I forgot to ask this question at the open house last night.</p> <p>What will happen to the portion of the road that will no longer be used (the winding portion that goes under the railroad tracks now)? I am hoping it remains open to pedestrians and bikes. Those of us who live in upper Springview Farms could walk down to the park and use that old portion of the road to get to sidewalks on the new portion. Do you have other plans for that section?</p> <p>Thanks,</p> <p>Debbie Cragun</p>	<p>The final design will determine the outcome of the existing roadway segment. It has not yet been determined if it will be used as a trail or an access to the canal.</p>
<p>Amber White</p>	<p>12/20/2022 Online Form</p> <p>I drive this road every day; several times a day. If you want someone who actuality knows the severity of this problem I will gladly talk to you, make suggestions, help find a solution, etc. The bridge is dangerous. The round a bit is extremely dangerous. Congestion happens at this place every single day. Please get rid of the one way bridge! Make a new straight through road with lanes for vehicles going both directions. But you ALSO need to get rid of the very dangerous round a bout! Put up a traffic light at the intersection of 1000 north and 14600 south once straight road is built. Traffic and vehicle flow will improve immensely. Dangerous areas will be eliminated. It is absolutely worth putting money towards this much needed fix.</p>	<p>Comment noted.</p> <p>See Section 1.4 Purpose and Need and Section 2.0 Project Description</p>

<p>Diane Moore</p>	<p>12/20/2022 Inbound</p> <p>Please modernize and widen the one way bridge area as described in the proposal. It is an inconvenience and a safety hazard. Too many trucks get stuck. You are allowing for growth and you need the infrastructure in place to support it. The new bridge and/or Bangerter now divert everyone who can go those ways so you aren't drawing any more traffic to the area by this upgrade. You are just making it safe and efficient.</p>	<p>Comment noted.</p> <p>See Section 1.4 Purpose and Need and Section 2.0 Project Description</p>
<p>Monika Hoke</p>	<p>12/20/2022 Inbound</p> <p>As a runner and user of the vast trail system in Bluffdale, including the Independence Trails and the Jordan River Trail, bicycle and pedestrian safety need to be addressed in the redesign. This should include sidewalks, bike lanes, crosswalks where appropriate, and connections to the local trail systems. Having, on one occasion, needed to use the 14600 S road to complete my run and get home, I can assure you that the current infrastructure surrounding the bridge is unsafe for pedestrians and cyclists. Thank you.</p>	<p>The safety and mobility for bicyclists and pedestrians was considered for the project. See Section 2.3 for a description of the proposed 12-foot park strip and sidewalks. In addition, as explained in Section 3.2, Community Facilities and Recreation Areas, 14600 S. currently lacks sidewalks within the study area. The addition of sidewalks provides a safer condition for bicyclists and pedestrian to access nearby trails and other recreation facilities. Future phases of 14600 South improvements will evaluate a grade separated crossing at the Jordan River Parkway. An improved crossing is included in WFRC's current 2019-2050 Region Transportation plan as un-funded Phase 3 project (2041 to 2050).</p>
<p>Emily Beech</p>	<p>12/21/2022 Online Form</p> <p>I own [REDACTED]. Myself and many of my [REDACTED] utilize 14400 S and the round about to get to and from the studio. It has been serving our needs well except when a semi trailer gets stuck in it and there are no alternate routes. It would be fantastic to see this widened to at least a two lane road.</p>	<p>Comment noted</p>



Kya Kraus	<p>12/21/2022 Online Form</p> <p>Yes please continue with the proposed plans to improve the bridge. We need to have at least 4 lanes on the entire length of 14600 South and this will be a good start. The congestion on 14600 South is awful already and will only get worse.</p>	Comment noted
Mark Ostler	<p>12/21/2022 Online Form</p> <p>Dear Michael and Bluffdale team. I think the proposed straight line from on top of the hill down to the river bottoms is the best plan. As always it is unfortunate to have to use someone's property but the City's proposed plan makes the most sense. Nicely done!!</p>	Comment noted