
APPENDIX 4B

Reproductions of Comments on the Draft EIS
with Attachments and Public Hearing Transcripts

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Comment Reproductions with Letter Attachments

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COMMENT NUMBER	NAME (First Last)	COMMENT	COMMENT ORIGIN
1	Charles Stanley	<p>Alternative will not address underlying traffic issue</p> <p>The alternative selected for construction will not address the underlying issues causing traffic congestion in the Kimball Junction area. Adding additional exit and entrance lanes on I-80 and minor widening of 224 is not the answer. In addition to direct environmental impacts from the practically useless “improvements” this project contemplates (which does virtually nothing to address the inherent bottlenecks and congestion caused by traffic signals at Ute and Olympic) this project will simply result in more idling cars in the morning and afternoon and more emissions. The only viable alternative (taking 224 below grade and developing overpasses for Ute and Olympic) that addressed the issue has been examined and rejected. I urge the planners and various local and state government officials to reconsider this doomed alternative and start the process over. If we cannot underground 224, we must resurrect a “bypass” alternative that would come off I-80 somewhere near the outlets and tie into 224 south of Olympic. It is obvious to anyone who thinks about this issue for more than a minute that the current preferred option is a huge waste of time and money and will do little to fix the problem.</p> <p>Finally, how could anyone think that adding bicycle lanes to any of the impacted streets is a good idea? The area is already crisscrossed by existing bike paths, an underpass across 224 and bridge across I80, let’s not add bicycles to this mess!</p>	Web
2	Joel Seligstein	<p>How does this help?</p> <p>I don't think I understand any of these proposals. As a resident in Thanes, I drive through ski and tourist traffic quite often. It seems quite obvious that the traffic is caused by two major problems:</p> <p>* In mornings, the light exiting the Canyons onto 224 is long and causes lots of left turns. Very few people are turning into the Canyons, but this light causes major backup. Once cars proceed through this light, traffic usually clears. Turning this into an underpass or having some other egress option from the Canyons so this light could be shorter would be hugely beneficial.</p> <p>* In afternoons, the light to turn left onto 80W backs up greatly. Turning the entrance into a standard cloverleaf should resolve this.</p> <p>I don't understand how spending \$48 million on this project resolves any major issues. It simply pushes them to the side with the inconvenience of construction. For example, by adding an exit lane from 80E... this allows more cars to queue but does not resolve the issue creating the queue.</p> <p>We should scrap this entire project and start over.</p>	Web
3	Wyatt Shipley	<p>I like the preferred alternative for the Kimball Junction interchange. I do think there is one critical addition that is missing. Pedestrian under or over crossings to get from the Walmart shopping center on the NW section of the Ute/Landmark roundabout to the Kimball Junction Transit Center on the SE segment. There are frequently pedestrian crossings that stop the roundabout and back up traffic in all directions.</p> <p>Thank you for your time, — Wyatt Shipley [REDACTED]</p>	Email
4	Mark Lucas	<p>Kimball Junction traffic</p> <p>I have lived near Kimball Junction for 20 years and use the roads in and around extensively. I think the only option that will really fix the traffic congestion is Alternative B. Do please ‘bite the bullet’ on cost and fix this properly using Alternative B!</p>	Web
5	Mark Lucas	<p>Kimball Junction Traffic Solutions</p> <p>I have lived near Kimball Junction for over 20 years and use the roads in and around it extensively. The only option I see that will really dove the traffic issues is Alternative B. So please do it right and follow plan B!</p>	Web
6	Karen Halverson Zorzy	<p>To whom it may concern:</p> <p>I am a resident of Summit Co. I wish there was an another exit from I-80 to the new transit center in Kimball Junction (part of the Dakota Pacific project), such that those wanting to take the BRT to town are able to bypass KJ, and don't make the Jeremy Ranch exit to the Ecker Hill Park & Ride.</p> <p>Secondly, where is the second pedestrian tunnel going to be?</p> <p>Karen Zorzy [REDACTED]</p>	Email
7	Keren Mazanec	<p>This is my input as a full time resident of Park City. Alternative C is like a bandaid on our traffic problems. This plan will be out dated in 5 years. The traffic needs to flow and the only way to do that is to take away the 3 stop lights before getting onto I-80. Your option with a tunnel or overpass to bypass those 3 lights is much better than Alternative C. If Governor Cox is going to force us to have Dakota Pacific then his government needs to come up with better solutions for Kimball junction than Alternative C.</p> <p>Keren Mazanec I sent this to governor as well.</p>	Email
8	Layne Papenfuss	<p>OK</p> <p>Alternative C is fine, but can we just build a train already?</p>	Web

9	Eric Johnson	<p>Draft Environmental Impact Statement</p> <p>Amphibian populations are declining worldwide, and amphibians are experiencing high extinction rates due to habitat loss, chytrid fungus, pollutants, pesticides, invasive species, and climate change. Amphibians are the most threatened class of vertebrates.</p> <p>Amphibian Refuge supports Alternative C proposals for multi-modal transportation including the underpass under Ute Boulevard, trail connection, and buffered bike lanes. We recommend including an electrical vehicle charging station as part of Alternative C to support efforts to reduce greenhouse gas emissions from vehicles.</p> <p>Alternative C includes proposals to minimize water quality impacts, such as constructing detention plans and implementing best management practices (BMPs), which should benefit amphibians. The Columbia spotted frog is protected under a conservation agreement. During construction, measures should be implemented to ensure that open-water ponds are avoided and Colombian spotted frog populations and habitat are not impacted by construction activities.</p> <p>Thank you for this opportunity to comment.</p> <p>References:</p> <p>Catenazzi, A. 2015. State of the World's Amphibians. Annual Review of Environment and Resources, 40: 91-119.</p> <p>Collins, J.P., and M.L. Crump. 2009. Extinction in Our Times: Global Amphibian Decline. New York, NY: Oxford University Press.</p> <p>International Union for the Conservation of Nature. 2024. Amphibian Conservation Action Plan. Gland Switzerland: International Union for the Conservation of Nature.</p> <p>Kolbert, E. 2014. The Sixth Extinction, an Unnatural History, Chapter 1. New York, NY: Bloomsbury.</p> <p>Luedtke et al. 2023. Ongoing Declines for the World's Amphibians in the Face of Emerging Threats. Nature, Volume 622, 12 October 2023, 308-314.</p> <p>McCallum, M.L. 2007. Amphibian Decline or Extinction? Current Declines Dwarf Background Extinction Rate. Journal of Herpetology, Volume 41, Number 3, pp. 483-491.</p>	Web
10	Michael Freudberg	<p>Please add more pedestrian protection at grade</p> <p>Hi, as someone who goes to Kimball Junction by bus the proposed option C does not do enough to protect pedestrians at grade. Please limit right turn on red and add pedestrian lead intervals so that pedestrians have more time to cross and can get into the intersection where they are more visible to cars prior to the cars being signaled to enter the intersection. Crossing so many lanes of traffic, especially with my children is already hard without even more lanes to cross. I appreciate you taking children into consideration in your road design.</p>	Web
11	Jorge Velarde	<p>Hi. Thank you for all the work you've done to try to come up with an effective solution to our traffic problem.</p> <p>I'm afraid the population increase projections will continue to worsen the traffic problem despite proposed solutions. That is why development cannot continue without a corresponding impact on infrastructure.</p> <p>Regarding to proposed solutions....</p> <p>It is important to enforce traffic laws. Stop being nice. Issue tickets. Expensive ones. Even to visitors. We don't have enough sheriffs on 224. People use the bus lane without any penalty. They also use the middle lane divider to turn west on Olympic Pkwy. If you are not going to enforce keeping people off those lanes, the open them during certain times.</p> <p>Additional traffic will continue to kill our wildlife. Please add a wildlife crossing.</p> <p>Thank you.</p> <p>Jorge Velarde</p>	Email
12	Desiree Orton	<p>It would be greatly impactful to have a designated "skiers highway" that redirects most winter congestion from the kimball exit as a loop around or alternative route that connects to the 224 further up, beyond Newpark.</p> <p>Additionally, there should be 2 turning lanes going into Newpark from 224 with a 2 lane roundabout.</p>	Email
13	Chris McClain	Please see attached comment	Web
14	Dean Tutor	<p>What makes anyone involved think that this new fix is going to have ANY real affect on the embarrassment that is Kimball Junction? Might as well throw that 50 million wasted dollars in the street...there are only two real answers to this problem, and unless someone is willing to make the hard decision, this will be an embarrassment for another decade to come. Tunnel, or flyovers from the white barn on 224 heading to I-80. Anything other than these two fixes will fail.</p> <p>And unless you guys don't recognize the easy, easy fix for the backups that occur in the highlighted area below, you really don't care, or oblivious.</p> <p>Thanks for reading...</p> <p>Dean Tutor</p>	Email
15	Ethel Preston	<p>As a resident on Bettner Road, I use this intersection almost daily. As I look at the back up, much of it seems to occur because the left turn lane onto Ute Boulevard extends into the passing lane of 224. Therefore, Traffic cannot move from The north side of the intersection over I 80 and continue south on 224. Two East bound turn lanes and an additional straight lane on E224 would be a good idea! If you install an E-W pedestrian tunnel at the light, that would improve safety. How does this plan address the expected influx of cars coming from the new Housing at Junction Commons and Dakota-Pacific'a development.</p>	Web
16	EPA N	This is one fine EIS.	Web

17	Phoebe Teskey	<p>April 28, 2025 Rebecca Stromness Project Manager Utah Department of Transportation 2010 South 2760 West Salt Lake City, UT 84104</p> <p>Re: Utah Department of Transportation UDOT Project No. S-0224(50)12 Submitted pursuant to 42 USC 4332(2)(c) and 49 USC 303</p> <p>Dear Ms. Rebecca Stromness,</p> <p>We thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Kimball Junction Project in Summit County, Utah. We are a team of four student scientists at the University of Arizona studying natural resources in dryland environments. Our team has a wide range of field and research experience, including working with the US Fish & Wildlife Service to conserve threatened and endangered species, conducting regional aridland carbon-biomass analyses, and working with local stakeholders to adopt desert-smart water collection and use techniques. Though we support the construction of the Kimball Junction, we write this letter to oppose the current DEIS for its ambiguity surrounding fugitive dust suppression techniques during construction.</p> <p>Although the current published documents for the Kimball Junction project cite approved Utah Department of Transportation (UDOT) dust suppression measures, it ultimately does not detail which of these techniques will be implemented:</p> <p>“UDOT or its contractor will take measures to reduce fugitive dust generated by construction. Dust suppression techniques such as watering or chemical stabilization of exposed soil, opacity observations and checks, washing vehicle tires, or other dust minimization techniques approved by the Utah Division of Air Quality will be applied by UDOT or its contractor during construction in accordance with UDOT’s Standard Specifications for Road and Bridge Construction (UDOT’s Standard Specifications), Section 01355, Environmental Protection, Part 1.10, Fugitive Dust (UDOT 2023f).”</p> <p>Since the severity of the ecological impacts and the efficacy of suppression will vary depending on the method employed, it is essential to clarify the chosen method of suppression to facilitate informed public review, comment, and analysis (Parvej et al., 2021). We thus rebuke the lack of specificity regarding the methods to suppress fugitive dust emissions, as currently described in the DEIS and in the Biological Assessment.</p> <p>Dust will not only impact the construction workers, but also nearby flora and fauna (Zuo et al., 2017). The suspended particulate matter that is a byproduct of construction, especially in circumstances of poor dust control, can lead to respiratory illnesses in animals, such as pneumonia, and can inhibit photosynthesis in plants. As stated in the DEIS, there is potential for six threatened or endangered plant species to occur in the nearby areas or use it as a wildlife corridor: Canada lynx (<i>Lynx canadensis</i>), North American wolverine (<i>Gulo gulo luscus</i>), yellow-billed cuckoo (<i>Coccyzus americanus</i>), Ute ladies’-tresses (<i>Spiranthes diluvialis</i>), monarch butterfly (<i>Danaus plexippus</i>), and Suckley’s cuckoo bumble bee (<i>Bombus suckleyi</i>) . As this project will occur in an arid ecosystem, dust emissions are naturally higher, making mitigation and suppression of fugitive dust during construction of the utmost importance (Hennen et al., 2022). Minimizing dust impacts will ensure that the adjacent wildlife habitats and useful corridors are protected from silica dust and other harmful air pollutants.</p> <p>Of the measures currently approved by UDOT and applicable to this project, we suggest the following two fugitive dust suppression measures:</p> <ol style="list-style-type: none">1. Apply an environmentally friendly treatment to stabilize soil particles (Zhang et al., 2023). For example, in a review of environmentally biological dust suppressants, Wu et al. (2020) found enzyme-induced carbonate precipitation to be highly efficient.2. Minimize traffic on unpaved roads (Zhao et al., 2017). For example, a key way to minimize traffic is to efficiently plan construction and delivery schedules as well as carpool to the construction site. <p>While UDOT has many approved measures for suppressing dust, focusing on reduced vehicular soil disturbance and low impact ground treatments will yield the most beneficial results for both the human and natural community in the Summit County area because they target sources and disturbance mechanisms for fugitive dust generation. Please refer to the attached documents below for more information regarding the cited literature.</p> <p>We appreciate the opportunity to contribute to this discussion and look forward to seeing increased clarity surrounding your dust mitigation methods.</p> <p>Sincerely,</p> <p>Lindsey Bell, Phoebe Teskey, Natalie Aguirre, Jesse Buell</p> <p>References</p> <p>Zuo, J., Rameezdeen, R., Hagger, M., Zhou, Z., & Ding, Z. (2017). Dust pollution control on construction sites: Awareness and self-responsibility of managers. <i>Journal of cleaner production</i>, 166, 312-320.</p> <p>Hennen, M., Chappell, A., Edwards, B. L., Faist, A. M., Kandakji, T., Baddock, M. C., ... & Webb, N. P. (2022). A North American dust emission climatology (2001–2020) calibrated to dust point sources from satellite observations. <i>Aeolian Research</i>, 54, 100766.</p> <p>Parvej, S., Naik, D. L., Sajid, H. U., Kiran, R., Huang, Y., & Thanki, N. (2021). Fugitive dust suppression in unpaved roads: State of the art research review. <i>Sustainability</i>, 13(4), 2399.</p> <p>Wu, M., Hu, X., Zhang, Q., Zhao, Y., Sun, J., Cheng, W., ... & Song, C. (2020). Preparation and performance evaluation of environment-friendly biological dust suppressant. <i>Journal of Cleaner Production</i>, 273, 123162.</p> <p>Zhang, F., Lu, Y., Wang, Y., Jiang, Z., Liu, J., & Chen, J. (2023). Study on dust pollution law and chemical dust suppression technology of non hard pavement in urban construction sites. <i>Building and Environment</i>, 229, 109938.</p> <p>Zhao, G., Chen, Y., Hopke, P. K., Holsen, T. M., & Dhaniyala, S. (2017). Characteristics of traffic-induced fugitive dust from unpaved roads. <i>Aerosol Science and Technology</i>, 51(11), 1324-1331.</p>	Web
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18	Kevin Brodwick	<p>To effectively increase the safety of cycling safety, the equation is both changing the Public's view on cyclists and making the roads safer.</p> <p>From a purely economic standpoint, mtn biking and cycling could easily drive economic lift during the Winter off season. This not only drives revenue to restaurants, hotels and shops, but allows for a more stable workforce population with less need for temporary housing. Because of the natural layout of Park City it is really primed to become mecca in the United States for everything on two wheels, something that is actively being driven in places like Bentoville. With that in mind, I'd present to the Public that both cycling and mtn biking are providing the next layer of what will make Park City great now and into the future. That we will be counting on the revenue and therefore must invest more in the infrastructure. That will end the moment PC is deemed an unsafe place to ride.</p> <p>During the summer months, there should be large banners both entering 224 and 248 both welcoming the cycling community but drawing attention to share the roads.</p> <p>There remain a number of places coming into Park City where the shoulder goes away and it needs to be made clear that cyclists need to enter the sidewalk or bike path. The environment has to be built for visitors and not just locals who may know the "hot spots".</p> <p>With the interest in gravel riding to further move cyclists off the road, we should be investing in more routes being built.</p> <p>There is also not a safe way to ride from Park City into Heber. As the towns of Heber and Midway continue there massive expansion, PC should be working to connect either gravel or cycle paths between the cities.</p> <p>Due to the speed of these next generation ebikes, which are closer to electric motorcycles, there needs to be more rules put in place. This should further cover the age of use, the education required to get to ride them and the use of helmets. We're seeing far too many kids to teens to adults traveling in excess of 20 mph. They become especially problematic moving in and out of bike lanes, sidewalks to the road which makes it difficult for motorists to determine if they're about to zig or zag. Parents need to be made much more aware on the dangers that they pose. A head injury at 20mph even with a helmet can be fatal.</p> <p>With the growth in popularity of mtn biking, too many trails are bi-directional. We're at the point where one way trails are necessary to avoid high speed collisions. This is slightly less important for places like Round Valley than it is at PCMR, where you have folks "downhilling" with slow moving uphill traffic and hikers.</p> <p>There was talk about expanding the Rail Trail between Quinns and PC. At the moment, it is tricky to navigate the pedestrians and dog walkers. This stretch is prime for widening with markings to delineate traffic.</p> <p>Moving to Park City from Austin, I thought the riding here was actually going to be much safer and more embraced by motorists. That certainly hasn't been the case. And while i would still give the nod to Park City as a safer cycling community, in my opinion, it is missing a much larger opportunity. The opportunity to become known in the US where you come to enjoy riding. We have infrastructure here that larger become idle from hotels, restaurants and shops that could benefit greatly from events being held here to just being a great place for summer recreation.</p>	Email
19	Dean Tutor	<p>I want to clarify, first of all, what the intention of this project is. I think we're all concerned with quite a few issues with regard to Kimball Junction traffic. I want to clarify, though, are we talking about solutions solving our problems or mitigating our problems?</p> <p>That's, I think, incredibly important because, you know, we've all been experiencing these problems for 10, 15 years. We all see them on a daily basis. It's become an embarrassment, in my opinion, to -- what we have going on and the presentation to people that visit and as well as, most importantly, the people that live here.</p> <p>So intention is something I think that needs to be clarified, because what we're looking at here, with regard to these options, I don't care if it's 25 million, 125 million, or anything else. These are Band-Aids. None of these -- let me repeat that -- none of these options will fix our problem. They will continue to be an embarrassment to this community.</p> <p>There are only two solutions to our problem here, and I know what the feedback will be regarding cost and other issues, but there are two issues -- two things if we're talking about solving this issue. One is flyovers. If you want to solve the issue from the blue roof onto I-80 -- which, in the afternoons, there are about probably, I would estimate, 80 to 90 percent of those people are making their way to primarily westbound I-80 and some eastbound I-80 -- start it at the white barn. You flyover double-decker the 224 all the way onto east and westbound I-80. You solve -- nothing stops ever. You've got the room. You've got the space. It already dips down after the white barn, and it's solved instantly.</p> <p>The same is true from the rest stop on the I-80, eastbound I-80. You flyover from that rest stop and off-ramp onto and then end up just past Olympic Boulevard onto 224 South. Your problem is solved. Flyovers. It's the only solution other than the other one I'm going to present, and I know I'm going to get cost as an objection.</p> <p>It's tunneling. This was 100 years ago in Europe, and they have already tunneled. Onto I-80, both from I-80 onto 224 and from 224 back onto I-80. These are the only two solutions, flyovers and tunnels. You've got the room; you've got the space. If they can do tunnels 100 years ago in Europe, they can do it now here.</p> <p>Flyovers though, I'm sure will be less cost, and you're going to end up talking about a couple of other issues that are about 40 to 50 feet high with them talking about view obstruction.</p> <p>So that's all I've got for you today, but I'm telling you, mark my words, ten years from now, these Band-Aids will -- these issues will still be here well beyond the next Olympic games. Two solutions. That's it. Thanks for your time today.</p> <p>I just wanted to add that my wife and I have a business in Kimball Junction, and I know my proposals will even lessen the traffic to our retail store. I'm not concerned about that. What I'm talking about is solutions, a fix, a real solution to our long-term problem. It doesn't go away easily. Thank you.</p>	In-Person Hearing

20	Tom Farkas	<p>In the presentation, we were asked if we had comments on the analysis -- analysis of potential impacts and also proposed mitigation of the potential impacts.</p> <p>In 2024, there were 48 vehicle-wildlife collisions on SR-224. That's double the 10-year average that had been documented by BIO-WEST in a report for UDOT Region 2. That same report identified that just here in Swaner was the location of the second highest number of vehicle wildlife collisions on SR-224. That report also identified that some kind of wildlife mitigation measure along Swaner would actually be an ideal location to allow wildlife to cross safely.</p> <p>There was no analysis dealing with vehicle-wildlife collisions in the EIS, and there was no addressing any mitigation measures regarding vehicle-wildlife collisions in the EIS. The EIS talks about the environmental impacts. You talk about aquatic. You talk about endangered species. The elk and the deer and the moose that are killed, slaughtered on SR-224, are not identified as an endangered species, but they certainly are endangered when they try to cross from one side of their habitat to the other which is bisected by SR-224.</p> <p>I know you're going to say -- even though one of the alternatives included distance up to Bear Cub Road, it seems to me that if you look that far, even though that's not as far as you're going with the alternative, it would be appropriate for UDOT to address this issue as part of such a major project to warrant. To be blind is a tragedy in hindsight.</p> <p>Therefore, my opinion, the EIS is totally inadequate in this regard without addressing what this project will do, let alone what's happening now on SR-224 even without your project needs attention. It seems to me it should be UDOT's responsibility to do something about it. Thank you.</p>	In-Person Hearing
21	Joan Entwistle	<p>Hi. I'm Joan Entwistle. I live in the Pinebrook neighborhood. I drive up to Park City several times a week during the winter, and I thank you for having your people here to answer questions. I learned a lot from them today.</p> <p>I see Alternative C makes some changes, such as extra left turn lanes, a pedestrian underpass that will help the intersection for people using transit and cars entering shopping plazas. However, the alternative does nothing to reduce the number of cars. More cars heading to the ski areas from 80 will just fill the intersection simply because traffic is backed up on the entire road from Canyons to Kimball Junction.</p> <p>The extra lanes on Olympic Boulevard will do nothing -- just two lanes backed up instead of one waiting to enter 224.</p> <p>Also, adding the lane on Ute Boulevard next to the library will only make the pedestrian crossings that are in that -- that are on the outside of that roundabout more dangerous as cars try to speed through that roundabout more quickly. And, you know, I don't see any solution there as to how to make it safer for pedestrians there. I drive there a lot, and at 5:00 o'clock at night, you can't see people. They don't turn on the little lights. We need to do more to make that safer, and this doesn't do that. It makes it less safe.</p> <p>The -- we need to reduce the number of cars by expanding the park and rides, which I hear from people they're full most days in the winter. We need to have more -- more spaces in the park and rides. We need to have more express buses paid for by the ski areas, and we need to -- that's why I like the other alternative, because an extra flyover for cars can go to the park and ride, and they never go through Kimball Junction if we put the park and rides where they need to be there, which isn't even part of that plan either.</p> <p>So let's -- let's try to figure out how to get less cars on the road and less cars through this intersection and more cars in the park and rides and taking the express buses up to the ski areas during the winter. Thank you.</p>	In-Person Hearing
22	Dakota Cherne	<p>Thank you. Good evening. So my main issue here is there's no debate the traffic from 224 North to 80 West would disappear if not for the traffic lights. This is confirmed by even your own studies, and it would be hard to argue that this doesn't reflect the spirit of this project and the urgency of getting this done. However, when I see the solutions brought up, the only solution that I've seen is extra left turn lanes at Ute and Olympic, which wouldn't significantly shorten the light intervals.</p> <p>The under passageway is a fantastic solution, and I 100 percent very much think that's a great thing, especially with the transit center now being where it is, and that will lessen the intervals minimally, not accounting for pedestrians going through the crosswalks.</p> <p>So the issue still is that the only extra thing that will help mitigate the main spirit of this project is an extra lane going north on Ute Boulevard. There are no additional mitigations after Ute. There are minimal changes made to the actual junction of 80, and so I would really love to see a lot more actual detailed simulations of how an extra lane from Ute will actually help people get onto 80 when there's still only two left turn lanes.</p> <p>And it's very much in theory, and it's a lot to gamble \$50 million on when this is the main issue and why this project is being done and why this project is being pushed forward because of who knows how long it is all the way down to -- it's past the blue roof. I mean, it gets down to blue roof about 3:00 p.m., and I know because I have my orthodontic there, and I sit out there, and I have my appointment, and I talk to them. And I say -- they're like, yeah, every day at 3:00 p.m. because it's now people commuting, and so everyone comes in at 7:00 and they leave at 3:00. The traffic is no longer at 5:00 p.m. It now starts from 3:00 p.m. onto almost past 5:00 into 6:00 p.m.</p> <p>And this is the main issue, and I see nothing being changed to help solve that besides pedestrians being taken out of the crosswalk and an extra through lane, and I would really love to see maybe if you guys have traffic simulations to help gain support from the community because this is all of our main concerns.</p> <p>Everything sounds great, and everything is a -- I love the extra left turns lanes to not block the intersection. I love the underpass and everything about it, but for \$50 million, it does not seem to mitigate any of the issues in practice after we've already spent the money. And everyone knows, once we spend this money, no other projects are going to get approved for a very long time to adjust this.</p> <p>My other comments that I would really love to see is the right hand turn lane going onto Olympic Park. There's a huge oversight in that, and it's very</p>	In-Person Hearing

		undervalued in the way that it would affect traffic. In fact, Park City Police is very adamant about projecting this into the community to know, if you cut into that bus lane on the shoulder, you will get a ticket. If you guys can -- it's currently probably about -- it is about 50 feet right now, and I don't know what the current extension is, and I talked to them, and they don't know either. But if -- there are many different intersections that have those turn lanes with the white solid line for at least 500 feet. If you guys could extend that, you can take cars out of the cue going north that want to turn into Redstone right onto Olympic.	
23	Duncan Silver	<p>My name is Duncan Silver, and I agree with the first commenter that we're not going to solve this problem the way it's going. This solution is the best of the alternatives that were presented, but it's ten years late. The only solution that will work in this area is to have two interchanges.</p> <p>We have moved from a rural community to an urban one. We need to put an urban I-80 through here. I am a little bit disappointed in UDOT's lack of using innovativity that they used on the Salt Lake Valley where they put in better service intersections, better interchanges, and did a fantastic job.</p> <p>All they're doing is wiping out the existing problem area, and it's not going to solve the problem. It's going to be the same. In fact, we'll go through a year and a half to two years of even worst congestion because of construction, and then we'll get through, and all the people will come back, and it will be the same thing as we had.</p> <p>We need to look at from Jeremy Ranch to I-40 and build an interstate that works in an urban area with two interchanges, one for Park City and one for Kimball Junction. Until that's done, it will not solve our traffic problems. We'll all be sitting here. Thank you.</p>	In-Person Hearing
24	Hillary Jessup	<p>I'm Hillary Jessup, and I live on Pheasant, and I'm going to -- I'm just right on Bitner, and I think I'm going to be very much impacted by all of this construction that's going to be happening. When I try to go from my home to Kimball between 7:30 and 9:00, sometimes it takes me half an hour to go from Pheasant to Kimball Junction. We do have another way that I can go the other way underneath, but it's -- it's very -- it's really a problem. It's been a problem. I've been there for ten years, and according to this -- this gentleman, it's way overdue.</p> <p>One of the problems that I see is when people are coming off of 80, they're running the light, and they're blocking the -- the way across 80 to Kimball, and you stop and you wait, and people keep going through and going through on red. It's not policed at all.</p> <p>Coming home, a lot of the people are being on the -- going toward 80 from Park City. They're using the -- the right turn lanes and the center lanes to go through, and I see no enforcement of staying in their lane, and that's -- that's a problem too, and those are the things that could have been done right now to make sure that people are obeying the law.</p> <p>Another thing is the workforce. In the morning, I would think that half of the traffic is workforce people coming in trying to get up to Park City and Deer Valley, a lot of people also coming down Bitner and going to Glenwild. That is -- if there's -- if there's a way to mitigate certain times or a way that people could go around, even at certain times from 7:30 to 9:30, that would make a big -- a big difference, but I see so many people coming from park -- from Salt Lake City going into Park City that are working. And for them to take a bus, there's no way that's going to happen. So that should be addressed.</p> <p>The other thing is I am handicapped, and I'm wondering what provisions have been made for ADA for handicapped walking here and walking there, and I have nothing -- I haven't heard anything about ADA.</p>	In-Person Hearing
25	Bob Devaney	<p>My name is Bob Devaney. I'm with Betty. We've been here for 25 years. Experienced Yellow Peaks in 2002. It was great. I'm far from an expert in what you guys are doing; so I won't comment on that. You have plenty of experts. What I do see, though, and what concerns me, is we're going to have efficient traffic movement and we're going to increase traffic. So I have two comments on that.</p> <p>First one is to what degree did you study the environmental impact on our area with respect to increased traffic? Namely, I call it inversion creep from Salt Lake.</p> <p>Number two, on any day or any given day at Kimball Junction area, and if you looked at those red lights, there are at least two people running a red light every single light change. That is a problem in terms of safety. And to what degree has anybody even managed or addressed that or even got some data on it? But I can tell you, if you're sitting there in the morning or evening, at least two people run the red lights from a dead stop. That's a real concern to me. Thank you.</p>	In-Person Hearing

26	Zev Rosenfield	<p>My name is Zev Rosenfield. I have a couple of issues that I want to address. So I'll go through rapidly.</p> <p>First of all, thank you to the entire team. I'm no expert in this. You are all. So thank you for all your hard work and dedication trying to fix this interchange.</p> <p>My first worry is induced demand. By adding extra lanes throughout this entire intersection, how are we going to change the demand and how are traffic models accounted for that effectively? It has not always in past EISes.</p> <p>Additionally to that, our traffic model is 2050. There's a traffic problem now. There has been for the last five, ten years, and my understanding is that that traffic problem is worse than any model would have expected 20 years ago. So when we started this EIS, I believe it was about five years ago. How was traffic for the 2025 model, and has that lined up accurately or have we adjusted models appropriately?</p> <p>Bus lane merges -- I know that we will say that bus lanes are out of the scope of this EIS. Ultimately, we need to focus holistically on what the entirety of the Park City 224/I-80 region looks like. There is a separate EIS for bus lanes. Why are we not combining this into one EIS? If you look at bus lanes separately from an interchange, the interchange is going to be worse, and the bus lanes are going to be worse.</p> <p>Currently, bus lanes are scheduled to merge far before the intersection in the busiest section of traffic. So buses will have to merge over now four lanes of traffic in order to make a left turn onto Olympic Parkway off of 224. Did we -- can we model for a dedicated left turn signal stage directly at Olympic Boulevard for central running bus lanes so that those buses are not merging across traffic making traffic worse and delaying buses more than they already are?</p> <p>Continuing on the holistic approach, transit from Salt Lake City. Ultimately, there are going to be cars in this interchange, but how can we reduce the number of cars in the interchange instead of just trying to figure out how to fit more cars into a relatively small area?</p> <p>Did the EIS study the possibility of adding more massive rapid transit from Salt Lake City to Park City? We've already talked about transit centers or park and rides. Why are all of our park and rides in Park City? Why are we making people drive up in I-80 in the first place? Why can't they be in Salt Lake? Why can't we have buses from the airport? All of those could be involved in this EIS. I know that the Little Cottonwood Canyon EIS considered rapid bus transit. Why are we not considering rapid bus transit?</p> <p>And, lastly, once again, thank you all for being here. I am a little concerned that there was no active or mass transit personnel in attendance at this public hearing. Thank you.</p>	In-Person Hearing
27	Duncan Silver	<p>First I want to say, over three alternatives, this one is the best. Second, I want to say, you done solved the problem. From Jeremy Ranch to U.S. 40 is now an urban area. We are using rural interchanges and trying to make them fit an urban area. The only solution is to use the study area from Jeremy Ranch to U.S. 40 and create an urban interchange, urban interstate I-80, with two interchanges, one to serve Kimball Junction and one to serve Park City.</p> <p>The only solution to the traffic congestion problem is to separate those two traffic streams. It cannot be accomplished in the existing area between I-80 and Olympic Parkway. Amen.</p>	Open House Verbal Comment
28	--	See attached file	Web
29	Easton Thatcher	Our full comment letter on the Kimball Junction project is attached as a PDF	Web
30	Matt Lindon	<p>Get rid of all the shoulder lanes and middle lane. Bikes use bike paths. Concrete divider down middle. Bus lanes. Get sidewalk out of middle south of Diamond.</p> <p>Exit freeway directly to Ecker Parking.</p> <p>248 must be 4 lanes to town. It is part of this problem! Can do it by restriping alone but build bus lanes. Concrete divider. No left turns.</p> <p>These are highways not parkways. Maximize.</p>	Web

31	Bob Jaccaud	<p>Yeah. Great. Thanks so much. I know I only get a couple minutes; so I'll try and make it quick.</p> <p>First off, I was gonna stop by on Tuesday, but I had my kids with me. So I was unable to stay for the presentation, but got a few questions answered. So really appreciate that.</p> <p>Overall, thank you all. You know, I know you put a ton of work into all of this, you know, and sometimes things don't ever pan out and stuff like that. So thank you all for your work.</p> <p>You know, obviously a little late in the process, but just a couple, like, high level comments at first, you know. My takeaway from what I saw on Tuesday and sort of this and following this process was, you know, one of the main projects or the main principles of this project was stopping the backup on I-80, and I think that is a very large safety concern.</p> <p>I would say -- I don't want to speak for our community. That's for sure. But in my opinion -- and I feel the community feels the same way -- is that's not necessarily the top-of-mind problem. It's really that traffic within Kimball and the backup on 224. Obviously, again, that's not a part of the study area, and so that's -- and I mean, like, northbound 224 in the afternoons on the way out of town, and that's obviously a little bit out of the study area. So that's, you know, kind of out of the ballpark, I guess, for this. But I think really that when you speak to anyone in our community and they talk about traffic in Kimball, that's probably the very first thing that comes to mind. So when I think of this project, to not address that squarely as a part of the project, it's harder for me to get on board. I definitely agree with the I-80 comment or principle, whatever you want to call it, and I think that it's something that needs solved.</p> <p>The other aspect is the pedestrian friendly. I think a lot of the crosswalks at the roundabouts right now are fairly dangerous. I think, you know, even moving those back 10 feet to provide vehicle space to go in front of them before they enter the roundabout is maybe a way to solve that. I've been fortunate that I've lived in other countries, and I kind of view a lot of this area as, like, classic North American design when it comes to car-first design.</p> <p>So I think those are some high level. As far as, like, overall improvements go, 224 north at Ute Boulevard, there's a double left hand turn. To me, when I look at this, that seems a little excessive. Most the people are turning left at Olympic, the intersection before. That's where you dump a lot of the traffic that needs to turn left, and in my eyes, you got almost ten plus lanes now at that intersection, and that would be a way to reduce that by one.</p> <p>Additionally, if we're going to remove that crosswalk right there, there's got to be some signage of some kind. We just have so many tourists from the U.S., from abroad, from people who have never seen snow, and they're going to walk up to that intersection thinking that they can cross. And I think we just need signage that guides people to the tunnel. And I use the other intersection of Olympic as a landmark for that. I see people get dropped off at that bus stop there all the time, and they naturally don't know to look down a hill and walk around, especially when there's snow, to walk around to go to that tunnel, and they sit there and try and cross the busy road.</p> <p>The roundabout at Newpark -- the extra lane makes sense because now there's a double turn to get in there. I would be worried that there's so few cars that turn right at the roundabout that we'd really be setting up for another backup of traffic right there, and so you have a double left turn that's going to kind of feed into a backup of traffic. That roundabout, again, is a very -- in my opinion, is a very non-pedestrian friendly intersection. I see lots of close calls there. So, again, I don't know what we can do. The whole area of Kimball is a little patchworky, and so walking around is a little difficult.</p> <p>I know I'm running out of time. So I like the noise barriers. Those are great, and I like the flexibility that this project offers in the future. I do worry a little bit. I know UDOT, you know, is hamstrung a little bit on you have to spend the money sometimes or you lose it, but I do worry a little bit about, you know, us putting the time and effort into this and then not addressing kind of that broader 224 issue that I brought up.</p> <p>So I like the flexibility. I'm kind of talking out of both sides of my mouth here. It's nice to have the flexibility, but at the same time I don't. You know, but, overall, like, when I look at this, I do sadly -- because I feel like it doesn't address that broader problem, I do almost lean a little bit towards doing nothing. Like, I can't believe I would say that, and honestly if we need to spend the money, I guess we do, but I'm worried we're going to do two years of construction only to then keep that construction going or not fully solve the overall issue, and so I -- I, like, almost sadly lean towards that.</p> <p>I haven't made up my mind, but, overall, I think you guys have done a great job. You should be proud of all the work you did. I think you based the assignment -- I think maybe the assignment was slightly wrong, and that's all.</p> <p>So thank you for your time. Thank you for all your work, and I really appreciate it.</p>	Virtual Hearing
32	Karen Zorzy	<p>Hello,</p> <p>I was not able to make my comment.....somehow, the Zoom connection didn't work for me to raise my hand.</p> <p>My comment is: I wish there was a separate exit to the proposed new transit center at Kimball junction before the Kimball Junction exit to 224. This is if the new transit center associated with the Dakota Pacific project goes ahead, as negotiated last year.</p> <p>This would eliminate the traffic that simply wanted to get the bus to town without spending any time in Kimball.</p> <p>Karen Zorzy</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Email

33	Ernest Oriente	<p>My name is Ernest Oriente. So let's see. I've lived here 27 years. I have a very unique perspective. From my backyard, I see the brake lights every night on 224. In fact, when we first moved here, there was a gas station, a McDonald's, Kmart, and a Smith's. That was Kimball Junction. All right?</p> <p>So my -- my comment is twofold. One, I truly am looking forward. I see those brake lights year-round every single night. So I can track -- I literally can track and tell you what it looks like. So I really am excited to hear that this is moving forward. It needs to happen. Right?</p> <p>And while the path is going down Option C or Alternative C, I hope that we continue to look at other possibilities. I don't know if that will be enough. Not only do I see the brake lights this way, but then I -- going to the ski resorts in the morning, and I watch it the other way.</p> <p>So I'm excited about a path forward. Thank you, UDOT. I am in hopes that it will be a good solution among other solutions, and I hope that we'll continue to be willing to come back to the table as needed if we need to go back and revisit an Option A or Alternative A, whatever that may be going forward. Just my comment. Okay.</p>	Virtual Hearing
34	Mari Mennel-Bell	<p>Mari Mennel-Bell, and I'm in 84060. So I did just want to comment that I'm concerned because of a lack of a comprehensive plan for this area, and I would urge you to meet with the people that oversee Kimball Junction and the planners for Dakota Pacific.</p> <p>Also, I'm concerned about the effects on wildlife. I have personally witnessed several terrified moose getting trapped alongside the westbound exit ramp of I-80 and Jeremy Ranch. It was one of the worst experiences I've been through because I felt so helpless with helping them. So I would just like to be sure that you have a plan to address such issues if they ever arise. That's it.</p>	Virtual Hearing
35	Alexandra Ziesler	<p>I have reviewed the plans, including the recommended Plan C. It appears that the plan includes very little to address more efficient movement of car traffic.</p> <p>I propose the following to reduce incoming traffic to KJ. This solution will reduce left turning cars from I-80 into Ute Blvd: From 1-80 exit, create a lane to the left of existing that goes straight, under freeway, and exclusively empties onto Frontage Road, Highland Drive. This removes Glenwild, Old Ranch Road, Trailside, Highland Estates, Fieldhouse traffic off of 224, trying to turn left at the Ute Blvd/224 traffic light.</p> <p>Please call me if you have any questions. [REDACTED] I</p>	Web
36	Robert Lattanzi	Adding lanes simply does not work. This is common knowledge, how is it even being considered as a solution to the traffic in Kimball Junction? Grade separation is the only way to go. Adding lanes will simply turn KJ into more of a disaster than it already is.	Web
37	Robert Lattanzi	Added lanes simply fill with traffic. This is common knowledge. How is it even possible this is being considered as a solution? Grade separation is the only answer, as expensive and ugly as it may be.	Web
38	Robert Lattanzi	Added lanes fill with traffic, this is road planning 101.What are you thinking?	Web
39	Lauren	Hi, this is Lauren. I am calling about the Kimball Junction project, and I was trying to leave a comment on the website listed here at the Park Record article, and it's not- the website's not working right now. If you could give me a call back, I would appreciate it. My number is [REDACTED]. Thank you.	Voicemail
40	Jeff Kuziemko	<p>First off, I apologize for not making the hearings, but I would like to share my opinion via the following comments.</p> <p>While Alternative C offers some improvements over the current state, I believe it does not adequately address the region's long-term traffic issues. With the Olympics approaching in less than 10 years and a major development planned for the Kimball Junction area, this alternative seems too short-sighted for one of the state's major points of interest.</p> <p>The only solution that effectively tackles the root cause of the traffic issue appears to be the grade-separated alternative, which I understand was previously eliminated due to cost considerations. The fundamental problem is that thousands of cars attempting to travel to and from I-80 to the ski resorts and Main Street are forced to interact with local traffic in the Kimball Junction area. Significant traffic improvement is unlikely unless commuter and tourist traffic can bypass local Kimball Junction traffic through a grade-separated highway solution.</p> <p>I have reviewed Alternative C and the findings regarding the projected reduction in wait times during AM and PM rush periods. Although these projections are based on modeling, I am skeptical about the significant reduction in travel time achieved merely by adding a third lane for two blocks and some right-turn lanes. There will still be backups due to the traffic lights at Ute and Olympic. While the third lane may temporarily accommodate more cars before they enter the highway, it will not alleviate the extensive multiple-mile backups currently experienced, particularly in the afternoon when traffic backs up to the Canyons. I would appreciate further data to substantiate the model's findings.</p> <p>Although Alternative C is preferable to inaction, I view it as a short-term solution that will not meet the area's or the state's needs for the next decade and beyond. To ensure a positive experience for the Olympics and the future, I encourage a reconsideration of the grade-separated alternative allowing free-flowing traffic from Route 224 to I-80.</p> <p>Lastly, I strongly oppose the proposal to add another exit before Route 224 onto Landmark Drive. This area already experiences significant local traffic, and an additional exit filtering highway traffic through this road, coupled with the upcoming major development, will exacerbate congestion, creating a challenging situation for local residents.</p>	Web
41	Elizabeth Smith	<p>The roads getting off west bound 80 to kimball are constantly in terrible condition.</p> <p>2. The line to turn left on Ute Blvd is always too long. The yellow/green lights are misaligned and no one will pull out into intersection to help more get through the short light.</p> <p>3. The right turning lane isn't long enough. There should be 3 lanes at least maybe 4 from the bridge to the light so that left and right can flow and the 2 lanes for 224 can flow better.</p> <p>4. The east bound exit is almost always a mess. It needs more lanes. I don't want it to have a no turn on red light but it feels like we need it for all the jackasses that clog up that intersection to get to the ski hill. Who knows. That off ramp needs a mile long ramp to accommodate skiers.</p>	Web
42	Matther Lindon PE	<p>I am a traffic engineer. From NYC. We got rid of superferlous shoulders and center lanes long ago. It is a safety luxury we can afford to sacrifice in high traffic places. Use all the road we have. Use all the roads we have. This should be 6-8 lanes thru these intersections. Put bikes on bike paths.</p> <p>Get rid of truck stop near Ecker hill school. Stupid. Weird. Make it the entrance for park and ride. Use the public parcel on the corner of 224 and 80 to make a better intersection Use better light timing with things like right turn arrows against compatible left turn movements. Have left turn arrows at the end of cycles. Use what you have</p>	Web

43	Tracy Harden	<p>Dear UDOT,</p> <p>I am a 30-year resident of Park City and travel Hwy 224 to I-80 on a regular basis. The proposed Plan C for improvements at Kimball Junction is insufficient to address the traffic congestion. We need a faster way for those leaving Park City to enter 1-80 and avoid the lights at Kimball Junction. This is an expensive option, but absolutely needed to improve traffic flow and reduce congestion.</p> <p>Regards,</p> <p>Tracy Harden [REDACTED]</p>	Email
44	Murray Gardner	<p>You aren't going to listen to me, because you never listen to the people who are impacted by your decisions, but you have eliminated the only option that will actually solve the problem, an underpass. Lipstick on a pig is what you are offering...</p>	Web
45	Josee Seamons	<p>Please see the attached comment letter from the Utah Division of Wildlife Resources.</p>	Email
46	Ben Gallagher	<p>Comment from myself, Benjamin Gallagher, full-time resident of Park City, 84060.</p> <p>The process for evaluating and developing the proposals for improvement of the Kimball Junction area is broken. UDOT can only evaluate the conditions that currently exists, and Summit County cannot plan its future without knowing what UDOT is doing from a traffic management perspective. The best solution for this area involves master planning between the county and state governments, but the process requires a circular path - UDOT addresses current problems -> county invests in development -> new problems arise -> UDOT takes another 15 years to evaluate -> UDOT implements change. This is a 30 year loop filled with poor traffic and transportation for the residents. We keep moving forward with short-term, partial solutions over and over again, never addressing the BIG issue - that there are too many vehicles entering the Park City corridors and no way to reduce them.</p> <p>As for Option C - this option does little to alleviate traffic into Park City from the Junction. It addresses the state government issue well - reducing or eliminating the safety hazard of vehicles backed up onto Interstate 80. That's a good thing. But it just moves those vehicles onto SR224 where they merge down to the existing 2-lane road after Newpark Blvd.</p> <p>I read the data about traffic flow improvements, estimated MPH through the junction, etc. It all assumes that vehicles are turning left from SR 224 into Ute Blvd. during the heaviest traffic times of the day and seasonally during the year. The heaviest traffic times into PC are in the mornings during winter, and predominantly on weekends. The vast majority of vehicles turning left into Ute Blvd are for local resident needs - shopping and fuel. Adding more left turn capacity isn't significantly addressing the primary cause of traffic. Separating through vehicles (ski resort traffic) from local needs vehicles is the only method to substantially reduce traffic at the Junction, and Option C doesn't do that.</p> <p>For outbound traffic, from Park City to I-80, the traffic is predominantly resort traffic in the afternoons. Option C does more to increase flow of traffic onto I-80 East than it does to improve flow into I-80 West. Most of the resort traffic goes onto I-80 West, otherwise they are more likely to use SR248 to exit Park City. The outbound "improvements" in Option C also improve left turns from SR224 onto Olympic Blvd and increase capacity at the roundabouts on Landmark. What traffic flow improvement does a 2nd lane on Landmark/Ute roundabout create? This would seem to encourage drivers to turn left from SR224 to Olympic to go around the block with right turns to get back into SR224 to get on I-80 West.</p> <p>Requests for Changes Within the poor option of Option C, I would love to see the middle turn lane on SR224 just south of Olympic get used. Today, it's one of the most ticketed areas of Summit County for vehicles using it to access the left turn lane ahead. The turn lane serves no usable purpose as a turn lane beyond a 1/4 mile past Bear Cub Dr.</p> <p>Closing UDOT leaves the county and our residents with no real option other than to accept the minor improvements that Option C provides. We will all appreciate any improvement in traffic, so no one wants to say "NO" to this option at this point and delay another 10-15 years for any improvement. But this option is not the project anyone in Summit County hopes for to meaningfully address the traffic and future transportation needs of the Junction area. The best option looks something similar to Option A (and I know parts of that can be added to Option C), but it requires the County to develop a plan behind the Junction Commons and Walmart areas. If we divert through traffic this way, as we should, it requires county development and given the circle pathway described above, that means a meaningful solution is still another 15+ years away, and likely closer to 30 because UDOT won't even look at the issue until Dakota Pacific completes its development (10 years), then we see the horrible issues it creates (5 years), then UDOT starts to look at it (15 years), and then a new solution breaks ground (30 years later). Making our residents experience the worst pains before even looking at solutions is a failed process.</p> <p>Regards, Ben Gallagher</p>	Email

47	SAVE PEOPLE SAVE WILDLIFE	<p>Save People Save Wildlife submits the following comments on the Kimball Junction Environmental Impact Statement with particular regard to:</p> <p>O Analysis of Potential Impacts of the Preferred Alternative, and</p> <p>O Proposed Mitigation of the Potential Impacts.</p> <p>In 2024, there were 48 wildlife vehicle collisions on SR 224, between Kimball Junction and Park City. That is double the 10-year annual average documented by BIO-WEST for UDOT Region 2. BIO-WEST also identified that the location of the second highest number of wildlife vehicle collisions was in the Swaner Preserve area, which is active with wildlife. BIO-WEST further identified this area as an ideal area for a crossing.</p> <p>In spite of this information and numerous other studies that have thoroughly documented the seriousness of wildlife vehicle collisions in this area, there is no analysis of the project's potential impact on wildlife vehicle collisions and no proposed mitigation of the potential impacts. In this regard, the EIS is totally lacking.</p> <p>It is déjà vu all over again, just like the CE for the BRT Project. There was no study, assessment, or evaluation of the potential impact of the BRT road widening on wildlife vehicle collisions, and no meaningful mitigation of the potential impacts. Which is not surprising since the same consultants were involved.</p> <p>The following is a statement by Carlos Braceras, quoted in a recent KPCW article:</p> <p>“(They) like Utah, because they see Utah as a place that’s innovative. We’re very cost effective, and we move fast,' Braceras said of the state’s federal partners.”</p> <p>Contrary to being innovative, the Kimball Junction EIS demonstrates UDOT’s lack of initiative and foresight in seizing the opportunity to improve motorist safety by reducing wildlife vehicle collisions in this area.</p> <p>The citizens of Summit County and the entire state of Utah deserve better.</p>	Web
48	Greg Proffit	<p>Please build to mitigate traffic noise (barriers) and light pollution (uplighting.)</p> <p>.</p> <p>Greg Proffit Spring Creek neighborhood Kimball Junction (north)</p>	Email
49	Robert Lattanzi	<p>The current proposed "solution" to Kimball Junction road improvements, combined with the Dakota Pacific development being shoved down our throats, is a complete disaster in the making that will residents will have to live with forever. It is well documented, common knowledge that adding new lanes to existing roads simply adds more traffic. This happens everywhere it is done. Combined with the 100s or even 1000s of added trips through Kimball Junction once the DP project is completed, we will have congestion on an epic scale. The only solution is grade-separation of 224 through Kimball Junction. It may be expensive and ugly, but it is the only way to solve the ever growing problem we have. I live in FoxPoint in Redstone and we now actually get locked in during holiday periods, with traffic on 224 at a standstill and all roads in Redstone being full, from Ute Blvd to Olympic Parkway, back to the Newpark Hotel. This past winter I was blocked in a parking space in the Starbucks parking lot for 15 minutes. ALL roads in Redstone were full and 224 was a parking lot.</p> <p>Please do not add to this mess we already have.</p>	Web
50	john adams	<p>I have lived here since SR224 was a two lane road and Kimball Junction was a couple gas stations and McDonalds. As I predicted, the "improvements" that were made to widen SR224 in the 80's and 90's only caused bigger problems. All of the options being studied are nonsense. The best course of action would be to reduce SR 224 back to two lanes and make traffic so bad that people will stop visiting and moving here.</p>	Web
51	Gina Burgess	<p>My input on the draft EIS alternative routes is I work in the visitor center building on heavy snow days. It's a minimum of 30 minutes from McDonald's through the roundabout to get back into the visitors parking lot. Our patients are usually 30 minutes to an hour late. Our employees are usually an hour to an hour and a half late due to the traffic in parlays and due to the backup traffic coming into Park City. There has gotta be a better solution than this!</p>	Web
52	Bruce Carmichael	<p>A few questions and comments:</p> <ol style="list-style-type: none"> 1. How long is the latest version (C) of UDOT's Kimball Junction Plan expected to maintain the design's level of service? 2. Why hasn't the enhanced connection of both sides of Kimball Junction (across SR 224) been given more attention? While a new pedestrian/bike tunnel is proposed, the auto crossing means are virtually the same as today. 3. The access to the Ecker Hill Park and Ride has not been enhanced and thus traffic with a final destination at the Park and Ride has to mix with traffic exiting at Jeremy Ranch or Kimball Jct and then onward to PC or KJ. 4. Comment: The Plan does not seem to be as innovative and long-range as I hoped it would be. It seems more like a band-aid fix and not aspirational. With the Olympics approaching we should find long-range approaches that do a better job separating local traffic from the largely resort-driven through traffic in Kimball Jct. 	Web
53	Brian Sedgwick	<p>I wanted to give some input on an environmental/health issue along Hwy 80 at Kimball Junction, specifically noise impacts along an area of Kilby Road and a potential engineered sound barrier along the SW side of 80. One was put up for the golf course on the NE side, and if that was the case one is definitely needed on the SW side where way, way more residents are impacted by the high (at and above EPA threshold limit of 55dB) noise pollution off Hwy 80. Attached is a pdf map and notes detailing this important environmental and health and safety subject.</p>	Web

54	--	<p>Alternative A is terrible. Split diamonds would just make it more of a mess.</p> <p>Alternative C isn't that good. We don't need more lanes on the exit ramp, unless it goes directly into a parking garage that should be built between I-80 and Ute Blvd. That garage would house a transit center along with some stores and restaurants. It would also have trail connections so people can walk and bike to the stores in Kimball. The light at Ute Blvd. needs to be removed. There's too many cars turning left off 224 for some reason which makes getting through tricky when coming from the north side of I-80. It'd be best to just have Ute go under 224. Also the bike paths on the east side of 224 are in bad shape north of Olympic and there's no path going along the north side of the Kimball commercial area to the tunnel under I-80..</p> <p>One simple fix that can be done now is fixing the striping on the right turn lane from northbound 224 to Olympic. It is way to short and most locals get into that lane before it's officially marked. Making the lane officially longer will reduce the backup by getting those turning right out of the cars backed up at the light. There are signs saying it's a bus lane, but at that point all buses are in the left turn lane since they have to turn left.</p> <p>The big thing needed to reduce problems on 224 in Kimball is a parking garage in the valley near the mouth of Parleys with buses going hourly to Park City and ski buses in the winter going directly to the base areas of the resorts. The biggest problem is too many people from the valley driving up here with many of them not knowing how to drive outside a suburb and causing problems on our roads.</p>	Web
55	Ron Shultz	<p>Make sure sound walls along the FWY in all proposes.</p> <p>Ron Shultz</p>	Email
56	Peter Tomai	<p>In the PM peak hour, 1800 cars per hour must stop at the SPUI (single point urban interchange) to cross tra?ic to enter I-80W (These numbers have materially grown since the counts were taken.) The queueing necessary to wait for light sequences to cross traffic starts a chain-reaction back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway. These upstream back-ups routinely cause the intersections of Ute Blvd and Landmark intersections with Hwy 224 to fail creating additional neighborhood failures. Regrettably, Alternative C as identified as the “preferred alternative” fails to address the core limitations of the existing Kimball SPUI.</p> <p>While Alternative C is a relatively low cost and easy to execute improvement to the area, it fails to address the growing problem presented by growing daily commuter volumes. Alternative C also fails to provide clear priority options for transit or high-occupancy vehicles.</p> <p>Over the long term, growing commuter traffic volumes at Kimball Junction justifies a flyover to reduce the core delays caused by the existing SPUI. Earlier analyses of flyovers all studied traditional right lane exists to the flyover. These designs caused material expense associated with Right of Way acquisition and complicated the function of local intersections at Landmark and Olympic Blvd.</p> <p>I encourage UDOT to study a flyover which would land in the center lane between north and south bound traffic lanes of Hwy 224, ideally south of Olympic Blvd. This would allow the flyover to rise above the Olympic and Landmark intersections which would allow those intersections to better serve local traffic. For north bound traffic this would speed entrance to I-80 eliminating any stops for signal sequencing at the SPUI below, better allowing the large proportion of interstate-bound traffic to exit Kimball Junction. Additional benefits of this alignment include: limited if any need for additional Right of Way acquisition, limited construction impacts as support structures can be constructed in the existing median, limited creation of additional impervious area and environmental impacts, reduced idling time at traffic lights. This same alignment could also serve as an HOV/Transit prioritized left lane exit from I-80 East to 224 Southbound, allowing transit buses to bypass three traffic signals at the SPUI, Landmark and Olympic.</p> <p>While alternative C as proposed may facilitate the creation of a center lane express flyover as proposed herein. I encourage UDOT to take a long view and include a permanent flyover solution to the Kimball Junction improvement plans. Please see the attached drawing for a rough representation of a possible alignment. Thank you.</p>	Web

57	Peter Tomai	<p>All residents and guests to the greater Park City and Kimball Junction quickly become aware of major traffic issues. While the growth of the Kimball Junction area has created increases in local traffic through and across SR 224, the vast majority of morning and evening peak traffic volumes are going to and from the I-80 Freeway. This is clearly shown in the UDOT traffic counts.</p> <p>In the PM peak hour, 1800 cars per hour must stop at the SPUI (single point urban interchange) to cross traffic to enter I-80W (These numbers have materially grown since the counts were taken.)</p> <p>The queueing necessary to wait for light sequences to cross traffic starts a chain-reaction back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway. These upstream back-ups routinely cause the intersections of Ute Blvd and Landmark intersections with Hwy 224 to fail creating additional neighborhood failures. Regrettably, Alternative C as identified as the “preferred alternative” fails to address the core limitations of the existing Kimball SPUI.</p> <p>While Alternative C is a relatively low cost and easy to execute improvement to the area, it fails to address the growing problem presented by growing daily commuter volumes. Alternative C also fails to provide clear priority options for transit or high-occupancy vehicles.</p> <p>Over the long term, growing commuter traffic volumes at Kimball Junction justifies a flyover to reduce the core delays caused by the existing SPUI. Earlier analyses of flyovers all studied traditional right lane exists to the flyover. These designs caused material expense associated with Right of Way acquisition and complicated the function of local intersections at Landmark and Olympic Blvd.</p> <p>I encourage UDOT to study a flyover which would land in the center lane between north and south bound traffic lanes of Hwy 224, ideally south of Olympic Blvd. This would allow the flyover to rise above the Olympic and Landmark intersections which would allow those intersections to better serve local traffic. For north bound traffic this would speed entrance to I-80 eliminating any stops for signal sequencing at the SPUI below, better allowing the large proportion of interstate-bound traffic to exit Kimball Junction. Additional benefits of this alignment include: limited if any need for additional Right of Way acquisition, limited construction impacts as support structures can be constructed in the existing median, limited creation of additional impervious area and environmental impacts, reduced idling time at traffic lights. This same alignment could also serve as an HOV/Transit prioritized left lane exit from I-80 East to 224 Southbound, allowing transit buses to bypass three traffic signals at the SPUI, Landmark and Olympic.</p> <p>While alternative C as proposed may facilitate the creation of a center lane express flyover as proposed herein. I encourage UDOT to take a long view and include a permanent flyover solution to the Kimball Junction improvement plans. Please see the attached drawing for a rough representation of a possible alignment. Thank you.</p> <p>PETER A. TOMAI SPECIFIC PERFORMANCE, INC.</p> <p>ADVANCING SUSTAINABILITY THROUGH EFFICIENCY AND INNOVATION</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Email
58	Jonathan Cheever	<p>I agree that alternative C seems to be the bets option for now. However, this may not fully address the real issue. Which is the full congestion on 224, especially during peak holiday times.</p> <p>I am a proponent of the most expensive, option - turn 224 into a tunnell / non-car traffic corridor.</p> <p>https://www.parkrecord.com/2023/01/31/park-city-intends-to-explore-possibility-of-tunnel-aerial-transit-along-entryway/</p> <p>I prefer long term solutions. We have the Olympics less than 9 years out.</p>	Web
59	Joan Entwistle	<p>Comment on Kimball Junction Draft EIS.</p> <p>The proposed Bus Rapid Transit will impact traffic flows through the Kimball Junction Interchange. Has this been taken into account? Have increased traffic flows caused by the proposed Tech Park development been considered?</p> <p>From the fact sheet, #3, has the impact on pedestrian safety been considered? This intersection is already very difficult for cars and pedestrians, considering that the transit center is at this corner. Cars entering the library/government building will now have to change lanes in front of cars utilizing the extra right lane. Pedestrians have an extra lane to cross. This number of lanes should be signalized, not just use the lights on the yield sign which traffic turning does not have enough time to see.</p> <p>#4-7: Ute BLVD will now be 7 lanes at the intersection with 224. The crossing lights should have timers. There needs to be a light controlling the bike lane to allow cars to make a right turn, should bike traffic have a high enough volume, with cars right turns also signalized with no turn on red.</p> <p>#8-9: the trail connection is good. The extra lanes on Olympic for turning onto 224 are not needed, as there this only backs up when southbound traffic on 224 has slowed. Nothing in this plan reduces the amount of traffic on 224, so this just adds more pavement and a wider and less safe crossing for pedestrians, unless it becomes no turn on red.</p> <p>General: we need a plan that incorporates bus rapid transit directly from park and rides that have direct access to I-80, combined with congestion pricing on those exiting I-80 to 224. This would do more to reduce traffic and help pedistrians in KJ than this alternative.</p>	Web
60	Laura Margason	<p>Please see attached file for EPA's formal comments on the EIS. Letter was also sent via email to the provided address.</p>	Web

61	Laura Margason	<p>The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Utah Department of Transportation’s March 2025 Environmental Impact Statement for the proposed Kimball Junction Interchange Improvements Project in Summit County, Utah. In accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act, the EPA is providing comments found in the attached document.</p> <p>Thank you,</p> <p>Laura A Margason</p> <p>Lead NEPA Reviewer</p> <p>U.S. EPA, Region 8, NEPA Branch</p> <p>1595 Wynkoop Street</p> <p>Denver, CO 80202-1129</p> <div></div>	Email
62	Lindsey Nielsen	<p>Hi there Kimball Junction EIS team. I realize that this comment is after the comment period, but I want to send it anyway for consideration. Thank you.</p> <p>Dear Kimball Junction Environmental Impact Statement team,</p> <p>Please accept the following document as comments from the Central Wasatch Commission (CWC) regarding the Kimball Junction Draft Environmental Impact Statement. The CWC appreciates the invitation to provide this comment.</p> <p>In 2020, the CWC embarked upon its Mountain Transportation System Project that culminated in the CWC releasing a public statement in support of six “pillars” that would comprise a safe, effective, and equitable regional mountain transportation system for the Central Wasatch Mountain Range. Those pillars are:</p> <ol style="list-style-type: none">1. A visitor-use capacity study that corresponds to transportation and transit study and decision-making is necessary.2. Any transportation solution should minimize and mitigate negative environmental impacts, including irreversible damage to the watersheds.3. Traffic demand management strategies should address traffic congestion on the roads accessing the canyons of the Central Wasatch Mountains.4. Transportation solutions should have the capacity for integration into the broader regional transportation network. The CWC supports the exploration of transit micro-hubs as gathering places for visitors and residents.5. The CWC considers year-round transit service a priority, including dispersed recreational opportunities in the surrounding areas.6. Transportation improvements in the Wasatch Front and Back should be coupled with improved land and natural resource protection, namely, the Central Wasatch National Conservation and Recreation Area Act. This coupling of federal legislation to transportation is necessary given the delicate balance that was foundational to the Mountain Accord agreement, based on four interdependent systems of the Central Wasatch Mountain Range: transportation, economy, recreation, and environment. <p>In addition to the above elements of a broad regional transportation system for the Central Wasatch Front and Back, the CWC would like to emphasize the following:</p> <ol style="list-style-type: none">1. That development remain as concentrated to clustered nodes, like Kimball Junction as possible, to encourage development patterns that reduce sprawl and preserve open space, sensitive environments, community character, and quality of life in the Wasatch Back.2. That an analysis of carrying capacity for the broader Park City community be conducted in conjunction with road improvements at Kimball Junction.3. In addition to addressing congestion and safety, any improvements to Kimball Junction should be made with the future goal of connecting economic centers and recreational nodes within the Wasatch Front and Back.4. The Alternative chosen should be multi-modal with specific attention to road bicycle and pedestrian connections, including to regional trails. The improvements should include pathways for a trail network that connects residents and Kimball Junction, recreation nodes, and any potential future transit stations at Kimball Junction.5. Road improvements should only be made after thorough consideration of wildlife corridors and impacts. <p>Thank you for your consideration of the Central Wasatch Commission’s comments on the Kimball Junction Draft Environmental Impact Statement. Accounting for the populations of the jurisdictions that comprise the Central Wasatch Commission, the CWC collectively represents 1,443,788 people. We hope our comments serve to enhance the environmental study process.</p> <p>Individual member entities of CWC may provide additional feedback to UDOT on behalf of their organizations. CWC comments may not be inclusive of concerns or comments of individual CWC member entities reflect the mission of CWC in implementing the intent of the Mountain Accord.</p> <p>Respectfully submitted,</p> <p>Jeff Silvestrini, Millcreek Mayor, Central Wasatch Commission Chair</p> <p>Erin Mendenhall, Central Wasatch Commission Co-Chair, Salt Lake City Mayor</p> <p>Christopher F. Robinson, Summit County Council Member</p> <p>Monica Zoltanski, Sandy City Mayor</p> <p>Bill Ciraco, Park City Council Member</p>	Email

	<p>Michael Weichers, Cottonwood Heights Mayor</p> <p>Dan Knopp, Town of Brighton Mayor</p> <p>Roger Bourke, Town of Alta Mayor</p> <hr/> <p>The Central Wasatch Commission (CWC) was created in 2017 by interlocal agreement and has since served as a convener for the jurisdictions, stakeholders, and public with interest and authority in the Central Wasatch Mountains. The CWC’s mission is to preserve the Central Wasatch through providing canyon transportation solutions, pathways for concentrated development, environmental protections, and recreational stewardship.</p> <p>The Board of Commissioners is currently composed of elected leaders from Summit County, Park City, Salt Lake City, Millcreek, Cottonwood Heights, Sandy City, the Town of Brighton and the Town of Alta with the Utah Transit Authority, and Metropolitan Water District of Salt Lake and Sandy serving as ex-officio members, and with Solitude Mountain Resort and Save Our Canyons serving as Special Advisors to the Board, representing the economy system and the environment system of the Central Wasatch, respectively. The CWC’s 35-member Stakeholders Council is composed of representatives from the Cottonwood Canyon ski resorts, the environmental and recreational communities, private property owners, transportation advocates, and representatives from the educational and cultural communities of the Wasatch Front and Back. The varied composition of the Central Wasatch Commission reflects the varied nature of the issues in the Central Wasatch Mountains, and no other entity like the CWC that provides a forum of ideas exists elsewhere.</p>	
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Mark Austin, Acting Director
NEPA Compliance Division
Office of Federal Activities.

Subject: Strong Support for the Kimball Junction Project

Dear Mr. Austin,

As a proud union Iron Worker, I am writing to express my strong support for the Kimball Junction project. Infrastructure investments like this are critical not only for improving transportation efficiency but also for ensuring safe, high-quality construction that benefits workers and the broader community.

This project will create opportunities for skilled tradespeople, including union ironworkers, who bring expertise in structural integrity and safety to major infrastructure developments. The work we do—erecting steel, reinforcing bridges, and ensuring the durability of critical structures—directly contributes to the long-term success of projects like Kimball Junction. Investments in infrastructure should prioritize skilled, union labor to guarantee that projects are built to last and provide family-sustaining wages.

Beyond job creation, improving transportation flow in this corridor will enhance economic activity, making it easier for goods, services, and workers to move efficiently. Safe, modernized infrastructure strengthens communities and ensures that investments made today will benefit future generations.

I urge the responsible agencies to move forward with this project and ensure that union labor is utilized to uphold the highest standards of construction and safety. Thank you for your consideration.

Sincerely,

Chris McClain
Iron Workers District Council of the Pacific Northwest

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Start tunnel or flyover here, heading north

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April 9th, 2025
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104

Re: Project No. S-0224(50)12, (EIS No. 20250028) Draft Environmental Impact Statement
Kimball Junction Project in Summit County, Utah.

To Whom It May Concern,

Thank you for the opportunity to comment on the Kimball Junction Project Draft Environmental Impact Statement. We are researchers at the University of Arizona studying natural resources and environmental law. As environmentalists of the West and frequent users of transportation-related infrastructure, we value the opportunity for all Americans to have the right to safe and effective transit.

We acknowledge and support the benefit of roadway development and expansion for the county, and we believe that the chosen alternative (Alternative C: Intersection Improvements with Pedestrian Enhancements) to expand roadways at Kimball Junction sufficiently addresses many concerns regarding the health, economic, and general welfare of the citizens and environment in the area. This aligns with the purpose and mission of the National Environmental Policy Act, as stated by 42 U.S.C. 4331(a). However, we would like to raise concerns regarding a few inconsistencies and ambiguities within the draft report that should be cleared before the final EIS is released to uphold transparency for citizens who may be impacted. **Clarifying these inconsistencies and ambiguities falls in accordance with Section 101 of the National Environmental Policy Act**, which enforces the promotion of the general welfare of citizens.

We first briefly raise our concerns and then provide more detail below. :

1. We are concerned with the lack of clarity in the Draft EIS regarding the screening process and evaluation criteria for alternatives in the Kimball Junction Project. Sufficient detail on how alternatives were assessed or why the preferred action was selected over other alternatives was not adequately provided. Criteria and explanation of why/how alternatives were evaluated as well eliminated is required per the regulations standardized by the Council on Environmental Quality under section 40 CFR 1502.14.
2. The draft does not report the official state of certain wildlife impacts, claiming they await UDOT/USFWS confirmation, though this should have been done before the draft was posted for full transparency and should not be stated differently in Table S.7-1. Resource Impacts from Each Project Alternative. **These impacts are required to be analyzed and considered under 40 CFR 1508 of the National Environmental Policy Act.**

Point 1: Lack of Information/Explanation in Screening Process for Alternatives and the Alternative Selection

Within the Draft EIS there are various points that lack clarity on Alternatives; the screening process and alternative selection more specifically. **Based on CEQ regulations the Alternative Screening should clearly indicate the why and how a range of alternatives was developed for the project and what input was provided by the public and other agencies;** further explanation for the elimination of an alternative must also be provided with a ‘why and how’ statement (NEPA, 2025). Most importantly the regulations highlight that the criteria used for assessing the alternatives and alternative’s effectiveness must be clear, with the addition of who–what agencies– was involved in developing said criteria. In Section S.5 *What alternatives were considered for the project?*; the screening process is described offering an explanation of ‘why’ certain alternatives were selected or not selected. Despite this information, the DEIS lacks explanation on ‘how’ the criteria was selected and furthermore how it was applied to actually evaluate the alternatives. The Draft provides the ‘why’ on screening the alternatives but does not provide clear communication on ‘how’ those alternatives were actually measured. Rather the draft directs this question to “Attachment D, *Kimball Junction Alternatives and Traffic Modeling Data Report*, of Appendix 2A, *Final Alternatives Development and Screening Results Report*. The EIS’s appendix in the Contents section states that “Appendices are available separately” with no further information on where or how to locate the information. This lack of transparency in communication with the public and potentially other agencies raises concern about the legitimacy of the screening process and data used for alternative’s selection.

Point 2: Lack of Confirmation on Threatened and Endangered Species Impacts

There are several inconsistencies and ambiguities relating to impacts on wildlife and the environment. Table S.7-1. *Resource Impacts from Each Project Alternative* states that there are no direct impacts to threatened, endangered, and sensitive species; however, in Section 3.9.3.3 *Threatened, Endangered, and Candidate Species*, it is claimed that “UDOT has determined that Alternative C, the preferred alternative, “may affect, but is not likely to adversely affect” Ute ladies’-tresses (*Spiranthes diluvialis* orchids) and will submit this determination to USFWS for concurrence.” Thus, the lack of this confirmation on the possible impact for these rare orchids from the necessary agency, coupled with the earlier determination of “no impact” **on all endangered and threatened species** in earlier Table S.7-1 leads to a lack of transparency for citizens viewing this document. Additionally, **this collaboration is necessary under Section 7 of the Endangered Species Act** (16 U.S.C. § 1531 et seq, 1973), which enforces that federal agencies must consult with the U.S. Fish and Wildlife Service (USFWS) before taking any action that will likely affect a federally listed threatened or endangered species or designated critical habitat for an endangered species. Because this has not been completed, there should be another commenting period occurring after the necessary agency collaboration has come to fruition.

Positive Aspects of the EIS

The Kimball Junction Project Draft Environmental Impact Statement is strong in regard to its format and responses during the screening period. The project's goal to improve traffic flow and pedestrian safety within Kimball Junction, as well as UDOT's responses to the public comments during the first round of the commenting period, were clearly stated in the EIS. These comments, along with responses, are available to view on the Kimball Junction Project website with clear, concise labeling and easy-to-follow formatting. In addition, the Kimball Junction Project Draft has made their responses during the public screening process easily accessible for critique. Comments made during the screening process that raised concerns and brought substantive issues to light received a response from UDOT. Their responses are organized by the topic of concern, making it easy to follow for the public to keep track of their concerns with ease. Comments made by the public regarding Hazardous Air Pollutants (HAP) were met with responses ensuring that mitigation measures will be considered in the revision process as well as qualitative assessments of MSAT emissions. Concerns regarding environmental justice were met with UDOT recognizing this concern and emphasizing their use of the EJScreen tool, which uses mapping with demographic data, to identify areas of concern to not negatively impact low-income areas. UDOT's responses not only ensured the public that they are listening to their concerns and will update their draft with completed scientific surveys, but some comments are being held in high regard. One concern regarding stormwater and drainage concerns in the project area is being implemented into their revised draft in a detailed design,

Conclusion

In conclusion, we find that the Draft EIS has numerous instances of ambiguities that poorly communicate critical components of the proposed action, including potential wildlife impacts and an adequate discussion of the alternative's screening and selection process. Given that the proposed action is still awaiting complete approval and analysis from the Utah Department of Transportation, we hold the position that there are too many potential deficiencies in the plan to be able to move forward. Prior to the development of the Final EIS, the public should have the opportunity to review and comment on the additional analysis from the Utah Department of Transportation regarding the wildlife impacts.

Sincerely,

Katrina Shah
Brighid Loftus
Andrea Alarcon
Cecilia Olivares

School of Natural Resources and the Environment, The University of Arizona

References

- N.d. . Alternatives development and screening report | UDOT I15 EIS. URL <https://i15eis.udot.utah.gov/wp-content/uploads/2023/05/I-15-600-N-EIS-Alternatives-Screening-Report-reduced-file-size.pdf> (accessed 4.9.25b).
- N.d. . Appendix F early scoping period comments. URL <https://hebervalleyeis.udot.utah.gov/wp-content/uploads/2020/11/Early-Scoping-Report-2020-Appendix-F-Comments.pdf> (accessed 4.9.25d).
- N.d. . Appendix H responses to Formal Agency comments. URL https://kimballjunctioneis.udot.utah.gov/wp-content/uploads/2023/03/UDOT_KJEIS-Scoping-Summary-Report-Appendix-H-Responses-to-Formal-Agency-Comments.pdf (accessed 4.9.25c).
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- N.d. . Kimballjunctioneis.udot.utah.gov. URL <https://kimballjunctioneis.udot.utah.gov/> (accessed 4.9.25).
- NEPA transportation decisionmaking [WWW Document], n.d. . FHWA. URL https://www.environment.fhwa.dot.gov/nepa/trans_decisionmaking.aspx (accessed 4.9.25).
- United States. (1973). Endangered Species Act. 16 U.S.C. § 1531 et seq

April 9, 2025
Carrisa Watanabe
Environmental Program Manager
Utah Department of Transportation
Re: Kimball Junction Project, Docket # S-0224(50)12

Dear Ms. Carrisa Watanabe,

Thank you for the opportunity to provide feedback on the Kimball Junction Project. We are researchers from the University of Arizona's School of Natural Resources and the Environment. We would like to raise concerns regarding potential soil contamination at the former Landmark Texaco site as well as the Sparkling Dry Cleaning LLC site. The concentrations of tetrachloroethylene at the Dry Cleaning site pose a high risk of exposure to construction workers, people who live nearby, and the surrounding environment if not properly addressed.

The high risk of exposure to tetrachloroethylene (PCE) is concerning to us, as studies have shown that it can be rapidly absorbed by humans through both oral ingestion and inhalation. PCE is recognized as a human carcinogen and is also classified as a neurotoxin. Exposure to PCE can harm the nervous system, potentially leading to problems like cognitive impairments, vision changes, and slower reaction times. The potential for these harmful effects makes PCE exposure particularly dangerous (Guyton et al. 2014).

We agree that further testing should be conducted before construction starts. As identified in the report, there is a high risk that construction would encounter contamination at the Sparkling Dry Cleaning LLC site, and a moderate risk encountering contamination at the former Landmark Texaco site. We are concerned that the exact location of contamination at the Landmark Texaco site is unknown. Due to the broad location of contamination, future testing at the site is likely to become difficult and inaccurate. Construction activities may result in contamination runoff into nearby Spring Creek or the spread of contaminants through dust to the surrounding community. We agree with the procedure outlined in section 3.12.4.4, which calls for halting construction if contamination is encountered. Regular testing will be essential to ensure that contaminants are not being introduced or exposed. Therefore, we recommend that you implement a testing plan alongside the construction process to detect and monitor contamination at the earliest stage.

Section 3.12.4.4 also mentions the deployment of engineered controls by contractors in the form of dust mitigation, temporary soil covers, and groundwater extraction. These planned engineering controls should be elaborated in the final EIS so the public can understand what techniques would be used to control contamination (potential runoff and dust). We agree that washing vehicle tires will be important for mitigating dust. It may also be important to consider the location of vehicle washing stations to ensure that contaminated soil/dust is not moved

around and does not exit the construction site. It might also be necessary to decontaminate all workers and entire vehicles (not just tires) leaving the job site, depending on the overall movement of soil once construction starts.

We believe you will use the best judgment to ensure that soil contamination is not exposed and transported during construction activities. We hope that you take some of our suggestions into consideration and continue to be proactive in adapting to both known and unknown contaminated sites that could be encountered during construction.

Thank you for your attention to this important matter.

Sincerely,

Rheanna Fernandez, Matthew DeCero, Easton Thatcher, and Mano Tainatongo
University of Arizona
School of Natural Resources and the Environment

References

Guyton, Kathryn Z., et al. "Human Health Effects of Tetrachloroethylene: Key Findings and Scientific Issues." *Environmental Health Perspectives*, vol. 122, no. 4, Apr. 2014, pp. 325–334, <https://doi.org/10.1289/ehp.1307359>.



State of Utah

SPENCER J. COX
Governor

DEIDRE M. HENDERSON
Lieutenant Governor

Department of Natural Resources

JOEL FERRY
Executive Director

Division of Wildlife Resources

RILEY PECK
Division Director

45

April 21, 2025

Kimball Junction EIS, c/o HDR,
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

RE: Kimball Junction Draft EIS

To Whom It May Concern,

The Utah Division of Wildlife Resources (DWR) has reviewed the Kimball Junction Draft Environmental Impact Statement (EIS) and offers the following comments.

The Utah Department of Transportation (UDOT), in collaboration with the DWR and other partners, installed wildlife exclusion fencing along I-80 on both sides of Kimball Junction to reduce wildlife-vehicle collisions. As Kimball Junction is improved, we recommend installing wildlife exclusion guards/grates to connect the existing fencing and integrate with the new intersection design. This improvement will help prevent wildlife from entering the highway and further reduce wildlife-vehicle collisions. If wildlife exclusion guards/grates are not feasible for this project, we recommend exploring options to allow this work to be done more easily in future projects.

We appreciate the opportunity to review the draft EIS for this important project, and value our partnership with UDOT to make roads safer for motorists and wildlife. If you have questions, please contact Josee Seamons, the DWR's Impact Analysis Biologist in our Central Region office, at jseamons@utah.gov or 385-421-1277.

Sincerely,

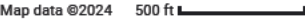
Michael Canning

Michael Canning (Apr 21, 2025 09:11 MDT)

Michael F. Canning
Deputy Director

MFC/s





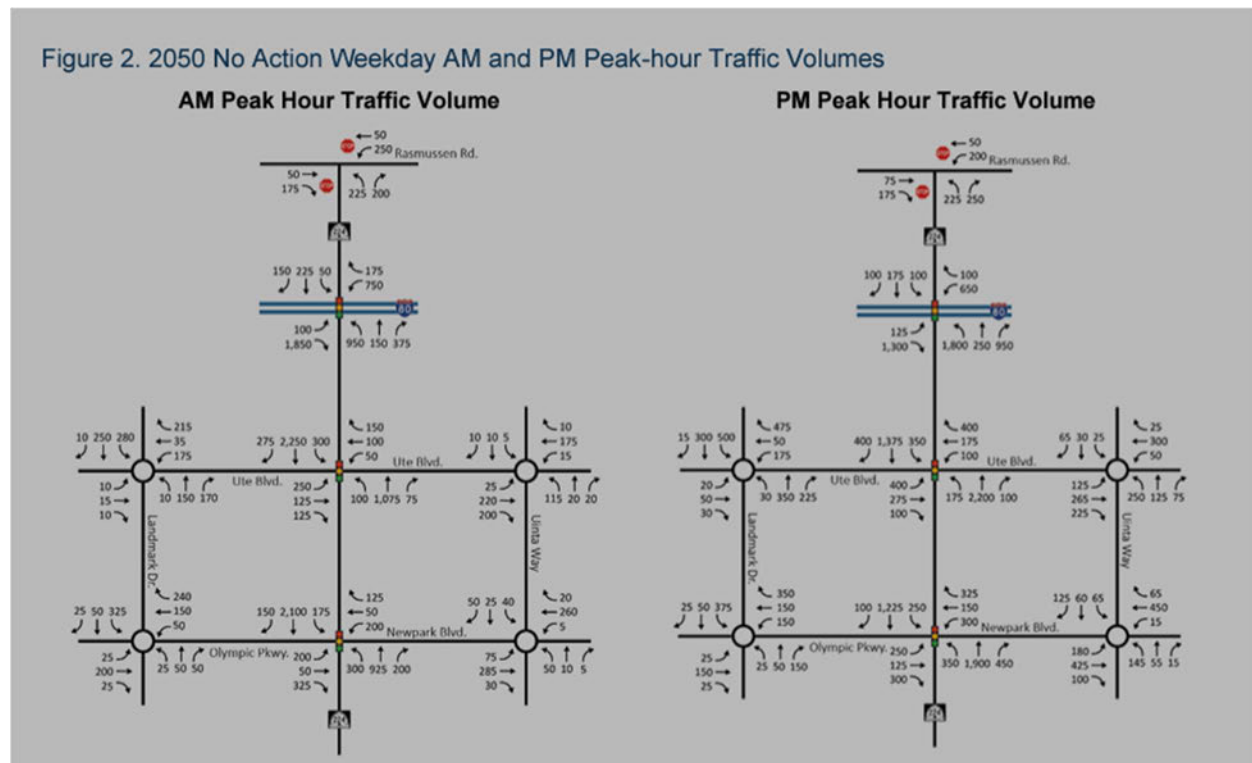
LET'S GET KIMBALL JUNCTION RIGHT

Peter Tomai
Park City, Utah

BACKGROUND:

56/57

All residents and guests to the greater Park City and Kimball Junction quickly become aware of major traffic issues. While the growth of the Kimball Junction area has created increases in local traffic through and across SR 224, the vast majority of morning and evening peak traffic volumes are going to and from the I-80 Freeway. This is clearly shown in the UDOT traffic counts in the following exhibit.



In the PM peak hour, 1800 cars per hour must stop at the SPUI (single point urban interchange) to cross traffic to enter I-80W (These numbers have materially grown since the counts were taken.) The queueing necessary to wait for light sequences to cross traffic starts a back-up which ultimately backs up past the preceding intersections at Ute Boulevard and Olympic Parkway causing all local intersections to fail. Regrettably, the two remaining solutions that UDOT is proposing fail to adequately address these core conditions.

Previously Identified Alternative Solution:

Alternative A, the “Split-Diamond Interchange,” simply attempts to spread freeway traffic on local surface streets to provide additional areas to exit and enter I-80 and provides an awkward network of one-way frontage roads which will seriously compromise and lengthen local traffic routes and confuse visitors. The geometry of Landmark Drive already creates a challenge to safe navigation without additional traffic volumes.

Alternative C, adds a sea of additional asphalt to accommodate additional turn lanes so more cars can queue up to wait for changing lights. This option further complicates bike and pedestrian movements in the area and creates intimidatingly wide intersections. The additional turn lanes accommodate more idling vehicles during the interrupted traffic flows and still requires cars to await signal sequencing to cross traffic to enter the freeway.

The Permanent Fix:

Ideally, we should separate the freeway traffic from local traffic to smooth entry and exit flows while allowing local traffic to flow less affected. This could be accomplished with a grade-separated flyover located to bypass critical local intersections. UDOT initially studied a flyover but eliminated the option because the flyover studied was designed as a traditional right lane exit which combined east bound and west bound I-80 traffic with local turning traffic complicating the Ute Boulevard and Olympic Parkway intersections as shown in the description below:

Alternative C: Consider a flyover ramp (that is, a grade-separated ramp that crosses over the roadway it exits) from SR-224 to westbound I-80.

Traffic modeling was performed on this concept and the flyover alignment, and a preliminary profile was created to check clearances and slopes. The proposed flyover ramp would be on a third level above the existing I-80 bridge, and, to meet AASHTO Green Book^a ramp maximum vertical grade standards, it would pass through the existing location of the pedestrian trail overpass over I-80. To be compatible with the flyover ramp, the trail overpass would need to be relocated about 1,100 feet to the west. The future westbound on-ramp would require minor widening for about 1,600 feet for proper merge distances to accommodate the new flyover lane.

Traffic performance with Alternative C with Flyover in 2050 would be poor compared to Alternative C. Alternative C with Flyover combines the flyover traffic and the traffic turning right to travel east on I-80 into the right-most lanes on northbound SR-224. The combined traffic from both travel movements would create long lines of vehicles that would increase traffic delays at the Ute Boulevard and Olympic Parkway intersections on SR-224.

The concept was eliminated because it would not meet the purpose of the project.

A solution to the problematic right lane comingling would be to separate I-80 West bound traffic from the center lane of SR224 where freeway-bound traffic would enter an elevated express roadway supported by columns in the median of SR224. The freeway entry ramp could be located sufficiently south of Ute Boulevard such that local traffic would continue to function below the elevated roadway with a materially improved level of service. The elevated “express lane” roadway could even be extended south of Olympic Parkway further enhancing the connectivity between the east and west sides of Kimball Junction.

The benefit of the column mounted design is that it requires minimal road widening as the traffic lanes are essentially stacked on top of each other. It also minimizes construction period impacts upon the existing roadways and keeps the local road networks serving local traffic, bicycles, and pedestrians.

Similarly, to address the morning rush hours, an “HOV/Transit Only” exit could be added to the left travel lane of I-80 East paralleling the SR224 N to I-80W flyover landing near the entry to the proposed BRT lanes on SR 224. This would encourage transit and carpooling, while unburdening the local intersections from freeway traffic. This solution would work particularly well with capture lots located at Jeremy and or Ecker (See Ecker Hill Park And Ride Solution attached.)

A significant benefit of a center lane grade-separated flyover is that most of the required improvements can occur inside of existing rights of way, with minimal land disturbance. This dramatically reduces environmental impacts, speeds construction, and improves safety for local pedestrians and cyclists.

This alternative also best meets UDOT's criteria for evaluating improvement designs. The criteria **56/57** are contained in the following table:

Criterion	Measure	Data Used
Improving operations and travel times on SR-224 from the I-80 interchange through Olympic Parkway	Does the alternative provide reliable through-traffic travel time on SR-224 during the AM and PM peak hours? (yes/no)	Travel time (look at average speeds on SR-224 to equate to arterial LOS)
	Meets a level of service of LOS D for as many intersections as possible.	Intersection LOS (overall LOS and turning LOS) ^a
	Is the percent served improved during the AM and PM peak hours? (yes/no)	Percent served ^b
Improving safety by eliminating vehicle queues on I-80 off-ramps	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	Length of vehicle queue (feet)
Improving pedestrian and bicyclist mobility and accessibility throughout the evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no) ^c	Level of traffic stress ^c
	Do the walk times improve for key origin-destination pairs? (yes/no) ^d	Walk times
Maintaining or improving transit travel times through the evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	Travel times

Approximate flyover location in median.



Example of elevated express lanes allowing surface neighborhood streets to function well.





I urge The Utah Department of Transportation to reconsider alternative flyover designs to deliver long-term solutions to the vital Kimball Junction interchange and accommodate sustainable regional growth and improve the delivery and utilization of transit options.

Thank you.

Peter Tomai

Park City, Utah

ptomai@sperformance.com



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REGION 8
DENVER, CO 80202

April 28, 2025

Ref: 8EJC-NE

Carissa Watanabe, Project Manager
Environmental Services Division
4501 South 2700 West
P.O. Box 148450
Salt Lake City, Utah 84114-8450

Dear Carissa Watanabe:

The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Utah Department of Transportation's (UDOT's) March 2025 Environmental Impact Statement (EIS) for the proposed Kimball Junction Interchange Improvements Project (Project) in Summit County, Utah. EPA is providing the attached comments in accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA). The CAA Section 309 role is unique to EPA. It requires EPA to review and comment on the environmental impact of a proposed federal action subject to NEPA's environmental impact statement requirements and to make its comments public.

EPA has identified public health and environmental quality concerns that we recommend addressing in the Final EIS. Our comments and recommendations focus on water quality and air quality analyses presented in the Draft EIS. EPA makes these recommendations to improve the usefulness of the Final EIS for agency decision making and to reduce potential environmental impacts of the proposed action.

The EPA appreciates the opportunity to provide comments at this stage of the NEPA process. If further explanation of our comments is desired, please contact me at (303) 312-6155 or mccoy.melissa@epa.gov, or Laura Margason, lead reviewer, at (303) 312-6665 or margason.laura@epa.gov.

Sincerely,

MELISSA MCCOY

Digitally signed by
MELISSA MCCOY
Date: 2025.04.28
16:58:15 -06'00'

Melissa W. McCoy, Ph.D., J.D.
NEPA Branch Manager

ENCLOSURE

1. EPA Region 8 Detailed Scoping Comments for the Kimball Junction Project

cc: kimballjunctioneis@utah.gov

EPA Region 8 Detailed Scoping Comments for the Kimball Junction Project

Water Quality Data

Based on the most recent EPA approved Integrated Report (April 30, 2024), East Canyon Creek-2 AU surface waters are 303(d) listed as impaired for aquatic wildlife (temperature, total phosphorus, and dissolved oxygen).¹ There is an approved TMDL for total phosphorus.² To evaluate impacts to impaired East Canyon Creek-2 AU, the Stochastic Empirical Loading and Dilution Model (SELDLM), developed by FHWA, was used to estimate the effects of the Kimball Junction Project on water quality. EPA appreciates the use of this modeling technique and that quantitative data from the modeling results was applied to evaluate water quality impacts.

Chapter 3.8 adequately summarizes the data from *Appendix 3C Water Quality Technical Report*; however, the report itself does not provide numeric phosphorus values (mg/L) for exceedance events. Modeling results indicate that the numeric standard protective of domestic water use and cold-water fish species for total phosphorus could be exceeded during extreme storm events approximately 11.88% of the time for the No-Action Alternative and 13.70 % of the time for Alternative C. While these extreme storm events are outliers of the statistical analysis (less often than 10%), it is important to understand the magnitude of phosphorus exceedances that may occur during those events to evaluate the impact of each of the Alternatives. Rather than only providing the percentage of the simulated storm events that exceed water quality standards, we recommend the technical report include a table or a narrative with the numeric phosphorus exceedance levels (in mg/L) predicted for the No-Action and each of the Action Alternatives, compared to the existing numeric standard for phosphorus. This will allow for a greater understanding of the potential impacts from additional phosphorus in the system and, therefore, a more informed consideration of BMPs and mitigation.

Water Temperature

Section 3.8.3.2 in the Draft EIS discloses that the East Canyon Creek is impaired and does not meet water quality standards for beneficial use 3A (cold-water fishery and aquatic life). It also states that “UDOT did not quantitatively analyze water temperature because it has seasonality effects, which are difficult to correct in a stochastic analysis,” and because Utah Department of Environmental Quality (UDEQ) does not have a TMDL specific to temperature for this creek.

The proposed alternatives may contribute to long-term indirect impacts by the addition of more roadways and impervious areas, which are known contributors of increased stream temperatures. It is important that the NEPA analysis evaluate and disclose all potentially significant impacts, regardless of their ability to be modeled or the existence of a TMDL. Since the East Canyon Creek has this impairment and the Project could contribute to it, we recommend UDOT provide more information on the impairment, using available monitoring data for temperature as compared to applicable water quality criteria,³ followed by, at a minimum, a qualitative impact assessment for each of the alternatives.

Air Quality

Section 3.15.2.3.6 states that the project’s “air quality impacts during construction would be limited to short-term increases in fugitive dust, particulates, and local air pollutant emissions, including GHG emissions, from construction equipment” and concludes that due to the short-term nature of construction, the impacts are

¹ Utah 2024 Integrated Report: <https://deq.utah.gov/water-quality/2024-integrated-report>

² East Canyon Creek TMDL: <https://lf-public.deq.utah.gov/WebLink/ElectronicFile.aspx?docid=15379&eqdocs=DWQ-2015-006577>

³ UDEQ’s 20°C numeric water quality criterion for cold water aquatic life, per UAC R317-2-14, can be found at the following website: <https://adminrules.utah.gov/public/rule/R317-2/Current%20Rules>.

considered negligible. Construction impacts to air quality can be short-term but still have significant impacts to surrounding communities; therefore, we recommend the Final EIS include a more detailed analysis of the impacts of Project construction to local air quality, including consideration of sensitive receptors in the area surrounding the project. Construction emissions that could affect local air quality include those from the use of heavy-duty diesel construction equipment, general vehicle use, and increased congestion. Additional emissions associated with the Project that should also be considered include embedded emissions from the extraction, manufacture, and transport of construction materials, especially concrete. We also recommend the Final EIS assess and compare construction GHG emissions for each action alternative, using best estimates based on UDOT's knowledge of similar projects.

We understand that the responsibility for implementing mitigation is passed from UDOT to the contractor; however, we recommend the Draft EIS identify how and when information regarding construction activities will be conveyed to the public in a timely and meaningful way so that community members can plan, as needed, to avoid areas of impacted air quality. We also recommend including in public announcements, to the extent possible, an approximate time period or phasing schedule for the project's permitting and construction.

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28 April 2025

Via Email

Kimball Junction EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077


kimballjunctioneis@utah.gov

Subject: Kimball Junction Draft Environmental Impact Statement
Summit County, Utah

Dear Kimball Junction Environmental Impact Statement team,

Please accept the following document as comments from the Central Wasatch Commission (CWC) regarding the Kimball Junction Draft Environmental Impact Statement. The CWC appreciates the invitation to provide this comment.

In 2020, the CWC embarked upon its Mountain Transportation System Project that culminated in the CWC releasing a public statement in support of six “pillars” that would comprise a safe, effective, and equitable regional mountain transportation system for the Central Wasatch Mountain Range. Those pillars are:

1. A **visitor-use capacity** study that corresponds to transportation and transit study and decision-making is necessary.
2. Any transportation solution should minimize and **mitigate negative environmental impacts, including irreversible damage to the watersheds.**
3. **Traffic demand management** strategies should address traffic congestion on the roads accessing the canyons of the Central Wasatch Mountains.
4. Transportation solutions should have the capacity for **integration into the broader regional transportation network.** The CWC supports the exploration of transit micro-hubs as gathering places for visitors and residents.
5. The CWC considers **year-round transit service** a priority, including dispersed recreational opportunities in the surrounding areas.
6. Transportation improvements in the Wasatch Front and Back should be coupled with improved land and natural resource protection, namely, **the Central Wasatch National Conservation and Recreation Area Act.** This coupling of federal legislation to transportation is necessary given the delicate balance that was foundational to the Mountain Accord agreement, based on four interdependent systems of the Central Wasatch Mountain Range: transportation, economy, recreation, and environment.

In addition to the above elements of a broad regional transportation system for the Central Wasatch Front and Back, the CWC would like to emphasize the following:

1. That development remain as concentrated to clustered nodes, like Kimball Junction as possible, to encourage development patterns that reduce sprawl and preserve open space, sensitive environments, community character, and quality of life in the Wasatch Back.
2. That an analysis of carrying capacity for the broader Park City community be conducted in conjunction with road improvements at Kimball Junction.
3. In addition to addressing congestion and safety, any improvements to Kimball Junction should be made with the future goal of connecting economic centers and recreational nodes within the Wasatch Front and Back.
4. The Alternative chosen should be multi-modal with specific attention to road bicycle and pedestrian connections, including to regional trails. The improvements should include pathways for a trail network that connects residents and Kimball Junction, recreation nodes, and any potential future transit stations at Kimball Junction.
5. Road improvements should only be made after thorough consideration of wildlife corridors and impacts.

Thank you for your consideration of the Central Wasatch Commission's comments on the Kimball Junction Draft Environmental Impact Statement. Accounting for the populations of the jurisdictions that comprise the Central Wasatch Commission, the CWC collectively represents 1,443,788 people. We hope our comments serve to enhance the environmental study process.

Individual member entities of CWC may provide additional feedback to UDOT on behalf of their organizations. CWC comments may not be inclusive of concerns or comments of individual CWC member entities and reflect the mission of CWC in implementing the intent of Mountain Accord.

Respectfully submitted,



Jeff Silvestrini, Millcreek Mayor, Central Wasatch Commission Chair



Erin Mendenhall, Central Wasatch Commission Co-Chair, Salt Lake City Mayor



Christopher F. Robinson, Summit County Council Member

Monica Zoltanski, Sandy City Mayor

Bill Ciraco, Park City Council Member

Michael Weichers, Cottonwood Heights Mayor

Dan Knopp, Town of Brighton Mayor

Roger Bourke, Town of Alta Mayor

The Central Wasatch Commission (CWC) was created in 2017 by interlocal agreement and has since served as a convener for the jurisdictions, stakeholders, and public with interest and authority in the Central Wasatch Mountains. The CWC's mission is to preserve the Central Wasatch through providing canyon transportation solutions, pathways for concentrated development, environmental protections, and recreational stewardship.

The Board of Commissioners is currently composed of elected leaders from Summit County, Park City, Salt Lake City, Millcreek, Cottonwood Heights, Sandy City, the Town of Brighton and the Town of Alta with the Utah Transit Authority, and Metropolitan Water District of Salt Lake and Sandy serving as ex-officio members, and with Solitude Mountain Resort and Save Our Canyons serving as Special Advisors to the Board, representing the economy system and the environment system of the Central Wasatch, respectively. The CWC's 35-member Stakeholders Council is composed of representatives from the Cottonwood Canyon ski resorts, the environmental and recreational communities, private property owners, transportation advocates, and representatives from the educational and cultural communities of



the Wasatch Front and Back. The varied composition of the Central Wasatch Commission reflects the varied nature of the issues in the Central Wasatch Mountains, and no other entity like the CWC that provides a forum of ideas exists elsewhere.

Transcript for Comments Submitted at
In-person Public Hearing

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UDOT PUBLIC HEARING & COMMENT PERIOD
Kimball Junction Environmental Impact Statement
in Summit County, Utah
UDOT Project No. S-0224(50)12

Tuesday, April 8, 2025, 6:30 p.m.-7:30 p.m.

Held at Ecker Hill Middle School

2465 Kilby Road

Park City, Utah 84098

Reported by Brooke Simms, RPR, CCR, CSR

1 (Stenographer's Note: All names are spelled phonetically.)

2 DEAN TUTOR

3 I want to clarify, first of all, what the
4 intention of this project is. I think we're all
5 concerned with quite a few issues with regard to Kimball
6 Junction traffic. I want to clarify, though, are we
7 talking about solutions solving our problems or
8 mitigating our problems?

9 That's, I think, incredibly important because,
10 you know, we've all been experiencing these problems for
11 10, 15 years. We all see them on a daily basis. It's
12 become an embarrassment, in my opinion, to -- what we
13 have going on and the presentation to people that visit
14 and as well as, most importantly, the people that live
15 here.

16 So intention is something I think that needs
17 to be clarified, because what we're looking at here,
18 with regard to these options, I don't care if it's 25
19 million, 125 million, or anything else. These are
20 Band-Aids. None of these -- let me repeat that -- none
21 of these options will fix our problem. They will
22 continue to be an embarrassment to this community.

23 There are only two solutions to our problem
24 here, and I know what the feedback will be regarding
25 cost and other issues, but there are two issues -- two

1 things if we're talking about solving this issue. One
2 is flyovers. If you want to solve the issue from the
3 blue roof onto I-80 -- which, in the afternoons, there
4 are about probably, I would estimate, 80 to 90 percent
5 of those people are making their way to primarily
6 westbound I-80 and some eastbound I-80 -- start it at
7 the white barn. You flyover double-decker the 224 all
8 the way onto east and westbound I-80. You solve --
9 nothing stops ever. You've got the room. You've got
10 the space. It already dips down after the white barn,
11 and it's solved instantly.

12 The same is true from the rest stop on the
13 I-80, eastbound I-80. You flyover from that rest stop
14 and off-ramp onto and then end up just past Olympic
15 Boulevard onto 224 South. Your problem is solved.
16 Flyovers. It's the only solution other than the other
17 one I'm going to present, and I know I'm going to get
18 cost as an objection.

19 It's tunneling. This was 100 years ago in
20 Europe, and they have already tunneled. Onto I-80, both
21 from I-80 onto 224 and from 224 back onto I-80. These
22 are the only two solutions, flyovers and tunnels.
23 You've got the room; you've got the space. If they can
24 do tunnels 100 years ago in Europe, they can do it now
25 here.

1 Flyovers though, I'm sure will be less cost,
2 and you're going to end up talking about a couple of
3 other issues that are about 40 to 50 feet high with them
4 talking about view obstruction.

5 So that's all I've got for you today, but I'm
6 telling you, mark my words, ten years from now, these
7 Band-Aids will -- these issues will still be here well
8 beyond the next Olympic games. Two solutions. That's
9 it. Thanks for your time today.

10 I just wanted to add that my wife and I have a
11 business in Kimball Junction, and I know my proposals
12 will even lessen the traffic to our retail store. I'm
13 not concerned about that. What I'm talking about is
14 solutions, a fix, a real solution to our long-term
15 problem. It doesn't go away easily. Thank you.

16 * * *

17 TOM FARKAS

18 In the presentation, we were asked if we had
19 comments on the analysis -- analysis of potential
20 impacts and also proposed mitigation of the potential
21 impacts.

22 In 2024, there were 48 vehicle-wildlife
23 collisions on SR-224. That's double the 10-year average
24 that had been documented by BIO-WEST in a report for
25 UDOT Region 2. That same report identified that just

1 here in Swaner was the location of the second highest
2 number of vehicle wildlife collisions on SR-224. That
3 report also identified that some kind of wildlife
4 mitigation measure along Swaner would actually be an
5 ideal location to allow wildlife to cross safely.

6 There was no analysis dealing with
7 vehicle-wildlife collisions in the EIS, and there was no
8 addressing any mitigation measures regarding
9 vehicle-wildlife collisions in the EIS. The EIS talks
10 about the environmental impacts. You talk about
11 aquatic. You talk about endangered species. The elk
12 and the deer and the moose that are killed, slaughtered
13 on SR-224, are not identified as an endangered species,
14 but they certainly are endangered when they try to cross
15 from one side of their habitat to the other which is
16 bisected by SR-224.

17 I know you're going to say -- even though one
18 of the alternatives included distance up to Bear Cub
19 Road, it seems to me that if you look that far, even
20 though that's not as far as you're going with the
21 alternative, it would be appropriate for UDOT to address
22 this issue as part of such a major project to warrant.
23 To be blind is a tragedy in hindsight.

24 Therefore, my opinion, the EIS is totally
25 inadequate in this regard without addressing what this

1 project will do, let alone what's happening now on
2 SR-224 even without your project needs attention. It
3 seems to me it should be UDOT's responsibility to do
4 something about it. Thank you.

5 * * *

6 JOAN ENDWHISTLE

7 Hi. I'm Joan Endwhistle. I live in the
8 Pinebrook neighborhood. I drive up to Park City several
9 times a week during the winter, and I thank you for
10 having your people here to answer questions. I learned
11 a lot from them today.

12 I see Alternative C makes some changes, such
13 as extra left turn lanes, a pedestrian underpass that
14 will help the intersection for people using transit and
15 cars entering shopping plazas. However, the alternative
16 does nothing to reduce the number of cars. More cars
17 heading to the ski areas from 80 will just fill the
18 intersection simply because traffic is backed up on the
19 entire road from Canyons to Kimball Junction.

20 The extra lanes on Olympic Boulevard will do
21 nothing -- just two lanes backed up instead of one
22 waiting to enter 224.

23 Also, adding the lane on Ute Boulevard next to
24 the library will only make the pedestrian crossings that
25 are in that -- that are on the outside of that

1 roundabout more dangerous as cars try to speed through
2 that roundabout more quickly. And, you know, I don't
3 see any solution there as to how to make it safer for
4 pedestrians there. I drive there a lot, and at
5 5:00 o'clock at night, you can't see people. They don't
6 turn on the little lights. We need to do more to make
7 that safer, and this doesn't do that. It makes it less
8 safe.

9 The -- we need to reduce the number of cars by
10 expanding the park and rides, which I hear from people
11 they're full most days in the winter. We need to have
12 more -- more spaces in the park and rides. We need to
13 have more express buses paid for by the ski areas, and
14 we need to -- that's why I like the other alternative,
15 because an extra flyover for cars can go to the park and
16 ride, and they never go through Kimball Junction if we
17 put the park and rides where they need to be there,
18 which isn't even part of that plan either.

19 So let's -- let's try to figure out how to get
20 less cars on the road and less cars through this
21 intersection and more cars in the park and rides and
22 taking the express buses up to the ski areas during the
23 winter. Thank you.

24 DAKOTA CHURN

25 Thank you. Good evening. So my main issue

1 here is there's no debate the traffic from 224 North to
2 80 West would disappear if not for the traffic lights.
3 This is confirmed by even your own studies, and it would
4 be hard to argue that this doesn't reflect the spirit of
5 this project and the urgency of getting this done.
6 However, when I see the solutions brought up, the only
7 solution that I've seen is extra left turn lanes at Ute
8 and Olympic, which wouldn't significantly shorten the
9 light intervals.

10 The under passageway is a fantastic solution,
11 and I 100 percent very much think that's a great thing,
12 especially with the transit center now being where it
13 is, and that will lessen the intervals minimally, not
14 accounting for pedestrians going through the crosswalks.

15 So the issue still is that the only extra
16 thing that will help mitigate the main spirit of this
17 project is an extra lane going north on Ute Boulevard.
18 There are no additional mitigations after Ute. There
19 are minimal changes made to the actual junction of 80,
20 and so I would really love to see a lot more actual
21 detailed simulations of how an extra lane from Ute will
22 actually help people get onto 80 when there's still only
23 two left turn lanes.

24 And it's very much in theory, and it's a lot
25 to gamble \$50 million on when this is the main issue and

1 why this project is being done and why this project is
2 being pushed forward because of who knows how long it is
3 all the way down to -- it's past the blue roof. I mean,
4 it gets down to blue roof about 3:00 p.m., and I know
5 because I have my orthodontic there, and I sit out
6 there, and I have my appointment, and I talk to them.
7 And I say -- they're like, yeah, every day at 3:00 p.m.
8 because it's now people commuting, and so everyone comes
9 in at 7:00 and they leave at 3:00. The traffic is no
10 longer at 5:00 p.m. It now starts from 3:00 p.m. onto
11 almost past 5:00 into 6:00 p.m.

12 And this is the main issue, and I see nothing
13 being changed to help solve that besides pedestrians
14 being taken out of the crosswalk and an extra through
15 lane, and I would really love to see maybe if you guys
16 have traffic simulations to help gain support from the
17 community because this is all of our main concerns.

18 Everything sounds great, and everything is
19 a -- I love the extra left turns lanes to not block the
20 intersection. I love the underpass and everything about
21 it, but for \$50 million, it does not seem to mitigate
22 any of the issues in practice after we've already spent
23 the money. And everyone knows, once we spend this
24 money, no other projects are going to get approved for a
25 very long time to adjust this.

1 My other comments that I would really love to
2 see is the right hand turn lane going onto Olympic Park.
3 There's a huge oversight in that, and it's very
4 undervalued in the way that it would affect traffic. In
5 fact, Park City Police is very adamant about projecting
6 this into the community to know, if you cut into that
7 bus lane on the shoulder, you will get a ticket. If you
8 guys can -- it's currently probably about -- it is about
9 50 feet right now, and I don't know what the current
10 extension is, and I talked to them, and they don't know
11 either. But if -- there are many different
12 intersections that have those turn lanes with the white
13 solid line for at least 500 feet. If you guys could
14 extend that, you can take cars out of the cue going
15 north that want to turn into Redstone right onto
16 Olympic.

17 DUNCAN SILVER

18 My name is Duncan Silver, and I agree with the
19 first commenter that we're not going to solve this
20 problem the way it's going. This solution is the best
21 of the alternatives that were presented, but it's
22 ten years late. The only solution that will work in
23 this area is to have two interchanges.

24 We have moved from a rural community to an
25 urban one. We need to put an urban I-80 through here.

1 I am a little bit disappointed in UDOT's lack of using
2 innovativity that they used on the Salt Lake Valley
3 where they put in better service intersections, better
4 interchanges, and did a fantastic job.

5 All they're doing is wiping out the existing
6 problem area, and it's not going to solve the problem.
7 It's going to be the same. In fact, we'll go through a
8 year and a half to two years of even worst congestion
9 because of construction, and then we'll get through, and
10 all the people will come back, and it will be the same
11 thing as we had.

12 We need to look at from Jeremy Ranch to I-40
13 and build an interstate that works in an urban area with
14 two interchanges, one for Park City and one for Kimball
15 Junction. Until that's done, it will not solve our
16 traffic problems. We'll all be sitting here. Thank
17 you.

18 HILLARY JESSOP

19 I'm Hillary Jessop, and I live on Pheasant,
20 and I'm going to -- I'm just right on Bitner, and I
21 think I'm going to be very much impacted by all of this
22 construction that's going to be happening. When I try
23 to go from my home to Kimball between 7:30 and 9:00,
24 sometimes it takes me half an hour to go from Pheasant
25 to Kimball Junction. We do have another way that I can

1 go the other way underneath, but it's -- it's very --
2 it's really a problem. It's been a problem. I've been
3 there for ten years, and according to this -- this
4 gentleman, it's way overdue.

5 One of the problems that I see is when people
6 are coming off of 80, they're running the light, and
7 they're blocking the -- the way across 80 to Kimball,
8 and you stop and you wait, and people keep going through
9 and going through on red. It's not policed at all.

10 Coming home, a lot of the people are being on
11 the -- going toward 80 from Park City. They're using
12 the -- the right turn lanes and the center lanes to go
13 through, and I see no enforcement of staying in their
14 lane, and that's -- that's a problem too, and those are
15 the things that could have been done right now to make
16 sure that people are obeying the law.

17 Another thing is the workforce. In the
18 morning, I would think that half of the traffic is
19 workforce people coming in trying to get up to Park City
20 and Deer Valley, a lot of people also coming down Bitner
21 and going to Glenwild. That is -- if there's -- if
22 there's a way to mitigate certain times or a way that
23 people could go around, even at certain times from 7:30
24 to 9:30, that would make a big -- a big difference, but
25 I see so many people coming from park -- from Salt Lake

1 City going into Park City that are working. And for
2 them to take a bus, there's no way that's going to
3 happen. So that should be addressed.

4 The other thing is I am handicapped, and I'm
5 wondering what provisions have been made for ADA for
6 handicapped walking here and walking there, and I have
7 nothing -- I haven't heard anything about ADA.

8 BOB DEVANEY

9 My name is Bob Devany. I'm with Betty. We've
10 been here for 25 years. Experienced Yellow Peaks in
11 2002. It was great. I'm far from an expert in what you
12 guys are doing; so I won't comment on that. You have
13 plenty of experts. What I do see, though, and what
14 concerns me, is we're going to have efficient traffic
15 movement and we're going to increase traffic. So I have
16 two comments on that.

17 First one is to what degree did you study the
18 environmental impact on our area with respect to
19 increased traffic? Namely, I call it inversion creep
20 from Salt Lake.

21 Number two, on any day or any given day at
22 Kimball Junction area, and if you looked at those red
23 lights, there are at least two people running a red
24 light every single light change. That is a problem in
25 terms of safety. And to what degree has anybody even

1 managed or addressed that or even got some data on it?
2 But I can tell you, if you're sitting there in the
3 morning or evening, at least two people run the red
4 lights from a dead stop. That's a real concern to me.
5 Thank you.

6 ZEB ROSENFELD

7 My name is Zeb Rosenfield. I have a couple of
8 issues that I want to address. So I'll go through
9 rapidly.

10 First of all, thank you to the entire team.
11 I'm no expert in this. You are all. So thank you for
12 all your hard work and dedication trying to fix this
13 interchange.

14 My first worry is induced demand. By adding
15 extra lanes throughout this entire intersection, how are
16 we going to change the demand and how are traffic models
17 accounted for that effectively? It has not always in
18 past EISes.

19 Additionally to that, our traffic model is
20 2050. There's a traffic problem now. There has been
21 for the last five, ten years, and my understanding is
22 that that traffic problem is worse than any model would
23 have expected 20 years ago. So when we started this
24 EIS, I believe it was about five years ago. How was
25 traffic for the 2025 model, and has that lined up

1 accurately or have we adjusted models appropriately?

2 Bus lane merges -- I know that we will say
3 that bus lanes are out of the scope of this EIS.

4 Ultimately, we need to focus holistically on what the
5 entirety of the Park City 224/I-80 region looks like.

6 There is a separate EIS for bus lanes. Why are we not
7 combining this into one EIS? If you look at bus lanes
8 separately from an interchange, the interchange is going
9 to be worse, and the bus lanes are going to be worse.

10 Currently, bus lanes are scheduled to merge
11 far before the intersection in the busiest section of
12 traffic. So buses will have to merge over now four
13 lanes of traffic in order to make a left turn onto
14 Olympic Parkway off of 224. Did we -- can we model for
15 a dedicated left turn signal stage directly at Olympic
16 Boulevard for central running bus lanes so that those
17 buses are not merging across traffic making traffic
18 worse and delaying buses more than they already are?

19 Continuing on the holistic approach, transit
20 from Salt Lake City. Ultimately, there are going to be
21 cars in this interchange, but how can we reduce the
22 number of cars in the interchange instead of just trying
23 to figure out how to fit more cars into a relatively
24 small area?

25 Did the EIS study the possibility of adding

1 more massive rapid transit from Salt Lake City to Park
2 City? We've already talked about transit centers or
3 park and rides. Why are all of our park and rides in
4 Park City? Why are we making people drive up in I-80 in
5 the first place? Why can't they be in Salt Lake? Why
6 can't we have buses from the airport? All of those
7 could be involved in this EIS. I know that the Little
8 Cottonwood Canyon EIS considered rapid bus transit. Why
9 are we not considering rapid bus transit?

10 And, lastly, once again, thank you all for
11 being here. I am a little concerned that there was no
12 active or mass transit personnel in attendance at this
13 public hearing. Thank you.

14 (This hearing was concluded at
15 7:30 p.m. MT.)

16 * * * * *

REPORTER'S CERTIFICATE

STATE OF UTAH)

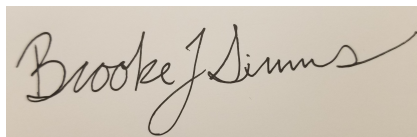
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COUNTY OF UTAH)

I, BROOKE SIMMS, an Idaho Certified Shorthand Reporter, Utah State Certified Court Reporter, and Registered Professional Reporter, hereby certify:

THAT the foregoing proceedings were taken before me at the time and place set forth in the caption hereof; that the public comments were taken down by me in shorthand and thereafter my notes were transcribed through computer-aided transcription; and the foregoing transcript constitutes a full, true, and accurate record of such public comments taken to the best of my ability.

I have subscribed my name on this 19th day of April, 2025.

A handwritten signature in cursive script, reading "Brooke J. Simms", is displayed within a light beige rectangular box.

Brooke Simms, RPR, CCR, CSR

Idaho CSR No. 1174

Utah CCR No. 12335391-780

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Utah Rules of Civil Procedure
Part V. Depositions and Discovery
Rule 30

(E) Submission to Witness; Changes; Signing.

Within 28 days after being notified by the officer that the transcript or recording is available, a witness may sign a statement of changes to the form or substance of the transcript or recording and the reasons for the changes. The officer shall append any changes timely made by the witness.

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Transcript for Comments Submitted at
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UDOT PUBLIC HEARING & COMMENT PERIOD
Kimball Junction Environmental Impact Statement
in Summit County, Utah
UDOT Project No. S-0224(50)12

Thursday, April 10, 2025, 6:00 p.m.-7:30 p.m.
Held via Zoom

Reported by Brooke Simms, RPR, CCR, CSR

1 BOB JACCAUD

2 Yeah. Great. Thanks so much. I know I only
3 get a couple minutes; so I'll try and make it quick.

4 First off, I was gonna stop by on Tuesday, but
5 I had my kids with me. So I was unable to stay for the
6 presentation, but got a few questions answered. So
7 really appreciate that.

8 Overall, thank you all. You know, I know you
9 put a ton of work into all of this, you know, and
10 sometimes things don't ever pan out and stuff like that.
11 So thank you all for your work.

12 You know, obviously a little late in the
13 process, but just a couple, like, high level comments at
14 first, you know. My takeaway from what I saw on Tuesday
15 and sort of this and following this process was, you
16 know, one of the main projects or the main principles of
17 this project was stopping the backup on I-80, and I
18 think that is a very large safety concern.

19 I would say -- I don't want to speak for our
20 community. That's for sure. But in my opinion -- and I
21 feel the community feels the same way -- is that's not
22 necessarily the top-of-mind problem. It's really that
23 traffic within Kimball and the backup on 224.
24 Obviously, again, that's not a part of the study area,
25 and so that's -- and I mean, like, northbound 224 in the

1 afternoons on the way out of town, and that's obviously
2 a little bit out of the study area. So that's, you
3 know, kind of out of the ballpark, I guess, for this.

4 But I think really that when you speak to
5 anyone in our community and they talk about traffic in
6 Kimball, that's probably the very first thing that comes
7 to mind. So when I think of this project, to not
8 address that squarely as a part of the project, it's
9 harder for me to get on board. I definitely agree with
10 the I-80 comment or principle, whatever you want to call
11 it, and I think that it's something that needs solved.

12 The other aspect is the pedestrian friendly.
13 I think a lot of the crosswalks at the roundabouts right
14 now are fairly dangerous. I think, you know, even
15 moving those back 10 feet to provide vehicle space to go
16 in front of them before they enter the roundabout is
17 maybe a way to solve that. I've been fortunate that
18 I've lived in other countries, and I kind of view a lot
19 of this area as, like, classic North American design
20 when it comes to car-first design.

21 So I think those are some high level. As far
22 as, like, overall improvements go, 224 north at Ute
23 Boulevard, there's a double left hand turn. To me, when
24 I look at this, that seems a little excessive. Most the
25 people are turning left at Olympic, the intersection

1 before. That's where you dump a lot of the traffic that
2 needs to turn left, and in my eyes, you got almost ten
3 plus lanes now at that intersection, and that would be a
4 way to reduce that by one.

5 Additionally, if we're going to remove that
6 crosswalk right there, there's got to be some signage of
7 some kind. We just have so many tourists from the U.S.,
8 from abroad, from people who have never seen snow, and
9 they're going to walk up to that intersection thinking
10 that they can cross. And I think we just need signage
11 that guides people to the tunnel. And I use the other
12 intersection of Olympic as a landmark for that. I see
13 people get dropped off at that bus stop there all the
14 time, and they naturally don't know to look down a hill
15 and walk around, especially when there's snow, to walk
16 around to go to that tunnel, and they sit there and try
17 and cross the busy road.

18 The roundabout at Newpark -- the extra lane
19 makes sense because now there's a double turn to get in
20 there. I would be worried that there's so few cars that
21 turn right at the roundabout that we'd really be setting
22 up for another backup of traffic right there, and so you
23 have a double left turn that's going to kind of feed
24 into a backup of traffic. That roundabout, again, is a
25 very -- in my opinion, is a very non-pedestrian friendly

1 intersection. I see lots of close calls there. So,
2 again, I don't know what we can do. The whole area of
3 Kimball is a little patchworky, and so walking around is
4 a little difficult.

5 I know I'm running out of time. So I like the
6 noise barriers. Those are great, and I like the
7 flexibility that this project offers in the future. I
8 do worry a little bit. I know UDOT, you know, is
9 hamstrung a little bit on you have to spend the money
10 sometimes or you lose it, but I do worry a little bit
11 about, you know, us putting the time and effort into
12 this and then not addressing kind of that broader 224
13 issue that I brought up.

14 So I like the flexibility. I'm kind of
15 talking out of both sides of my mouth here. It's nice
16 to have the flexibility, but at the same time I don't.
17 You know, but, overall, like, when I look at this, I do
18 sadly -- because I feel like it doesn't address that
19 broader problem, I do almost lean a little bit towards
20 doing nothing. Like, I can't believe I would say that,
21 and honestly if we need to spend the money, I guess we
22 do, but I'm worried we're going to do two years of
23 construction only to then keep that construction going
24 or not fully solve the overall issue, and so I -- I,
25 like, almost sadly lean towards that.

1 I haven't made up my mind, but, overall, I
2 think you guys have done a great job. You should be
3 proud of all the work you did. I think you based the
4 assignment -- I think maybe the assignment was slightly
5 wrong, and that's all.

6 So thank you for your time. Thank you for all
7 your work, and I really appreciate it.

8 * * *

9 ERNEST ORIENTE

10 My name is Ernest Oriente. So let's see.
11 I've lived here 27 years. I have a very unique
12 perspective. From my backyard, I see the brake lights
13 every night on 224. In fact, when we first moved here,
14 there was a gas station, a McDonald's, Kmart, and a
15 Smith's. That was Kimball Junction. All right?

16 So my -- my comment is twofold. One, I truly
17 am looking forward. I see those brake lights year-round
18 every single night. So I can track -- I literally can
19 track and tell you what it looks like. So I really am
20 excited to hear that this is moving forward. It needs
21 to happen. Right?

22 And while the path is going down Option C or
23 Alternative C, I hope that we continue to look at other
24 possibilities. I don't know if that will be enough.
25 Not only do I see the brake lights this way, but then

1 I -- going to the ski resorts in the morning, and I
2 watch it the other way.

3 So I'm excited about a path forward. Thank
4 you, UDOT. I am in hopes that it will be a good
5 solution among other solutions, and I hope that we'll
6 continue to be willing to come back to the table as
7 needed if we need to go back and revisit an Option A or
8 Alternative A, whatever that may be going forward. Just
9 my comment. Okay.

10 * * *

11 MARI MENNEL-BELL

12 Mari Mennel-Bell, and I'm in 84060. So I did
13 just want to comment that I'm concerned because of a
14 lack of a comprehensive plan for this area, and I would
15 urge you to meet with the people that oversee Kimball
16 Junction and the planners for Dakota Pacific.

17 Also, I'm concerned about the effects on
18 wildlife. I have personally witnessed several terrified
19 moose getting trapped alongside the westbound exit ramp
20 of I-80 and Jeremy Ranch. It was one of the worst
21 experiences I've been through because I felt so helpless
22 with helping them. So I would just like to be sure that
23 you have a plan to address such issues if they ever
24 arise. That's it.

25

REPORTER'S CERTIFICATE

STATE OF UTAH)

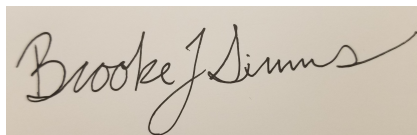
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I have subscribed my name on this 20th day of April, 2025.



Brooke Simms, RPR, CCR, CSR

Idaho CSR No. 1174

Utah CCR No. 12335391-780

[& - csr]

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Utah Rules of Civil Procedure
Part V. Depositions and Discovery
Rule 30

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